

Myself reaching the grassy stances.) The chimneys of Route I were now crossed and a short ascent made to "Paradise." A steep but not difficult crossing was next made to the Horned Crag rib, which was descended a short distance to a conspicuous knob. (*No. 8. Elliott crossing the steep wall from "Paradise"; myself on the Horned Crag rib.*) From here to the East Gully it was necessary to descend some grass and then work gradually upwards round the corner on to a ledge overhanging the gully, from which an easy descent was found on its far side.

' G. MALLORY

' C. A. ELLIOTT

' D. R. PYE

' R. MALLORY.'

This climb is peculiarly typical of Mallory, and bears witness, perhaps more than any other of his discoveries in Britain, to his fertility in invention and his resourcefulness in action. The standard almost throughout is severe, and the first pitch, which is of unique character, is exceptionally severe. On this pitch the leader is protected during the swing into the crack by his second on the 'bonkin' above, and the real onus is on the last man. On the rest of the climb the belays are up to the usual Lliwedd standard, and no long run-out is necessary. The rock is clean and sound throughout.

The whole climb is remarkably attractive, and in the opinion of those who know both, far superior in interest to the original Girdle Traverse.

The history of the climb, as far as I know, is as follows :

First ascent : G. H. L. Mallory, C. A. Elliott, D. R. Pye, Ruth Mallory. April 21, 1919. Time, 4 hours.

Second ascent : C. A. Elliott, H. E. L. Porter. April 22, 1919. Time, 50 mins.

Third ascent : H. E. L. Porter, C. A. Elliott, D. R. Pye, H. V. Reade. April 6, 1926. Time, 1 hr. 50 mins.

BONNEVAL AS A WINTER CENTRE.

By C. F. MEADE.

THERE has recently been completed round Bonneval-sur-Arc an elaborate system of club huts which make this village an admirable ski-ing centre for those who can dispense with the frivolities provided by luxurious hotels.

To English people Bonneval is exceptionally accessible, for Modane is its railway station situated on the Mont Cenis main line at the French mouth of the tunnel. An electrobus runs between Modane and Lanslebourg throughout the winter in about two hours, and sledges can do the distance between Lanslebourg and Bonneval-sur-Arc in about three hours (avalanches permitting).

By the courtesy of Monsieur Joublot of the Section Lyonnaise, I have been able to obtain the following particulars as to wintering in the huts round Bonneval-sur-Arc :

- (1) Refuge d'Avérole, 2300 m. : one room can be opened. Key with Monsieur Thermignon at the village of Avérole (25 minutes). Straw mattresses and blankets. Wood stove and probably an oil stove.
- (2) Chalet Refuge des Evettes, 2660 m. : a room open on ground floor. Straw mattresses and blankets. Wood stove and oil stove. (Improvements announced for 1927.)
- (3) Refuge du Caro, 2700 m. : same accommodation as Refuge des Evettes.
- (4) Hôtel du Col d'Iseran, 2660 m. : same accommodation as Refuge du Caro.

From these huts the following ski expeditions can be done (information by Pierre Blanc).

- (1) From Refuge d'Avérole (3 hours from either Bessans or Bonneval-sur-Arc) : Croce Rossa, Ouille d'Arbéron, Albaron, Ciamarella (by Col de Collerin).
- (2) From Chalet Refuge des Evettes (4 hours from Bonneval-sur-Arc) : Pointe Tonini, Pointe Francesetti.
- (3) From Refuge du Caro (6 hours from Bonneval-sur-Arc) : Levanna Occidentale, Aiguille Rousse, Ouille Pers, Ouille noire.
- (4) From Hôtel du Col d'Iseran (4 hours from Bonneval-sur-Arc) : Pelaou Blanc, Ouille Pers.

All these mountains are from ten to twelve thousand feet or more. Only those suitable for skis have been mentioned, and many as good or better climbs can be done on foot.

Pierre Blanc suggests a fine high level route (either on ski or foot) which has not yet been done and would consist in combining all the four refuges, sleeping at each in the order named. The tour throughout would never lie below hut level and the

winter climber's only care would be the organization of transport for food or fuel.

As to accommodation, Bonneval-sur-Arc is nearest to most of the huts. Pierre Blanc would give any particulars of rooms in the village, and there are inns open at Bessans.

THE ALPINE DISTRESS SIGNAL.

BY H. G. WILLINK.

MR. UNNA'S article in the May JOURNAL must not be left unanswered. He kindly let me see it in proof, and although I cannot agree with him in most of his courteous criticisms I am not sorry that he has published them, because it is well that attention should be called to the whole subject. Whatever system we have, the more it is talked about the better. Members will find the original Report and paper and discussion in vol. 17. And there is an excellent article by Clinton Dent in the *Badminton Magazine* for 1895, p. 109. They will see that the question was fully considered in all its bearings. And the adoption of our signal by so many clubs should protect it from hasty condemnation. Personally, I consider it to be quite good, though possibly the 'instructions' might be simplified a little.

Let us examine what Mr. Unna has to say.

In the first place he does not go so far as to assert that in definite instances it has been tried and has failed; but only, in general terms, that 'after a trial of over a quarter of a century . . . experience has shown it to be of little practical use.' He admits that 'climbers are rarely in situations where they can make [the signal] seen or heard,' but he gives no specific cases of unsuccessful attempts to use it; nor does he quote anyone as having found fault with the system.

So far as this alleged non-use may be due to want of opportunity, it would seem to be incapable of remedy. So far as it arises from climbers' ignorance or forgetfulness of the signal, it may be met by more efficient publication. It can hardly be of much value as a ground for condemnation of the system.

But he goes further and attacks the system itself upon several definite points.

To begin with, he says that in one important matter the