

mit we would have yielded to the alluring unwisdom of descending McBride Glacier, a longer route probably certain to leave us benighted in unknown gorges with snow floors being washed away by sudden river-flood.

Wet snow made descent to the cirque of Sir Richard Glacier less than ideal. We marvelled the sunny slope still refrained from avalanching as we swung back and forth in long tacks. But we rejoiced greatly in skis to make the long return to camp so comparatively effortless, and, of course, only skis had made the ascent possible under such snow conditions.

Down in the main valley, with night coming on, we found Cheakamus River in unexpected flood and already bursting through bridging snow and ice by which we had crossed back and forth at will to get the easiest going. If

The river ran blackly between dim snow walls where we had to make the last ford when nearing camp, and some resolution seemed needed to enter the water in the darkness. Below this the gorge was a grim passage in the gloom, relieved only by a small carbide light; snow subsided into black pits and roaring sluices. We reached camp about 9.30 p.m., perhaps with a certain sense of escape. To have felt otherwise would have been undiscerning.

A sunny day of rest gave way to sudden rain and sleet—1937 was a deplorable season throughout in the Coast Mountains—and precluded further climbing. Also, the heavy thaw meant we would find much of the homeward route unfit for either ski-ing or walking, so an immediate start was wise.

Cold rain made the first day less than pleasant. Crusty snow, often too patchy for ski-ing, commonly dropped us through as much as thigh-deep among brush, rocks and logs. Slender logs 50 to 100 feet long across the river were not always walked with complete nonchalance even by the member or members who did not hitch across astride to the detriment of the clothing most closely involved in that undignified mode of progress.

Rafting down the now ice-free lake was more pleasant toil, though possible breaking up of the badly-built raft risked loss of our equipment at least in the icy water. The final day to the railway was a bit more exhausting than the first. There were areas less remote where we might have enjoyed far more ski-ing in the park, of course. Doubtless the labor of our trip had been unduly high because made too late, but fortunately memories of hardships dim quickly, while the joys remain like shining snow-crests against cloudless blue.

Jumping Hill Construction

By R. A. Flint

TO THE general public ski jumping is regarded as the main feature associated with ski-ing. To the average skier it is regarded with awe and trepidation. To newly organized ski clubs and communities interested in developing ski-ing, a jump is erroneously one of the first considerations, and in many cases construction of a jump is gone ahead with almost before a ski club is organized, due to the enthusiasm of local Chambers of Commerce, Boards of Trade and Winter Sports Committees who are hopeful of heavy winter tourist traffic coming to their locality.

There is no desire to discuss the various features of ski-ing that should be well organized before a jump is contemplated, except to say that the successful operation of a jump is dependent upon an efficient organization of skiers who know jumping and its requirements.

Briefly a jumping hill is really two hills, one, an upper hill or tower and two, a lower or landing hill. There is a direct relation in degree and length of slope in each of these hills to the other and it is folly in itself to try and erect a larger jump than the hill will stand. In spite of this the usual reaction is to try and get

as large a jump as possible, taking little heed of local club requirements, capital cost or operating costs.

The Ontario Ski Zone Committee have spent much time and money in studying the construction of jumping hills both on this continent and in Europe and have in the past few years supervised the construction of over a dozen jumps in Eastern Canada. They have available the necessary technical data that few, if any, construction engineers or companies are aware of and feel sure that this service to the ski clubs is of inestimable value in avoiding the pitfalls of local construction without the proper technical knowledge.

As there are a number of small ski clubs that will be contemplating building ski jumps this coming season we believe it will be to their advantage to secure recent and up-to-date information on how these hills are constructed. This will save a great deal of unnecessary work and they will have a profile which has been worked out on scientific lines. The Ontario Zone offers this help to Zone clubs but it will be pleased to offer the same service to any other clubs or organizations in Canada.