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THE LADIES' SKI CLUB BULLETIN

No. 8

OCTOBER, 1933

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EDITORIAL.

THE Annual Luncheon and General Meeting will be held at the Florence Restaurant, Rupert Street, W.1, on Wednesday, November 15th, 1933, at 1 p.m. Price of luncheon

4/6 - 3s. 6d.

We welcome five new members: Miss P. R. Adye, Miss Betty Fripp, Miss Mona Sargent, Miss W. McConnell and Mrs. Penderel; the last-named had the misfortune to break her leg at the beginning of last season and we take this opportunity of offering her our sincere sympathy. We also extend our sympathy to a member of the Committee, Mrs. Trustram Eve, whose visit to Mürren was cut short by a serious illness from which, however, we are glad to know she has made a good recovery.

To Mrs. Stroud we give our hearty congratulations. (But why a son when we should have so welcomed a future member of the L.S.C.?)

During last season Miss Sale-Barker was much missed in every direction but she appears to have been rather busy crashing in Africa.

It is most regrettable that Miss Doreen Elliott has been obliged to give up racing on account of athlete's heart, and this is very hard luck not only for herself and our British Teams, but also for all those who, in past seasons, have so admired and enjoyed watching her superb ski-ing.

We are very proud to record that during last season three of our members won their Gold: Miss J. Kessler, Mrs. Butler and Miss D. Crewdson.

An account of the Arlberg-Kandahar appears elsewhere but it is only fitting that mention should be made here of the excellent performance put up by Miss Mackinnon, and it was a great pity that she missed competing in the F.I.S.

The Hon. Treasurer has asked us to draw attention to the following :—

- (1) That ALL members are strongly urged to pay their annual subscriptions by banker's order. (It is to be remembered that the annual subscription is 5s. and not 10s. Up to date refunds of excess subscriptions have been made time after time to the *same* members. From now on it will not be possible to refund any excess, so members who have not already done so, are urged to instruct their bankers to have their orders adjusted.)
- (2) That all members be asked to demand a written and signed receipt from the Hon. Treasurer for all moneys paid to her either by cheque or by cash.
- (3) That as Miss MacLeod and Miss Wolseley have failed to pay their respective subscriptions for 1932, and also not replied to the letters sent to them by the L.S.C., and all communications sent to Miss Wolseley having been returned through the Dead Letter Office, their names have been deleted from the list of members. Also Miss F. C. Barrow, who has neither acknowledged any letters nor paid her subscription for the past two years, has likewise had her name removed.
- (4) That all badges, ordinary or international, are to be obtained through the Hon. Treasurer only, and not from the Hon. Secretary. The Hon. Treasurer's address is to be found in the list of members at the end of the BULLETIN.

The L.S.C. is much indebted to C. E. M. Elliott, Esq., who has most kindly undertaken the duties of Hon. Auditor.

We conclude our remarks with a grouse which is now becoming perennial, namely the absence of contributions from our members, but we are very grateful for the help of the "Faithful Few."

L.S.C. SWEATERS.

Lillywhites, Ltd., Criterion Buildings, Piccadilly Circus, S.W.1, have undertaken to supply the L.S.C. sweaters.

Anyone wishing to purchase Club sweaters must send or take with them some means of identification proving that they are members of the L.S.C.

No. 1.	Pullover with sleeves	...	...	...	19/6
No. 2.	Pullover, sleeveless	...	...	...	16/6
No. 3.	Polo neck pullover	...	...	...	21/-
No. 4.	Cardigan with sleeves	...	...	...	25/-

It will be noticed that this list includes a cardigan and that there is a satisfactory reduction in the prices. All these models are complete with monogram in pale blue.

THE L.S.C. CHAMPIONSHIP.

The L.S.C. Race will be held at Davos on January 9th, 1934, or three days after the S.C.G.B. Championship if this has to be postponed owing to the weather.

As this is the first time the race has been run in the Engadine, members are asked to make a special effort to insure its being a success. All racers are urgently requested to compete, and all others who can do so are asked to offer their assistance in helping the organization.

"VITAI SAMPADA."

(With apologies to Sir Henry Newbolt.)

BY D.S. AND D.C.

There's a breathless hush on the hill to-day,
A crowd on skis and a race to win.
A pounding heart 'neath every K,
The hour is struck—it's time to begin,
And it's not for the sake of a ribboned coat
Or the giddy hope of a season's fame,
But Doreen's hand on one's shoulder smote,
Ski heil! Ski heil! and play the game.

The track of the race is a sorry sight,
Strewn with the wrecks of the blokes that crashed,
And your skis are crossed and your head feels light,
And you feel half blind and your hopes are dashed.
The track in front looks far too steep,
And home is far and the F.I.S. but a name,
When the voice of Doreen makes you leap,
Ski heil! Ski heil! and play the game.

This is the game that year by year,
When England's cold and bleak and wet,
Makes each of us joyfully pack our gear
And rush to the land we shall never forget.
This we'll all with a joyful mind
Bear through life till too old for the game—
Memories of days when they're far behind,
Ski heil! Ski heil! and play the game.

THE BRITISH SKI CHAMPIONSHIP—LADIES.

The Ladies' British Ski Championship took place this year at Morgins on January 6th and 7th.

The entry was disappointingly small; there were only three and it was all the more regrettable that Miss Helen Blane should have damaged a nerve in her knee during the practice over the course on the preceding Tuesday.

In spite of the general lack of snow in Switzerland at that period, Morgins could boast of over a foot of good snow on all north slopes, where the course was laid, and conditions on the day of the Championship were perfect.

Four inches of dry powdery snow had fallen early in the morning, and the start having been postponed for an hour to enable conditions to improve, competitors were agreeably surprised to find brilliant sunshine and perfect powder snow, when they had painfully surmounted the climb to the Pointe de l'Haut.

The course was the same as that set for the men (except that the latter were obliged to climb a further thousand feet, in order to obtain the requisite vertical drop of 3,000 feet) and was run from the top of the Pointe de l'Haut past the men's first finish, over the Knife Edge and down to Championship Finish below the Tovassiere Chalet, a vertical drop of 2,100 feet.

The first portion was over a steep descent averaging about 33 degrees, and it was on this section that the only pair of control flags were placed, in order to prevent competitors from running into a ditch just below.

After this, the course ran through the Porte Gully, and later came out on to the Knife Edge. This steep descent, which averaged 33 deg. with a maximum of 39 deg. was untracked, and in excellent condition for straight running, but none of the ladies attempted it, Miss A. B. Duthie putting in two turns before doing so.

From here to the finish the course, without being difficult, included some uneven and not too easy running.

Miss M. C. Sherer was the first lady to start. She fell once only on the first slope, but afterwards fell several times, and finished second in 6 min. 21.6 sec.

Miss A. B. Duthie was the winner. She fell heavily on the first slope, but from there on to the finish, she ran very well and without a fall, using good judgment, and finished in 6 min. 09.4 sec.

Miss E. M. Levenson skied below her usual form and was third in 7 min. 32.6 sec.

RESULTS.

					<i>m.</i>	<i>s.</i>	<i>Pts.</i>
1st	Miss A. B. Duthie	...	...	...	6	09.4	100.00
2nd	Miss M. C. Sherer	...	...	...	6	21.6	96.81
3rd	Miss E. M. Levenson	...	...	...	7	32.6	81.62

THE BRITISH SKI CHAMPIONSHIP—LADIES' SLALOM.

The Slalom took place on January 7th, and in event the order of the Straight Race was reversed.

The course was the same as that used for the men, and consisted of a well-prepared descent of 500 feet on the left-hand side of the road to the Frontier.

Miss E. M. Levenson started and ran very well, but she made an error and had to be called back for missing a pair of flags, which lost her much valuable time. On her second descent, she skied beautifully and her performance was the best time in the Slalom.

Miss A. B. Duthie ran a very good first course, but during her second, she risked too great a speed at a difficult pair of flags in an inclined flush, with the result that she fell, lost a stick and much height, and had to climb back, which cost her dear.

Miss M. C. Sherer finished second, although she incurred 12 sec. penalty.

RESULTS.

	<i>Name.</i>	<i>Pen.</i>		<i>Total.</i>		<i>Pts.</i>
		<i>m.</i>	<i>s.</i>	<i>m.</i>	<i>s.</i>	
1st.	Miss E. M. Levenson	2	11.1	1	27.3	3 38.3 100.00
2nd.	Miss M. C. Sherer...	1	44.1	12	1 46.3	3 42.4 98.19
3rd.	Miss A. B. Duthie...	1	34.9	6	2 04.1	3 45.0 97.07

COMBINED RESULTS.

					<i>Pts.</i>
1st.	Miss A. B. Duthie	...	...	...	98.53
2nd.	Miss M. C. Sherer	...	...	...	97.50
3rd.	Miss E. M. Levenson	...	...	...	90.81

THE F.I.S. MEETING AT INNSBRUCK.

BY OBSERVER.

As yet the F.I.S. has not been held in ideal conditions, either the weather or the state of the snow having been unfavourable, and this year was no exception to the rule.

At the end of January there was a heavy snowfall at Innsbruck, but by the time the British team arrived a thaw had set in and for nearly ten days there was continuous rain. These unfortunate weather conditions made the choice of route for the downhill race a difficult matter to decide, and on the very day of the race the finish was placed two hundred feet higher than had been originally planned, owing to the thinness of the melting snow.

The race started at the top of an extremely steep glade cut out of a forest, with many tree stumps sticking up to trap and stymie the unwary. I do not think that the glade at its widest

measured more than twenty-five to thirty feet and in parts it was considerably narrower, which restricted the choice of line.

Since both the men and the women were to race on the same course there was always a crowd of competitors practising down the glade, with the result that deep grooves were formed, giving no alternative but to follow in the bob-run which wound round the tree stumps.

On the actual morning of the race thick snow was falling at the top, which turned to sleet half-way down, while at the finish it was raining.

Conditions were never so difficult: heavy snow ploughed up on an icy foundation, those deep bob-runs which threw you into the air if you shot them and the unpleasant knowledge that all this fresh snow merely masked the rocks and stumps without properly covering them.

The problem of wax engaged the attention of the team to the exclusion of meals and even of sleep. The day before the race the top part of the course was rutted ice which would quickly wear off such wax as we normally used, and none would be left on to carry us over the slow, melting snow which formed the last half, and we had no tested knowledge of the waxes necessary for these varying conditions.

It was here that Sigmund Ruud earned our undying gratitude by coming to the rescue and demonstrating the complicated measures we had to take. This is no place in which to describe them, but the art of ski waxing is too much neglected by the ordinary skier. Sufficient to say that the topmost layer of wax worked well enough in the soft snow, while the next coped with the rutted ice and the last coats carried the ski smoothly and fast over the slow and melting snow.

The team missed two of its outstanding members in Miss Sale-Barker and Miss Mackinnon, but in spite of this handicap they were second out of five in the team results. I think it should be mentioned that four of our racers were suffering from the after effects of influenza developed in Innsbruck and were not sufficiently recovered to show their true form down such a gruelling course; and it is therefore all the more creditable that they did so well.

Miss Kessler, who came in fifth out of thirty competitors and had had hardly any opportunity for practising owing to illness, and Miss Crewdson and Mrs. Boughton-Leigh (who were seventh and eighth respectively) were the three best of the British team and skied with supreme nerve and technique.

Miss Tarbutt's time was disappointing for such a strong downhill runner, but she too had been several days in bed with influenza just before the race. The last British member was seventeenth, nine seconds ahead of the next competitor.

Miss Doreen Elliott scratched for the downhill race owing to heart trouble and did not distinguish herself in the Slalom, which was held on the steep slope above the Nordkettenbahn in a blinding snowstorm. Mrs. Boughton-Leigh ran a beautiful course and came in second, in spite of having a six seconds' penalty added to her time. Miss Kessler, too, excelled herself and came in fourth.

In the combined results the first British competitor was 3rd and the last was 12th.

The manager of the combined British teams, Mr. Hugh Eaton, was unfortunately compelled to return post haste to England with serious eye trouble, and Mrs. Eaton took over the management in his absence, with unqualified success.

There is no doubt that the women especially benefited and they were extremely grateful to Mrs. Eaton for the efficient way in which she looked after their interests.

Miss Binnie Duthie was the reserve member of the team, but none of the racers fell out and she contented herself with assiduous practice, and on the day of the race she climbed up to the start and helped the team in every possible way.

RESULTS.

	Name.	SLALOM.		Nationality.	Time.	Pts.
1st.	Wersin-Lantschner, Inge ... (1 m. 5.1 s.; 1 m. 5.3 s.)	...	...	Austria	2 10.4	100.00
2nd.	Boughton-Leigh, Helen ... (1 m. 6 s.; 1 m. 6.1 s.+6)	...	...	England	2 18.1	94.41
3rd.	Zingg, Helene ... (1 m. 6.5 s.+12; 1 m. 5.1 s.)	...	...	Switzerland	2 23.6	91.43
4th.	Kessler, Jeanette ... (1 m. 10.8 s.+6; 1 m. 7.6 s.)	...	...	England	2 24.4	90.28
5th.	Streff, Rosli ... (1 m. 10.8 s.; 1 m. 10.3 s.+6)	...	...	Switzerland	2 27.1	88.63
6th.	Paumgarten, Gerda ... (1 m. 16.6 s.; 1 m. 11.2 s.)	...	...	Austria	2 27.8	88.20
7th.	Sturm, Hilda ... (1 m. 18 s.; 1 m. 12 s.)	...	...	Germany	2 30.0	86.92
8th.	Gründler, Ruth ... (1 m. 15.7 s.+6; 1 m. 16.1 s.)	...	...	Germany	2 37.8	82.62
9th.	Maillard, Ella ... (1 m. 21.6 s.; 1 m. 17.4 s.)	...	...	Switzerland	2 39.0	82.00
10th.	Jarosz-Szabo, Herma ... (1 m. 15.8 s.+12; 1 m. 12.2 s.)	...	...	Austria	2 40.0	81.49
11th.	Butler, Lois ... (1 m. 17 s.+6; 1 m. 17.8 s.)	...	...	England	2 40.8	81.10
12th.	Tarbutt, Wanda ... (1 m. 21.4 s.; 1 m. 19.6 s.)	...	...	England	2 41.0	80.98
13th.	Lettner, Käthe ... (1 m. 21.4 s.; 1 m. 21 s.)	...	...	Austria	2 42.4	80.28
14th.	Crewdson, Dorothy ... (1 m. 17.4 s.; 1 m. 30.1 s.)	...	...	England	2 47.5	77.84

	Name.	Nationality.	Time. m. s.	Pts.
15th.	Ripper, Emmy ... (1 m. 24·7 s.+6 ; 1 m. 17·3 s.)	Austria ...	2 48-0	77-61
16th.	Zogg, Ninni ... (1 m. 29·5 s.+6 ; 1 m. 12·7 s.)	Switzerland ...	2 48-2	77-52
17th.	Bader, Lotte ... (1 m. 29·8 s.+18 ; 1 m. 16·1 s.+6)	Germany ...	3 09-9	68-64
18th.	Schott, Elena ... (1 m. 18·7 s.+6 ; 1 m. 45·3 s.)	Italy ...	3 10-0	68-61
19th.	Wiesinger, Paola ... (1 m. 31·2 s.+6 ; 1 m. 27·1 s.+6)	Italy ...	3 10-3	68-50
20th.	Moore, Miss ... (1 m. 47·2 s. ; 1 m. 31·8 s.)	Australia ...	3 19-0	65-51

DOWNHILL RACE.

	Name.	Nationality.	Time. m. s.	Pts.
1st.	Wersin-Lantschner, Inge ...	Austria ...	6 49-4	100
2nd.	Zogg, Ninni ...	Switzerland ...	7 10	95-19
3rd.	Paumgarten, Gerda ...	Austria ...	7 36-2	89-73
4th.	Wiesinger, Paola ...	Italy ...	7 36-6	89-66
5th.	Kessler, Jeanette ...	England ...	7 50	87-10
6th.	Pfeifer, Hadwig-Lantschner ...	Austria ...	8 05	84-41
7th.	Crewdson, Dorothy ...	England ...	8 13-2	83-01
8th.	Boughton-Leigh, Helen ...	England ...	8 27-4	80-67
9th.	Bader, Lotte ...	Germany ...	8 31-6	80-02
10th.	Ripper, Emmy ...	Austria ...	8 34	79-64
11th.	Sturm, Hilde ...	Germany ...	8 34-8	79-50
12th.	Schmidegg, Irma ...	Austria ...	8 41-6	78-48
13th.	Tarbutt, Wanda ...	England ...	8 42-2	78-38
14th.	Resh, Lisa ...	Germany ...	8 44	78-12
15th.	Lettner, Käthe ...	Austria ...	8 47	77-67
16th.	Schott, Elena ...	Italy ...	8 48-4	77-49
17th.	Butler, Lois ...	England ...	8 52-4	76-90
18th.	Crivelli, Isaline ...	Italy ...	9 01-2	75-63
19th.	Gründler, Ruth ...	Germany ...	9 09-8	74-46
20th.	Ruegg, Anni ...	Switzerland ...	9 10-4	74-37

TEAM RESULT—SLALOM.

		m. s.
1st.	Austria ...	10 00-6
2nd.	England...	10 04-3
3rd.	Switzerland ...	10 17-9
4th.	Germany ...	11 45-1
5th.	Italy ...	13 49-9

TEAM RESULT—DOWNHILL RACE.

		m. s.
1st.	Austria ...	31 04-6
2nd.	England...	33 12-8
3rd.	Germany ...	34 00-2
4th.	Switzerland ...	35 05-6
5th.	Italy ...	36 04

COMBINED RESULTS.

	Name.		Down- hill.	Slalom.	Com- bined.
1st.	Wersin-Lantschner, Inge	Austria ...	100	100	100
2nd.	Paumgarten, Gerda	Austria ...	89-73	88-20	88-965
3rd.	Kessler, Jeanette...	England ...	87-10	90-28	88-69
4th.	Boughton-Leigh, Helen	England ...	80-67	94-41	87-54
5th.	Zogg, Ninni	Switzerland ...	95-19	77-52	86-355
6th.	Sturm, Hilda	Germany ...	99-50	86-92	83-21
7th.	Zingg, Helene	Switzerland ...	73-18	91-43	82-305
8th.	Streiff, Rosli	Switzerland ...	72-36	88-63	80-495
9th.	Crewdson, Dorothy	England ...	83-01	77-84	80-423
10th.	Tarbutt, Wanda	England ...	78-38	80-98	79-68
11th.	Wiesinger, Paola	Italy ...	89-66	68-50	79-08
12th.	Butler, Lois	England ...	76-90	81-10	79
13th.	Lettner, Käthe	Austria ...	77-67	80-28	78-975
14th.	Ripper, Emmy	Austria ...	79-64	77-61	78-625
15th.	Gründler, Ruth	Germany ...	74-46	82-62	78-54
16th.	Maillard, Ella	Switzerland ...	69-31	82	75-655
17th.	Bader, Lotte	Germany ...	80-02	68-64	74-33
18th.	Schott, Elena	Italy ...	77-49	68-61	73-05
19th.	Resch, Lisa	Germany ...	78-12	62-82	70-47
20th.	Ruegg, Anni	Switzerland ...	74-37	61-25	67-81
21st.	Crivelli, Isaline	Italy ...	75-63	55-98	65-805
22nd.	Szapary, Marianne	Hungary ...	67-17	64-19	65-68
23rd.	Pouw van Wioldrecht, Irene	Holland ...	63-51	64-62	64-065
24th.	Zardini, Ofelia	Italy ...	64-18	60-16	62-17
25th.	Moore, —	Australia ...	58-19	65-51	61-85
26th.	Szapary, Gabriele	Hungary ...	63-52	55-90	59-71

ARLBERG-KANDAHAR MEETING, MURREN, 1933.

The Ladies' Straight Race was held on Saturday afternoon, March 11th, and the Race Committee is to be heartily congratulated on their choice of course. Starting near Khaki Cairn, competitors kept left of Dogger Rock and leaving the Maulerhubel on their right went by Clapham Junction and Peter's Gully to Test Finish. The descent was about 1,700 feet of steep and difficult country with exacting snow conditions on the first slopes, calling for continuous high speed turns on snow which was just beginning to ice up as the sun left the eleven.

The twenty-eight starters included eleven members of the L.S.C., of whom seven qualified for the Slalom.

Miss Zogg, the winner, Miss Mackinnon, and Miss Kessler all did splendid times, less than a second separating the three. Miss Zogg's performance was especially noteworthy, as she does not know Mürren as well as the British ladies. Miss Paumgarten ran a very plucky race to finish equal eighth in spite of a sprained ankle. Mrs. Butler, Mrs. Boughton-Leigh, Miss Tarbutt, Miss Crewdson and Miss Walter all qualified for the Slalom, which was held the following day. The course was most skilfully set by Mr. Arnold Lunn on the great Mürren Slalom slopes above Scara Gate. An immense crowd turned out to watch and was kept off

the course by ropes. In spite of these precautions one film camera man proved stubborn and did his best to baulk at least one competitor. Miss Mackinnon ran with her famous calmness and judgment to finish an easy first. On each run down she had a good three seconds in hand over the winner of the Straight Race, and she thoroughly deserved her win, which brought her to first place in the combined results.

Miss Zogg, who with marvellous energy had caught the first Bubble after the finish of the Straight Race with a huge bundle of flags for Slalom practice, ran very well indeed to gain second place in the Slalom. Miss Kessler did good time the first run, but an unlucky fall on the second run spoilt her time. She finished fourth in the Slalom and third in the combined results. Mrs. Butler did an excellent first run, but fell early in the second which put her down to ninth in the Slalom and sixth in the combined.

The detailed results are given below and show that the members of our Club put up a splendid performance in face of the stiffest possible competition.

RESULTS.

SLALOM.

	Name.	Club.	Time. m. s.	Pts.
1st.	Mackinnon, E. M. ... (1 m. 13·6 s. ; 1 m. 10·3 s.)	Kandahar ...	2 23·9	100
2nd.	Zogg, Ninni ... (1 m. 16 s. ; 1 m. 13·2 s.)	Arosa ...	2 29·2	96·42
3rd.	Rüegg, Anni... (1 m. 17·4 s. ; 1 m. 14 s.)	S.D.S. Chur...	2 31·4	95·06
4th.	Kessler, Jeanette ... (1 m. 16 s. ; 1 m. 17·1 s.)	Kandahar ...	2 33·1	93·99
5th.	Tarbutt, Wanda ... (1 m. 19·6 s. ; 1 m. 17·3 s.)	D.H.O. ...	2 36·9	91·73
6th.	Gründler, Ruth ... (1 m. 19·5 s. ; 1 m. 19·8 s.)	Arlberg ...	2 39·3	90·35
7th.	Crewdson, Dorothy... (1 m. 22 s. ; 1 m. 18 s.)	Kandahar ...	2 40·0	89·93
8th.	Baader, Frau Dr. ... (1 m. 25·8 ; 1 m. 15·1 s.)	Freiburg ...	2 40·9	89·43
9th.	Butler, Mrs. ... (1 m. 14·4 s. ; 1 m. 31·6 s.)	Kandahar ...	2 46·0	86·68
10th.	Boughton-Leigh, Mrs. (1 m. 17·4 s. ; 1 m. 37·5 s.)	Kandahar ...	2 54·9	82·28

STRAIGHT RACE.

	Name.	Club.	Nationality.	m. s.
1st.	Zogg, Ninni ...	Arosa ...	Switzerland ...	3 02·0
2nd.	Mackinnon, E. M....	Kandahar ...	England ...	3 02·4
3rd.	Kessler, Jeanette ...	Kandahar ...	England ...	3 02·8
4th.	Baader, Frau Dr. ...	Freiburg ...	Germany ...	3 06·0
5th.	Butler, Mrs. ...	Kandahar ...	England ...	3 09·8
6th.	Boughton-Leigh, Mrs.	Kandahar ...	England ...	3 18·4
7th.	Rüegg, Anni ...	S.D.S. Chur	Switzerland ...	3 21·2
8th.	Tarbutt, Wanda ...	D.H.O. ...	England ...	3 31·8
	Paumgarten, Gerda ...	Arlberg ...	Austria ...	3 31·8

	Name.	Club.	Nationality.	m. s.
10th.	Crewdson, Dorothy ...	Kandahar ...	England ...	3 41·6
11th.	Gründler, Ruth ...	Arlberg ...	Germany ...	4 02·0
12th.	Walter, Beryl ...	Kandahar ...	England ...	4 04·2
13th.	Sherer, M. C. ...	Kandahar ...	England ...	4 04·6
14th.	Szapary, Gabrielle...	Budapest ...	Hungary ...	4 25·0
15th.	Hiestand, Anni ...	S.D.S. Zurich	Switzerland ...	4 29·6
16th.	Blane, H. ...	Villars ...	England ...	4 32·2
17th.	Duthie, A. ...	D.H.O. ...	England ...	4 33·8
18th.	Leverson, Ethel ...	Villars ...	England ...	4 35·0
19th.	von Allmen, Martha ...	Murren S.D.S.	Switzerland ...	4 41·6
20th.	Maillart, Ella ...	S.D.S. Genf	Switzerland ...	4 42·2
21st.	Boulaz, Louise ...	Genève ...	Switzerland ...	6 37·2

COMBINED RESULT.

	Name.	Club.	Nationality.	Pts.
1st.	Miss Mackinnon...	...	...	99·87
2nd.	Fraulein Zogg ...	...	...	98·21
3rd.	Miss Kessler ...	...	...	96·75
4th.	Frau Dr. Baader ...	...	...	93·62
5th.	Fraulein Rüegg ...	...	...	92·75
6th.	Mrs. Butler ...	...	...	91·28
7th.	Miss Tarbutt ...	...	...	88·82
8th.	Mrs. Boughton-Leigh ...	...	...	86·99
9th.	Miss Crewdson ...	...	...	86·03
10th.	Fraulein Gründler ...	...	...	82·77

HINTS ON FIRST AID.

BY VIOLET RENDALL.

I HAVE been asked to write some first-aid hints for skiers. I must apologise before beginning if they seem too elementary to some readers, but the following incident, which occurred last season shows that there must be many skiers who have not the faintest idea what to do in the case of an ordinary ski-ing accident.

A skier broke both bones of her leg (i.e., the bones between the knee and the ankle) and her friends made a sledge of skis and brought her down, with difficulty, over 1,500 feet of soft snow. Nobody apparently thought of the bones being broken, and her leg was allowed to dangle in the air all the way down.

Fractured ends of bones are usually very sharp and at any moment one of the fractured ends might have broken through the skin, thus converting what is known as a "simple" fracture into the much more serious condition of a "compound" fracture. Quite apart from this, the patient must have suffered far more pain and discomfort than was necessary.

INJURIES TO LIMBS.

The first principle of first-aid is the immobilisation of the damaged part. Attempts to alter the position of the fragments of a broken bone, or to reduce (i.e., to put back into its proper position) a dislocated joint should never be made by untrained people.

The problem, then, resolves itself into devising means by which the damaged part can be immovably fixed.

Now, as to assessing the degree of damage that has been sustained. The more easily observed features of a fracture are:—

- (1) Deformity, i.e., unnatural shape.
- (2) Unnatural mobility, i.e., movement in a part of a bone where normally there is no joint.
- (3) On running your finger along the suspected bone you feel an irregularity at the site of fracture.
- (4) Pain, especially over the site of fracture.
- (5) Swelling and bruising developing later.

Ability to stand, and even walk, does not necessarily mean that there is no fracture, but it will usually be found that the patient refuses to use the limb on account of the pain. A further sign of fracture, known as "crepitus," is not mentioned above as it is not desirable to endeavour to elicit this. Crepitus is the grating sound and feeling caused by moving the broken fragments against each other. Do **not** try to elicit this. This brings us to a further injunction of the greatest importance, namely, always be extremely gentle in your examination. There is no need for a heavy hand, and, besides causing unnecessary and very considerable pain, rough handling may increase the damage to the soft tissues.

TREATMENT.

If it is decided that there is a fracture, splints may be improvised by using ski sticks. The essential point is that the site of fracture shall be at, or about, the middle of the splint, which is to be firmly secured to the limb above and below the site of fracture and including the neighbouring joints. To secure the splints, belts, scarves and handkerchiefs, etc., may be used. Take care not to put the bandage and pressure over the actual site of fracture, and make sure that you have, in fact, rendered the bony fragments immobile before you move the patient.

Special mention must be made of a fractured thigh bone. In this event, the splint will have to be a ski fixed with one end in the armpit (against a padding of handkerchief, etc.), and fastened round the chest and abdomen, and then to the affected thigh and leg, thus immobilising the whole side. The end of the ski will project beyond the foot. This is correct.

Do not make your bandages so excessively tight that they will stop the circulation in the limb.

BROKEN RIBS.

It will probably be found safer and more comfortable if the patient removes his skis and walks home. A long scarf may be firmly bound round the chest, and in all probability the patient will be far more comfortable if he is not asked to lie flat on a stretcher,

BROKEN NOSE.

It is of the utmost importance from the point of view of the ultimate cosmetic result that a fracture of the nose shall be put straight as promptly as possible. If this is delayed until the return to the hotel, it will be found that swelling, discoloration, etc., have progressed to such an extent that it is no longer possible to see if it is straight again or not. Straightening can be effected by pressure in the appropriate direction, which can be applied either by the patient with the aid of a mirror, or by a firm but gentle friend.

SPRAINS, ETC.

When there appears to be no reasonable doubt that no fracture has occurred, and that the condition is one of sprain only, it will usually be possible for the patient to ski home. It is important to put a tight wet bandage on at once, and a handkerchief or scarf folded so as to make a triangular bandage will be found to be very efficient for this purpose. In the case of an ankle joint, remember that if you take off your boot you may not be able to get it on again.

DISLOCATIONS.

In the case of a dislocated shoulder joint simply improvise a sling with a scarf and let the patient walk back. In the case of a dislocated cartilage of the knee joint, which is a very common accident, persuade the patient to seize the foot on the affected side, turn it inwards, bend the knee, and sit on the foot, then try to straighten the leg right out. In many cases the cartilage will be heard and felt to click back into position as a result of this manoeuvre. After which the patient can get home with a firm bandage round the knee.

HAEMORRHAGE.

Bleeding is fortunately not a common occurrence among skiing accidents, although it does happen sometimes.

If the bleeding is not excessive, it will usually be found that firm pressure on the bleeding point will arrest it. If more than this seems to be necessary, by raising the limb the bleeding will become less free.

In the case of more severe haemorrhage it is important to be able to recognise whether the blood is coming from an artery or from a vein. This can be recognised by the fact that arterial blood spurts out with each beat of the heart, while venous blood flows evenly.

To arrest the bleeding, first decide if it is arterial or venous, and then remember that blood in the arteries is going away from the heart, while in the veins it is being returned to the heart. Accordingly with arterial bleeding pressure must be applied above the bleeding point, i.e., on the side nearest the heart, while with venous bleeding pressure is applied below, or at the bleeding point.

To apply the necessary pressure make a pad of one handkerchief while using another as a bandage. If enough pressure cannot be exerted by ordinary means, use a pencil or other piece of wood or metal, fixed in the ends of the bandage, and it will be found that, by twisting, almost any degree of pressure can be obtained. This manoeuvre will only be necessary in the case of bleeding from large vessels such as the artery of the thigh or upper arm.

NOSE BLEEDING.

This may be caused by a blow, or merely by the altitude. The only simple treatment which can be applied is to lay the patient down and apply snow to the nose and also to the back of the neck.

FROSTBITE.

It should be unnecessary to say more than a few words on this subject as it is part of the A.B.C. of winter sports. But it may be permissible perhaps to repeat that on the first sign the part must be thoroughly rubbed with snow until the natural colour returns, and subsequently kept away from any artificial heat.

ARTIFICIAL RESPIRATION.

It is possible that any skier may have to deal with a case of suffocation.

If a person has been buried under a fall of snow, although he may be to all appearance dead, hope of reviving him should not be given up until about one and a half hours of artificial respiration has been kept up regularly.

The simplest method of giving artificial respiration is as follows:—

Lay the patient on the face. Place a folded coat or pillow under the chest and let the patient's head rest upon his forearms. Turn the patient's head to one side and see that the tongue is well pulled out and that there is a free airway.

Kneel astride the patient facing the back of his head, and place a hand flat on each side of the lower part of the patient's chest. Then slowly and firmly apply pressure by bending your body forwards towards the patient's head. Then relax the pressure by coming back to the upright position again. What you are doing by this manoeuvre is (a) emptying the lungs by pressure, and (b) allowing them to expand, when pressure is relaxed and so suck in air. This complete manoeuvre should be performed about sixteen times to the minute.

UNCONSCIOUSNESS.

This is probably the most difficult problem an inexperienced person can have to tackle, as naturally no help can be obtained from the patient—he cannot say where he is hurt, or what he feels like.

The golden rule is to do nothing which is not absolutely necessary until he recovers consciousness. However, during the interval he cannot be left lying in the snow indefinitely.

I will enumerate first the things not to do.

- (1) Do not force brandy, whisky, or any other liquid through the clenched teeth. This is done in every novel, play or film, but in actual life it must be remembered that any liquid poured down the throat of an unconscious patient goes straight into the lungs, and if given in sufficient quantity could actually cause drowning.
- (2) Do not bend the patient. Until you know that he has no internal injuries the patient must be kept flat and moved, if necessary, in that position. Once when I was quite a child, I saw an unconscious man, after a bad fall in the hunting field, sat up by an enthusiastic friend, who slapped him heartily on the back, and shouted into his unresponsive ear that he would be all right. As it turned out afterwards that he had a fractured rib with one end sticking right into his lung or liver—I forget which—it very nearly killed him.
- (3) Do not prop the head up on cushions or coats. It should be below the level of the body.

Things to do.

- (1) Keep the patient as warm as possible. Move him, keeping him flat, either on to an improvised sleigh or on to clothing spread on the snow. Cover him with anything that can be found.
- (2) Loosen any tight clothing.
- (3) Turn his head on one side and see his tongue has not fallen back in his mouth and is choking him. If necessary force open the teeth with a pencil or a penknife. N.B.—Be careful not to knock them out—this happens much more easily than one would imagine.
- (4) Transport the patient as speedily as possible to the nearest chalet or hotel, and concentrate on warmth.

In conclusion I can only add that I hope these few simple hints will be of help to someone, and in case anyone considers them too elementary I will end up by a hint more elementary than any I have yet mentioned: **do not drop the stretcher and the patient.** This has been done!

SPRING AND A PAIR OF SKI.

BY MARJORY GREENLAND.

A MOVING appeal from our harassed editor reaches me in the middle of a surfing holiday. Spray flying from green Atlantic rollers, curling over 'ere they break, sweeping you forward on a surfing board.

Spray flying—and reminding me of winter powder on a sunny day, when a rainbow may be seen in the "smoke" of a neighbour's ski.

If given a choice of snow and conditions I believe that the majority of English skiers would choose winter powder; *chacun à son goût*, but to me there is no time like the spring, and no snow which gives such joy and thrill as a perfect spring snow descent.

Early morning, a cloudless blue sky, all the slopes shimmering in the sunlight. Not a ski track to be seen, except, maybe, the slight remains of yesterday's descent, faintly visible here and there, where it has not quite thawed out. Hot as summer, sun hats, dark glasses, glacier cream, and as few clothes as possible; no half frozen fingers as you take off your skins. And then the descent fast and sure, swinging where one will with an ease that misleads you to imagine, temporarily, that you have learnt to ski at last!

Although the month be March, April, or May, it does not follow that there is always spring snow to be had. One meets every type of snow in the spring—good, bad and indifferent, perfect powder to the most wicked breakable crust, but the whole atmosphere of spring has a special charm about it that the winter never gives, and all the brightest gems in my memory of perfect ski descents are set in spring.

Sometimes the run ends with the snow, and one must shoulder ski for a long walk home, through fields often thick with flowers and a few early butterflies fluttering round. In the Austrian Alps last April we sat by a stream and watched two eagles circling overhead. I shall never forget the beauty of certain walks—down to Zermatt in June after a week spent in the huts among the glaciers; the amazing grandeur of the great peaks towering above and at our feet huge clumps of anemones, pansies, gentians, growing so thick that one must needs walk right through them; and another walk, after a day in the eternal snows, down to Morel, flowers everywhere and the blossom coming out.

To obtain the best skiing in spring, experience and knowledge of snowcraft is essential, and especially is this the case when dealing with spring snow which must be timed just right, for if taken twenty minutes too soon or too late, a perfect slope may be either ice or slush.

I have not, like so many, had to learn by painful experience for I have had the good fortune to do most of my skiing with

someone who really understands snow, and who I can always rely on to give me the best running obtainable; but I have often been amazed by the numbers of people whom one meets starting out as one is returning from a perfect early morning run; they will walk up in rapidly softening snow, have their lunch at the top, perchance, and in no case turn round and descend (in order to catch the snow) before they have reached the hut or point they are making for. They return in the afternoon, hot and tired after a descent in deep and sometimes dangerous slush, declaring that it is too late in the year for ski-ing. These people are frequently accompanied by a guide who says he knows all about snow!

As the year advances one must be prepared to start out earlier, and by the time May arrives, a six o'clock start or even earlier is quite normal. Of course the time of the descent varies with the orientation of the descending slopes, the date, wind, and clarity of the sky.

But the early start is well worth while, and those who have not skied on an early morning in spring upon spring snow have a most delightful experience to look forward to—always provided they have at least a slight knowledge of snowcraft, or a friend to "put them wise."

That, I think, now completes what I set out to write—a short article in praise of spring ski-ing, for the purpose of filling a couple of pages in the L.S.C. BULLETIN.

SKI-ING NEAR JOGINDAR NAGAR, MANDI STATE, INDIA.

BY ENID FERNANDES.

WHILE on a short visit to Lahore in March, 1933, K.L.H.W., at that time living in Jogindar Nagar, suggested that J.C.B., R.A.B. and I should pay him a visit and sample his spring snow and share his newly-discovered runs.

Jogindar Nagar (4,000 ft.), in Mandi State, lies east of the Punjab and north-east of Lahore, an interesting though long day's run by car (200 miles), or a not so pleasant night and half day's run by train—several trains! Jogindar Nagar is famous for its huge hydro-electric power station, 68,000 h.p. (new scheme for power for the Punjab), and is situated on the south-west side of a long range of hills varying from 8,000 to 8,700 feet high, and is connected with another deep valley on the north-east side of these hills by a series of wire haulage ways and a two-mile tramway joining up the top north haulage station (Winch Camp, 8,000 ft.) with the top south haulage station (Headgear, 8,300 ft.).

In March when we were there there was no snow on these south-west hills which looked down over miles of hot, strange-looking plains, but on the north-east side, which faced the Chota Bangahal area and the Dhaola Dhar range, 13,000-17,000 feet, there was spring snow in plenty.

K.L.H.W. had made his own ski, several excellent pairs, as from instructions in the "Ski Club of India Bulletin," 1931-32 using well seasoned dark sheesham and an unknown hardwood from some U.S.A. packing cases for transformers. The fittings he had had made in the local workshop, and the combined results were a very great success, a **most** enterprising show.

So two of us set out for Mandi State in a small two-seater car and one by train, and on comparing notes afterwards it was decided that we in the car had far the better of it in spite of our rather erratic finish. We left Lahore about 9 a.m. and when we were still some considerable distance from our destination the dry flat plains of the Punjab began gradually to take on a different atmosphere. A far away range of snow covered mountains came into sight and with it, to us feeling hot and dusty, that faint welcome refreshing "smell" of Switzerland! Dark green mango groves and the flower-of-the-forest trees with their huge and beautiful red flowers stood up against this white horizon, a beautiful sight indeed and reminding me of a spring spent in California; the dark green olive bushes and the orange groves set off by the distant white Sierra Nevadas. The population, too, became different, women appeared with huge rings as large as wrist bangles through their noses, and sometimes a "bangle," partially set with coloured stones or jewels, hanging from each nostril.

Having loitered considerably over a wayside lunch and been much amused in watching a family of baby monkeys playing about on the rocks near us, it was just dark as we arrived at Mandi State frontier and the Powers-that-were firmly said that it was impossible to allow us to proceed till next morning, but, as there was no dāk bungalow within miles and as we had a leaking petrol pipe and only a very limited supply of petrol left, the situation became a bit unsettled, and it was only after much hard work in assuring this Power-with-the-gateway-keys that our presence was an immediate and great asset to the State were we finally allowed to proceed. During the next few miles one anxious eye kept a watch on the petrol gauge and the rest and all our energies were used in keeping the car on the road, an appalling track by the edge of a chud, we suffered periodical and unexpected bounds into the air with indifferent landings on one or more wheels, but with the welcome sight of the distant lights of Jogindar Nagar. "What matter?" said our petrol, and the last drop trickled away. So we got out and pushed for a bit and then ran on our own steam down the hill and *arrived!*

Early next day, having all signed a lengthy document promising that neither we nor our relations would sue the King-Emperor

for damages should we meet with disaster on the haulage way, we set off complete with a labrador, an Irish terrier, ski, food and beer down the terraced banks covered in pink and white striped wild tulips, to the hydro-electric power station and there boarded a truck on the wire haulage way. We were pulled up 1,800 feet by what seemed to us to be a most perilously thin rope; we then changed into another truck and continued this dangling and pulling business for another 2,200 feet when, now questioning our wisdom in having signed the early morning documents, we stepped thankfully to earth at "Winch Camp" and set off on the two-mile slightly uphill walk along the tramway cutting to the north side of the hill. This was soon over but half way along we looked with regret at the distant corpse of the only tramway engine avalanched into the chud far away below us. We passed through a small tunnel and out on to the north side, and what a change! Snow everywhere and the lovely Dhaola Dhar range looking straight down on to us. We sampled some beer, left our rucksacks, sun topees, etc., at "Headgear" haulage way, and scrambled up the last 400 feet of steep going to the summit on which were some ancient Surpur ruins. Here we walked along a narrow arête with a most marvellous and tremendous view to the south and west; all brown and dull green with brilliant patches of red flowering rhododendrons and a wide and spreading Indian river far away in the distance, and on the other side huge towering mountains, dazzling whiteness, fresh green fir trees and a cool refreshing breeze, *such* a contrast!

Feeling that this was all a wild dream we put on our ski and, headed by K.L.H.W. and his two fourlegged friends, we vanished over Top Nullah (a distinctly steep beginning!) In and out of many fir trees and much at his ease sped K.L.H.W., down into Punch Bowl Nullah and over into Avalanche Nullah. Ah! Here, fortunately for us, our leader becomes involved in a slight *contre-temps* and we, being shamefully ignorant of the ways of spring snow, and consequently having taken several head first explorations into unexpected places, thankfully reassembled ourselves and our belongings while our host disentangled himself and his ski from trees, sticks, Labrador and Irish terrier, of which there suddenly seemed dozens! Having completed Avalanche Nullah in a variety of styles and revolutions, it was a tricky bit, we followed our expert leader through Dhalwan and on to Kathiaru Slopes, thus finishing a most exciting 1,400-ft. rapid descent. Here we boarded the ascending haulage way truck back to "Headgear," and then re climbed our 400 feet to the Surpur ruins, and had another go of 1,400 feet of perfect spring snow. This time we had arranged for our rucksacks to go down on the haulage way, so when next we boarded the truck we lunched during the upward journey. It had begun to ice up by our afternoon's run and large fir trees seemed to have sprung up in awkward places.

We had to set off on our return to Jogindar Nagar at a regular

hour every evening so as to catch the last workman's truck at "Winch Camp," but we had some very good fun free wheeling down the two miles of tramway on a small single truck. We rattled along and round the corners and over the miniature bridges in fine style. It was not unlike a scenic railway in Coney Island except that we owned our own brake, and the scenery, though seemingly artificial, was genuine!

We spent eight days at Jogindar Nagar and explored a variety of runs, the snow and weather conditions were excellent throughout the time, and it was all very well worth doing.

There is a modern dâk bungalow with several good bedrooms and bathrooms, but skiers would be well advised to supplement the provisions and in any case provide suitable food for sandwiches to be taken on expeditions, but otherwise visitors were well looked after, and it was very inexpensive.

Anyone in or near Lahore contemplating a few days' ski-ing here would be wise to first make enquiries in Lahore as to whether they would be welcome visitors on the King-Emperor's haulage way, and whether there is sufficient accommodation available in the dâk bungalow, as this is a popular half way house for anglers going to and from their fishing holidays.

REVIEW.

SKI NOTES AND QUERIES, No. 50.

In its birthday suit of cream and gold, "Ski Notes and Queries" provides an attractive finish to a room, and its inside is packed with excellent birthday fare.

The photographs are really beautiful and the articles and correspondence varied and entertaining. The Editor is to be very heartily congratulated on producing a delightful magazine worthy of so great an occasion as the fiftieth birthday of "Ski Notes and Queries." Many Happy Returns!

A DAY'S OUTING FROM WENGEN TO MEIRINGEN.

By K.M.F.

I WAS staying in Wengen towards the end of January, when some friends of mine asked me to join them on a run from the Grosse Scheidegg to Meiringen. So the following morning a party of seven of us went up on the 7.50 a.m. train to Scheidegg, and after a quick cup of coffee at the Buffet, had an enjoyable run to Grindelwald. Then started the climb to the Grosse Scheidegg, and as most of the party were not expert climbers, this took nearly four hours, and we did not arrive until 3 o'clock. As we were staggering up the last 200 feet below the hotel, we suddenly saw a lone skier coming towards us, and upon closer inspection he proved to be a somewhat fierce-looking individual with two enormous revolvers sticking out of his pockets. This extraordinary apparition amidst

the peaceful Alps caused us some alarm, and we wondered what was going to happen to us!

He informed us that he was looking for a burglar, but we rather doubted this statement, as ten minutes afterwards he helped us to break into the hotel (which was closed during the winter) and unearthed a bottle of kirsch from somewhere for our lunch!

At 3.45 we bade farewell to our friend, and turned our skis towards Meiringen. The first part of the run was excellent, but after that it was very slow going owing to a snowfall the morning before and the fact that the ground was not steep. These conditions lasted nearly an hour, and we did the last part in the dark down a fairly steep and icy road. Our party included different grades of skiers, and some were very exhausted upon arrival at Meiringen.

However, a good dinner worked wonders, and a cheerful party caught the last train to Interlaken, thence by car to Lauterbrunnen. Our spirits here were somewhat damped, as the Wengernalp Railway refused to give us a special train, so once again we tackled a climb, and seven weary souls returned to Wengen at midnight.

We had had a most enjoyable day, but I would not recommend this excursion as a good ski run.

CORRESPONDENCE.

A Plea for Stick Riding.

To the Editor of THE LADIES' SKI CLUB BULLETIN.

MADAM,—Stick-riding is my one accomplishment. Speaking with all modesty, I have yet to meet my equal in the agility with which I change my sticks (clamped together with patent clips) from side to side. In this way I can tail-wag down the steepest slope with the best of them. But do I earn any credit for the way in which I have perfected this special technique? On the contrary, I make a Roman holiday for the mob.

Can any of your readers explain why this should be? Stick-riding is a fine art which should be recognised and encouraged.

Yours faithfully,

I. M. A. STICKLER.

Anno Domini.

To the Editor of THE LADIES' SKI CLUB BULLETIN.

MADAM,—Ski-ing should be a sport, a pastime. For the racer it is a serious business, and to compete with the rising generation is always a problem for the middle-aged or slightly *passée* skier, for anno domini and consequent timidity put on the brake.

Life, in consequence, is made a burden to those who are no longer pristine. Some time before leaving for Switzerland you will find those who live in London skipping on the pavement in the dark, furtively stopping at the approach of headlights.

Once in Switzerland they give up smoking, all alcoholic excesses, cream puffs, and therefore all enjoyment. And all this so as to compete with the younger racers. It is not dignified. The time will come when no amount of training will avail the elderlies.

My advice to them is to retire gracefully before the top branch on which they are perched sags heavily half-way down the tree.

Yours truly,
E.A.C.

The Bildstein Spring Heel Strap.

To the Editor of THE LADIES' SKI CLUB BULLETIN.

MADAM,—Some time ago I wrote to the Editor of "Ski Notes and Queries" with reference to the Bildstein spring heel strap. I praised it in every direction, save one: I contended that when undue strain, caused by a severe fall at express speed, was put on the binding the tension lever was apt to spring open, though without coming off the boot. Being constructive I suggested a cure for this in times of stress, such as racing.

This letter has raised storms of protest: I have been inundated with letters from the Swiss Innkeepers' Association. This body claims that the financial loss it has suffered last winter is estimated at 3,740 francs, 80 centimes. Apparently, all over Switzerland, ski-racers were surreptitiously removing rubber bands from beer bottles. My reply to the S.I.A. was that I really could not hold myself responsible for its alleged loss, and I counter-attacked by pointing out that the normal winter consumption of beer had been increased by 67 per cent. as a direct consequence of my original suggestion.

The next onslaught came from the manufacturers, who, though they confess they are interested in my essay, suggest very politely that I do not fit up the spring binding according to directions. For instance, I had no idea that the spring lever, as well as other tighteners must be shut under tension and having passed the dead point, it must catch itself against the heel. If only the shop had explained this to me at the time of buying.

I dare say it is purely sour grapes on my part, but I feel the manufacturers might have acted "Christmas father" to me instead of sending the Editor of "Ski Notes and Queries" a pair of Bildstein spring levers for which he had no use.

I supplied myself with another three pairs which work to a marvel, while the original pair still insists on opening on occasions, in spite of correct adjustment.

It is in all humility that I disagree with the Editor of "Ski Notes and Queries" that it is a "physical impossibility" for these bindings to come off if fitted correctly.

It was Mr. Bracken who originated the beer-bottle-rings idea. Let the credit go to "him as deserves" it.

Yours faithfully,
MRS. TORREAN.

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 Lavallin-Puxley, Mrs., '30.
 Levenson, Miss E., '30.
 Long, Mrs. E. R. D. (*née* Starkley),
 '25.
 Lunn, The Lady Mabel, '23.
 Mackinnon, Miss E., '26.
 Martyn-Smith, Miss A. M., '29.
 Major, Miss Olga, '23.
 Mavrogordato, Miss Julia, '27.
 Maxwell, The Hon. Verena, '28.
 McConnell, Miss W., '33.
 Mercer, Mrs. J. L., '23.
 Newton, Mrs. T. C., (*née* Thorne),
 '23.
 Paxton, Mrs. N. (*née* Waldeck), '28.
 Peech, Miss P., '26.
 Powell, Miss M. E., '27.
 Pugh, Miss M. R., '28.
 Penderel, Miss A. M., '33.
 Raeburn, The Lady, '23.
 Raeburn, Miss P. M., '29.
 Rendall, Mrs., '23.
 Robertson, Mrs. C. A. A. (*née*
 Campbell), '28.
 Sale-Barker, Miss A. D., '26.
 Samuelson, Miss E., '24.
 Scott, Miss B., '30.
 Sherer, Miss M. C., '31.
 Sargent, Miss M., '33.
 Somerville, Mrs., '29.
 Spring Rice, Miss E., '23.
 Stockwell, Miss B., '30.
 Stroud, Mrs. W. (*née* Gossage), '28.
 Tarbutt, Miss Wanda, '31.
 Turner, Mrs. (*née* Schuster), '23.
 Topham, Miss P., '31.
 Upton, The Hon. Mrs., '29.
 Vansittart-Neale, Miss P. M., '31.
 Walters, Miss E. B., '31.
 Weyand Fox, Mrs., '28.

