

woods seem ready to listen all night to the sonorous flow of torrent and waterfall, already deeper-throated than by day.

On Sunday evening many swains came up from Orsières, and there was revelry and dancing in a little cantine on the road to the Col de Champex. After we had left I saw several advertisements of Champex, and could not help noticing what a strong hold convention still has on innkeepers. Convention requires them to keep *voitures à disposition*, and therefore at least one of the Champex inns offers this advantage to its guests. But where are the roads? Doubtless they go on the principle that where there's a will there's a way.

ALPINE NOTES.

MONT BLANC DISTRICT.—The Pavillon de Bellevue, above the Col de Voza, has been since March the property of the well known guides Frédéric and Alphonse Payot, and in their hands is likely to be greatly improved. Their father, Jean Payot, who knew Jacques Balmat, will be 92 in August, and is still in excellent health. A good mule path was constructed last summer round the north slopes of Mont Lachat to the summit of the Tête Rousse by some guides of St. Gervais, and materials have been taken up for the construction of a 'pavillon' within a stone's throw of the shelter constructed by Bourrit's guides in 1785, but this will hardly be available before the end of the present season. It was ascertained last summer that water had again accumulated in the little Glacier de Tête Rousse; and to prevent the recurrence of a disaster like that which destroyed the Baths of St. Gervais in 1892 a tunnel is being driven through the ridge of rock that separates the Glacier de Tête Rousse from the Glacier de Bionassay Français. The operation appears to be of an exceedingly dangerous and uncertain character and is being carried out by Italian workmen who live in a hut close by. This hut and another on the S.E. side of the ridge of Les Rognes, used by the workmen engaged in building the pavillon, are not likely to be of any use to climbers, as I am told that objections have been raised on the ground that they are not licensed lodgings. The old hut on the summit of the Aiguille du Goûter was put into thorough repair last summer, and is fairly comfortable for a small party, but there is ice on the floor, and no doubt there always will be. A hut is also being built on the Col de Miage, and should be ready for use by the end of July. These various operations are likely to attract climbers to that very interesting but now somewhat neglected district the west end of the Mont Blanc massif. I should like to add that the new route taken by Mr. A. Holmes's party in descending the Aiguille de Trélatête last August* is a great improvement on the old; by means of

* *Alpine Journal*, vol. xix. p. 143.

it we had no difficulty in reaching the summit in 5 hrs. 20 min. from the Chalets de l'Allée Blanche, excluding halts. J. S. M.

MONUMENT TO CHRISTIAN ALMER.—On June 24 last there was set up in the churchyard of Grindelwald, by some of his old English friends, a modest monument in memory of this great guide. It is composed of a plain white marble cross, with an inscription written by Pfarrer Strasser. On the cross arm of the cross are the following words:—

Hier ruht der besten Führer einer ;

CHRISTIAN ALMER,

geb. 29. März 1826, gest. 17. Mai 1898.

On the pedestal are the following lines, also by Pfarrer Strasser:—

Galt's Bergen zu bezwingen,
 Gab's keinen bessern Mann ;
 Wer mit dir stritt und siegte
 Dich nie vergessen kann.
 Jetzt darfst du auf den Zinnen
 Der ew'gen Bergen stehn,
 Wohin dich Christus führte ;
 Dort, Freund, auf Wiedersehn !
Deine alten treuen Fahrtgenossen.

The cross may be seen, a short way on the right hand, as one enters the churchyard by the main gate, near the 'Pfarrhaus.'

A very detailed account of Almer's Alpine career, from the pen of Mr. Coolidge, appears in this year's Swiss 'Jahrbuch.' It is accompanied by a portrait, taken from an excellent likeness which was painted a few years ago by Mr. Charles Flach.

MR. WHYMPER'S 'GUIDES.'—The 'Chamonix Guide' (4th edition) and the 'Zermatt Guide' (3rd edition) have been brought up to date. The former, amongst other new matter, contains some fresh information on the St. Gervais route up Mont Blanc, with a list of the St. Gervais guides, as well as an interesting account of Jean Payot, the father of the well known guides Frédéric, Michel, and Alphonse Payot. The 'Zermatt Guide' draws attention in a similar way to Johann zum Taugwald, 'the oldest man at Zermatt who has been a guide.' On p. 132 will be found an interesting note on the birds which can be seen in the neighbourhood of Zermatt, taken from an account in the 'Zoologist' for 1898 by Dr. P. L. Selater, F.R.S.

M. GUYER-ZELLER.—We regret to have to announce the death of M. Guyer-Zeller, the engineer of the Jungfrau Railway.

THE GRAND CORNIER.—Rev. George Broke sends the following note:—'In the last number of the "Alpine Journal" Mr. W. C. Compton, in his interesting article on "Some Expeditions from Ferpècle," discusses the practicability of ascending the Grand Cornier from that place *via* the Col de la Pointe de Bricolla. If the time given in the "Pennine Guide" for the ascent to the pass may be taken as reasonably correct, this route would probably be the shortest way up the mountain, as another two and a half hours

should suffice to finish the ascent by the N. arête. The "Pennine Guide" describes this route as "by the N.W. face," but, strictly speaking, there is no N.W. face, the N.W. and N. arêtes running together at a point some considerable distance from the summit. This point of junction can be reached in about half an hour from the Col de la Pointe de Bricolla, or in two hrs. from the Col de l'Allée, in either case by a simple walk over easy snow slopes which steepen at the finish.

'From this point the ascent took us exactly 2 hrs. (July 1891), and we succeeded in following the arête in its entirety, with the exception of only two pinnacles. The first of these, unless my memory deceives me, is the one figured on p. 257 of the new edition of Whymper's "Scrambles," and we turned it on the Zinal (E.) side. The second, which was easier, we turned on the Bricolla side, but I do not think we were ever 20 ft. away from the crest of the ridge—certainly not a rope's length. A fairly strong party who had reached the summit by any other route might quite reasonably try the descent by the northern arête, as I see we only took an hour and a quarter to regain the head of the Moiry Glacier—at the foot of the short slope leading up to the junction of the N. and N.W. arêtes—but then we had, of course, just come up the arête, and knew all the hard places. On the other hand there was a good deal of snow on the rocks, and we had crossed the Triftjoch the day before, to one member of the party the first climb of the season, all of which would militate against fast times.'

A TRAVERSE OF THE ALETSCHHORN, WITH VARIATIONS.—On Tuesday, July 26, 1898, two parties, consisting of the Rev. Walter Weston and Mr. H. Somerset Bullock, with the porter C. Bertholz, of Eggishorn, and the Revs. H. J. Heard and W. C. Bullock, with Peter Brawand, of Grindelwald, left the Ober Aletsch hut at 3.15 A.M., and ascended the S. face or ridge of the Aletschhorn direct to the summit, instead of diverging along the ordinary route by the 'Sattel.' The last part of the climb lay over rotten rocks and steep slopes of very hard snow, which involved some step-cutting.

The summit was reached at 9 A.M., the day being cloudless and the wind strong and intensely cold.

The descent was begun at 9.30, and for 20 min. followed the sharp corniced N. arête, until it was possible to turn to the E. and go down over soft snow, which demanded some care, as it was somewhat loose. At 11 A.M., after breakfast, the descent was continued in a direct line towards the right bank of the Mittel Aletsch Glacier, between the E. arête of the mountain and the two patches of rock indicated on the map to the S. of the Aletsch-Joch. Slow progress was made down the extremely steep slopes above the ice fall, which here would have been almost impracticable but for a considerable amount of soft snow. These slopes at length gave access to a patch of steep rotten rocks, by which a descent was effected to the bergschrund, after the passage of which, at about 12.30, a straight line was made down to the Grosse Aletsch Glacier

and the Eggishorn. The hotel was gained at 4 P.M., after an expedition of unusual interest and variety, combining, it is believed, the most direct routes for traversing this fine mountain between the Ober Aletsch hut and the Eggishorn.

REVIEWS AND NOTICES.

Zeitschrift des Deutschen und Oesterreichischen Alpenvereins. xxix. 1898.

THIS volume, the fourth of the enlarged series, is fully equal, and in some respects superior, to its predecessors, and contains a vast amount of interesting matter. The illustrations are largely increased in number. There are no less than 23 full-page ones, and more than 100 smaller ones in the text. Many of these are from drawings by Mr. E. T. Compton. Some are appended to an article by him, describing some excursions in the neighbourhood of S. Caterina and the Bagni di Pejo, the principal one being the beautiful coloured frontispiece representing the Pizzo Tresero as seen from Val Furva. In this volume there is no separate list of new ascents. These appear in the fortnightly 'Mittheilungen.' But the various articles contain accounts of ascents made in recent years, which are of great and even sensational interest. Prof. Dr. F. Frich contributes an article on 'Muren,' the masses of rubbish brought down by the mountain streams in flood, which not only block up the bed of the stream, but even the valley to which it is a tributary. The extensive devastations occasioned in N. Germany in 1897 gave rise to fresh inquiries. He draws special attention to the harm done by the selection of wrong routes for railways, as in the case of the Brenner line. His general conclusion is that whatever protection woods afford in ordinary seasons, they are of no use in the case of violent rain-bursts: that the object to be sought after is the retention of the rubbish at fixed points, as by building cross dams, to produce a fall and a temporary stoppage of the flow. This we know has been adopted for many years in various countries, and he thinks in this lies the only safeguard.

Herr Ferdinand Löwl, having been employed by the D.Ö.A.V. to make a geological survey of the Glockner group, describes some of his experiences in the course of it, the chief being an ascent of the Gross Glockner, by the Hoffmannsweg, on August 11, 1897. On this occasion there was no snow in the Scharte, and the wire rope was out of reach, whilst on a previous ascent, in 1891, the snow-crest was so high that the wire was buried.

Herr Albrecht Penck, who in the last volume described the glaciers of Sonnblick, now describes a visit to the Illecillewaet Glacier, in the Selkirks. This was made on the occasion of the visit of the British Association to Canada, in September 1897, and was conducted by Mr. G. M. Dawson, the Director of the Geological Survey of Canada. The foot end of the glacier is close to the