

little as \$15.00, while other well known companies are turning out similar cameras ranging in price up to \$65.00.

If the day is at all bright, it is always advisable to use a medium yellow filter. If deeper contrast is desired the orange filter sometimes gives very interesting effects. The red filter, however, is not practical to use on ski-action pictures as these filters have such a high factor, with the result that the shutter speed has to be cut down too much. Some filter manufacturers produce what is known as No. 1 factor yellow filter which, in effect, gives very light contrast and only requires from 15% to 20% increase of exposure. Where the shutter speed cannot be cut down for ski race pictures this is a very practical type of filter to use as the additional exposure required is very slight.

During rather sunny days very interesting landscape effects may be obtained with the deep yellow or red filter. The effect gained is darkening of the sky, thereby giving contrast to the snow. Another interesting effect can be obtained by using Infra-red film with the deep red

filter, which gives a jet black sky and very heavy contrast, but the Infra-red film, being a very slow emulsion and the added exposure required for the red filter, sometimes requires exposures of *f.* 2.8 at 1/50th of a second. Orthochromatic film being non-sensitive to red light cannot be used with a red filter. There is always the amusing story of the fellow who exposed a roll of Orthochromatic film using a red filter, and wondered why his whole film was unexposed when developed. Panchromatic film is the only material which can be used with a red filter.

Some of those clear moonlight nights offer plenty of opportunity for the photographer who has the patience to stand by while making a time exposure. The camera must, of course, be on a tripod or other firm support, and the exposure depends entirely on the speed of the emulsion being used and the amount of light and dark in the picture. However, a few trial shots will prove that this field of experimentation is well worthwhile and gives quite a pleasant effect.

First Aid in the Laurentian Zone

By Niel M. Stewart, Chairman First Aid Committee, Laurentian Zone

TWO pairs of snowshoes and a thousand pairs of skis are in the racks of any ski train pulling out of a Montreal station on a winter Saturday—a thousand skiers looking forward to a day of sport on the snow fields—two modern Knights Hospitalers carrying on the traditional services of the Venerable Order of the Hospital of St. John of Jerusalem.

Every skier in the Laurentians has seen the men of the St. John Ambulance Brigade in their black and silver uniforms, but comparatively few know the full story of their work or realize the extent of their services to skiers. The uniformed members of the Brigade, to qualify for duty at the first aid posts, have been thoroughly trained in first aid work and the standard of efficiency is maintained by annual refresher courses and examinations. Their service is entirely voluntary and no member of the St. John Ambulance Brigade receives any remuneration whatsoever.

During the 1938-39 season, weekend first aid posts were operated at six centres in the Laurentians and at the Chalet on Mount Royal. In addition extra men were sent out whenever necessary to cover competitions or

any special events. All told, from sixteen to twenty men were on duty on weekends during the ski-ing season. The record of injuries attended indicates the importance of the work being done. A total of five hundred and thirty-two cases received first aid from members of the Brigade and of these eighty-seven were classed as serious injuries.

These figures are far from showing the actual number of ski-ing accidents, as the first aid posts can cover only the main centres in an area that extends well over two hundred square miles. The toll of accidents has reached alarming proportions and will continue to increase until the experience and technique of the average skier is developed to equal his enthusiasm. There can be no doubt that many accidents are the result of hare-brained recklessness. Running open slopes out of control or narrow woods trails without knowing what is ahead contribute to the accident rate, but unsuitable equipment, more than any other single factor, is responsible for the increasing number of fractures and severe strains. Most novices, if they can afford it, purchase equipment that has been developed for the use of

experts, with the mistaken idea that what is best for the Class A competitor must also be best for the beginner. The extremely stiff boots, rigid bindings and heavy skis used in downhill and slalom racing have broken more ankles for "pleasure" skiers than they have ever won races for experts. Reports of Brigade men who have bound sprains and splinted fractures at every ski tow in the Laurentians mark "downpull" as the danger point to the skier of average ability.

Complete organization for the prevention and care of accidents will of necessity be a gradual process but a start has been made with the first aid posts operated by the St. John Ambulance Brigade which have been increased in number as conditions made it necessary. A special committee was formed in the Zone last year to organize this work and more particularly to finance it. A campaign for funds through the sale of badges to skiers was a complete success and the money raised in this way was sufficient to pay all expenses of the season's work and leave a balance which has been put into equipment. Ambulance sleds will replace makeshift toboggans and handsleighs at half a dozen points this winter and arrangements have been made, with the co-operation of Mr. Victor Nymark, for a permanent first aid station at a location central to the three tows at St. Sauveur. The building will have accommodation for three "stretcher-cases" and with the new ambulance equipment will obviate much of the handling that was a serious problem in other years.

The complete ambulance unit comprises a snow-proof sled enclosing a standard removable stretcher with full length cushion and blankets, all housed in a shelter to protect it from the weather. The sled itself is a toboggan with a rigid frame and small hardwood runners to prevent side slipping. It has a brake attachment suitable for either packed or loose snow and fittings for as many traces as may be necessary for it to be pulled without the workers having to remove their skis. For the present this equipment will be placed only at the principal ski centres but additional units will be added as funds permit. The complete unit, including shelter, represents an outlay of approximately one hundred dollars.

A campaign for funds similar to that put on last year will get under way as soon as the season opens and the First Aid Committee foresees no difficulties that cannot be overcome by a certain amount of work, in raising the \$1,250 that will again be the objective. This amount will cover the expenses of operating the first aid posts for the season and will leave a surplus for the purchase of additional

equipment. Within three years we should have completely equipped first aid posts at all the ski tows, downhill race trails and practice slopes—wherever skiers gather in large numbers.

The next step will be to place ambulance sleds and first aid equipment at strategic points on the cross-country trails and to arrange telephone communications so that an ambulance sled may be brought to the scene of an accident at any point on the skier's map within a reasonably short time. We may even look a little farther ahead and see patrols covering the big slopes and the trails, using telephone or visual signals from hilltop to hilltop.

Most of the foregoing is concerned with the care of accidents, but there is as much or more to be done in education for accident prevention. The ski schools have already made great strides and anyone who learns the fundamentals properly, and a little caution with them, is unlikely to get into trouble.

Downhill courses and cross-country trails are being improved year by year as turns are widened and brush and obstacles removed. These improvements and the development of technique have already resulted in a marked decrease in the number of accidents to skiers in competition. It is only when the demand of the steep and twisting downhill course for skilful control at every turn and pitch is mistaken for a challenge to blast the course wide open that rush calls go out for the nearest Brigade member.

There is no better way for a skier who has learned the essential turns to gain control than by constant practice on the slalom courses. Several ski clubs have greatly raised the standard, not only of their own members but of unattached skiers who use the same slopes, by setting out practice slalom courses every weekend. Many a skier who was beginning to have a dangerous opinion of his proficiency after a few successful swooping rushes down Hill 70 is considerably taken aback when he tries the slalom course to find that his control is practically non-existent at speeds in excess of five miles an hour. Running a course in full control whether the time be fast or slow brings a satisfaction and an exhilaration at least equal to the hair-raising thrill of charging down the slope wide open and with a fine disregard for the climbers. Who would compare the pleasure of the swift downrun followed by even the neatest and least painful of purlers to the smooth flowing sweep of linked turns?

When we are all willing to test our ability and to accept our limitations in the art of skiing as the point from which to begin improvement, we shall begin to see a steady decrease in the number and severity of accidents.

The Alpine Inn at St. Margarets, one of the oldest and most popular all-year resorts in the Laurentians, burned to the ground in November. Rebuilding started immediately and a newer and larger Inn will be ready early this season.