



Above is shown the competitive layout at Mount Norquay, scene of the 1940 Dominion Ski Championships. On the left is the upper portion of the downhill course, which drops more than 2,000 feet in a mile and a half. The top part, which is open, falls away at an angle of from 25 to 30 degrees. Next comes the Funnel, followed by the Cliff, which is a 150-foot drop of from 35 to 40 degrees. Then a more gradual slope until the racer strikes the Gully, a wooded, twisting trail which leads to the finish. Part of the downhill was used for the slalom race at the 1937 Championships.

To the right of the downhill is the jump, from which leaps of 200 feet and more have been made, while the cleared slope on the extreme right is the Lone Pine, which may be used for the slalom course, depending on snow conditions.

Banff prepares for the 1940 Championships

By Reg. Hayden

THE announcement by Fred Hall, Canadian Amateur Ski Association president, that a state of war would not interfere with the holding of the 1940 Dominion Championships at Banff, February 29 to March 3, was greeted with loud huzzahs at the Rocky Mountain resort.

Bent on making the 1940 meet the most successful in C.A.S.A. history, officials and members of the four clubs sponsoring the affair had been busy with plans and preparations since early summer, and it would have been a big disappointment had the tournament been cancelled.

The fact that conditions are such that it is very unlikely any skiers from Europe will compete has not dampened enthusiasm. Many competitors from all over Canada and from the United States are expected and those in charge are confident that the meet will be a big one. It is hoped, too, the American ski team which originally was to be sent to Europe will instead come to Canada.

In anticipation of a large-scale tournament, preparations are being made on a large scale. In this regard, the experience gained when the 1937 championships were held at Banff is proving invaluable and the organization is being

undertaken in such a way as to ensure a high standard of efficiency.

Three years ago few eastern skiers were acquainted with the set-up at Mount Norquay and it was necessary to describe the layout. Now, however, the majority have either visited or read of the Rocky Mountain centre and what it has to offer, so a bare outline should suffice.

It might be well, though, to mention that improvements have been and are being made. For instance, there is going to be a new ski lodge. The small log cabin that stood at the foot of the slopes in 1937 is no more, having been destroyed by fire two years ago, but out of its ashes will arise a bigger and better structure.

At the time of writing plans are in the preliminary stage, but actual work is expected to start before long. The result will be a U-shaped building with an 80-foot front and two wings for ski-waxing, storage, rental and a lunch counter.

At the close of last season the Calgary Ski Club voted to erect a tow on the mountain only to find later that the cost was too high. However, the company which is building the new lodge may also put up a lift.

An old sore spot, the shortage of parking accommodation, has been eliminated. A new and much larger parking site has been cleared and the confusion that attended earlier meets will not be repeated. As a result traffic will be greatly speeded up.

The ski slopes have also been improved and the advice of European visitors—the Swiss in 1937 and the Bavarians in 1938—has had a lot of influence on the changes made.

The upper leg of the mile-and-a-half long downhill course has been widened by the clearing away of trees and stumps, while the turn into the "gully" has been made more gradual.

The jumping hill, which Karl Webber, manager of the S.A.S. team, said "could count as one of the best in the world," is also being doctored. The start will be less steep and the approach will be longer. This should result in regular jumps of 200 feet and better and should see Alf Engen's record leap of 210 feet bettered.

Every effort will be made to look after visitors in the way of accommodation, transportation and entertainment. Committees have been named to look after these important phases and

will not leave a single stone unturned. Every detail will be attended to.

There will be no shortage of accommodation. In the town are three hotels and a large number of private homes equipped to handle visitors. In this connection Banff has had lots of experience, particularly during the past summer, when the tourist business was not far short of a record.

Banff itself will "doll up" for the affair, taking on carnival garb. In fact, there is a possibility the Banff Winter Carnival, which was such a decided success last year, will be run in conjunction with the meet, so the atmosphere in the mountain-girded village will indeed be a gay one.

Entertainment will be provided in the way of dancing, skating, tobogganing and swimming in the sulphur pool (hot) at the Cave and Basin, as well as other amusements. There will be no shortage of anything to do.

The meet is being sponsored by four clubs—the Calgary Ski Club, the Ski Runners of the Canadian Rockies, the Camrose Ski Club and the Lake Louise Ski Club. In charge of organization is Alan Carscallen, western vice-president of the C.A.S.A., while among those assisting him will be Ralph Harvey, Jim Morrison and Ethel Knight of Banff, all of whom worked on the 1937 Championship committee.

While he is officially retired from ski activities, John Southam, who did such an excellent job as president of the 1937 committee, has consented to lend his assistance and will be in charge of transportation.

Others who will undertake duties include Albert Riley, Jack Insley and Jack Donnelly, Calgary; Don Young, Canmore; and Ralph Jamieson, Stan Boyle and Len Turner, Lake Louise.

All in all, a meet that will attract a large entry and produce keen competition and excellent skiing is anticipated. The pioneering stage in competitive skiing is past at Banff and the town is ready to stage a tournament that will not soon be forgotten.

And when it is over, it is the hope of westerners that the visiting skiers will sojourn at the alpine camps—Sunshine, Temple, Skoki and Assiniboine—to enjoy the ultimate in skiing in powder snow on open slopes high above timberline.

MEMBERS of the St. John Ambulance Brigade, Montreal Corps, covered the First Aid posts in the Laurentians for the winter of 1939. These posts were located at St. Sauveur, St. Adele, Shawbridge, St. Marguerite, Lac Masson and Morin Heights and also at Lac Mercier and St. Jovite for special meets.

The accidents handled by the Brigade totalled 532, of which 87 were considered serious. St. Sau-

veur is by far the most dangerous post to cover.

The plan to sell badges to the skiers worked out well and the committee under the chairmanship of N. W. Stewart are to be congratulated for their excellent results. The continuance of this plan will result in a permanent chain of well equipped first aid posts established at all necessary points.

I would like to point out that all work done by members of the Brigade is entirely voluntary.