He published a translation of the 'Cid' in 1879, and in 1885 a translation of Don Quixote. I am told, by those who are able to judge, that the last is a very good and scholarlike piece of work; and I can say on my account that it opens with a charming introduction.

Ormsby thus ceased to frequent the Alps; and unfortunately too he ceased to be often visible to his friends. He suffered from deafness to a degree which made it difficult to carry on conversation with him; and he had a painful impression that his company was burthensome to others. He came to my house once or twice, and was most courteous and exceedingly grateful for any friendly attention; but it was difficult to persuade him to return. He wrote an article or two for me in the 'Dictionary of National Biography' about authors in whom he happened to be interested. A few months ago I had a very affectionate letter from him, which, alas! was the end of our intercourse. If Ormsby was not a leader in the art of climbing, hardly any one in the early days of the Club did more to promote the spirit of good-fellowship by which, I hope I may say, the members were then (as I hope that they still are) distinguished. And perhaps it is pardonable that, as one grows older, one should dwell with more pleasure upon the intimacies which sprang up so rapidly in those days than upon the common pursuit which incidentally occasioned them. I will only add that Ormsby was not only a most genial companion, overflowing with kindly humour, but also a man of too refined a taste to allow his fun to decline towards buffoonery. He was always a thorough gentleman, as free from coarseness as from malice. LESLIE STEPHEN.

CORRESPONDENCE.

EMILE REY AS A TRAVELLER.

To the Editor of the ALPINE JOURNAL.

WITH Emile Rey I made in the Alps but a single ascent, that of the Aiguille Verte, in 1881, in company with the Oberland guide, Andreas Maurer, my travelling fellow in the Sikkim Himalayas. They are now both dead, both fallen on the *champ de gloire*. Of Emile Rey, and of what he has done in the Alps, others have written. I wish only to add a few words showing him as a traveller. In 1881, in the Alps, on the above-mentioned ascent, made after heavy snow storms and under very unfavourable conditions, I had seen enough of Emile's powers to be desirous, when, in 1888, preparing a climbing expedition to the Central Caucasus, to invite him to join me. Emile Rey was glad to accept my proposition. I left him the choice of a second guide, and he selected young Johann Fischer, of Meiringen, who has made with him some very difficult ascents, and spent, I think, the winter at Courmayeur in his house. I was at that time about to visit Bosnia

Digitized by Google

and Herzegovina on an official Government mission in the early summer, and we arranged that Rey should go with me for some mountaineering in those far-off and little-known mountain chains. At the beginning of July we intended to leave the Bosnian-Herzegovinian Alps direct *en route* for the Caucasus, where Fischer was engaged to meet us. Rey came to Budapest, my home; he was happy to travel and see something of the world. Budapest, the splendid Hungarian capital, pleased him very much. He also was liked by everybody to whom I presented him. There was nothing of the heavy behaviour of the Alpine peasant. He moved like a well-educated man and with a certain quietness and easiness.

We came to the uncivilised mountain regions. We had to sleep many nights under canvas. The difficulties of the tent life and of the commissariat began; he did not understand the language of the people. As everywhere in remote countries, especially in the East, there was no idea of time; there were eternal delays. But Rey was not bewildered, as most of the Alpine guides may be, when transported suddenly from their hospitable homes to wild countries. His higher intelligence guided him. He assisted me to overcome those difficulties, and I saw he was the right man for distant mountain chains. I told him my satisfaction. He accepted it, but he added with a certain pride, that I should see what Emile Rey, when once on the spot—once on Koshtantau, Dykhtau, or Ushba, names which, through my narratives became familiar to him—would be capable of doing. 'You shall see Emile Rey climb when a great peak must be climbed.' His wish was not realised; my official duties retained me longer than I thought, and then I received unfortunate news from my family, which compelled me to go to Vienna. Rey came with me to Vienna and left for Switzerland. Already, at the request of the regretted Mr. Donkin, I had telegraphed that Fischer might join his expedition. On the very same mountain where it was proposed that both Rey and Fischer should have worked together, Fischer fell a victim to a cruel fate. Was the mountain in such a state that in that year it was to be the grave of those who had to attack it? Rey was thus saved through my not going there, but the fate was fulfilled: he was taken away in his very home in the Alps, instead of in the Caucasus. It fell not to his lot to see the far-off mountain, although he desired it very much; his Bosnian tour was his furthest journey. He was pleased with it, as I saw from the letters which he wrote to me frequently afterwards. He proved there that he was a mountaineer and a traveller, but, above all, a faithful fellow and agreeable companion, a man with his heart in the right place, beloved of all who met him.

MAURICE DE DÉCHY.

Digitized by Google

THE ALPS OF NEW ZEALAND.

To the Editor of the ALPINE JOURNAL.

College House, Christchurch, New Zealand:
November 22, 1895.

DEAR SIR,—I have only recently returned to Christchurch from my work on the West Coast, and have only now had the pleasure of reading Mr. E. A. FitzGerald's paper in the August number of the Journal.

The work done by Mr. FitzGerald, with his guide, was most successful, and I was glad to be able to congratulate him personally when we met. Without intending in any way to lessen the credit due to him, I would wish to correct one statement contained in his paper.

On p. 472 the following sentence appears:—'The New Zealand Government have long desired to find some feasible col to the West Coast. Up till now nobody has ever crossed the Ranges. For the last few years survey parties have explored the valleys of the West Coast in search of this passage, but up till now without success. Zurbriggen and I, therefore, set ourselves the task of finding such a passage.'

A statement also appears in the 'Contemporary Review' for August enlarging upon the fact that the ranges have never been crossed, and also stating that a route was required to connect Christchurch with 'the gold-washing districts of the West Coast,' so as to avoid the necessity of going around the island.

The following facts will, I think, be sufficient to correct the impression conveyed by the above statements:—

Firstly, as to the range never having been crossed, I cannot do better than refer you to my paper in the 'Geographical Journal' of January 1893, actually quoted on the page next to the statement in the 'Contemporary Review' to which I take exception. The range has been crossed in at least twenty places between the years 1857 and 1893, including three passes above the snow-line—namely, by Mr. Roberts at the head of the Rakaia River some fifteen years ago, by three parties at the head of the Godley Glacier, and by Messrs. Fyfe and Graham at the head of the Mueller Glacier. A coach road, unsurpassed by any I have seen in Switzerland, has for nearly thirty years joined Christchurch with the 'gold-washing' districts of the West Coast, and even allowing it to be possible to take a road over FitzGerald's Pass practicable for coaches, the present road enables the journey to be done in a day and a half, as against four or five days under the most favourable circumstances *via* FitzGerald's Pass.

Secondly, as to the object of the route desired by the Government and the steps taken to find a pass.

The New Zealand Government wished to find a col feasible for a horse track, to enable tourists to go from the Hermitage to the

Digitized by Google

West Coast direct, instead of having to return to Christchurch and go by one of the more northern passes.

The instructions were 'to look for a saddle *free of snow and ice for three months in the year*,' which would enable a horse track to be taken direct from the Hermitage to the West Coast.

Mr. C. E. Douglas was sent in 1892 up the Copland River, and seeing snow and ice all along the range at its head, he reported that no such saddle as required was to be found there. In 1893–94 I was engaged with him, and in 1894–95 by myself, and we are the only two who have been at this work.

From my previous work on the East Coast glaciers I at once said it was impossible to find a pass free of snow and ice between the Godley Glacier in the N. and Mount McKerrow in the S., but we were told to go up and explore the hitherto unexplored Warho and Cook Rivers, and make a reconnaissance survey and report generally on the country. This year I was sent into the Karangarua and Landsboro Rivers, to report on the possibility of a track up the former and down the latter river to Brodrick's Pass (some 4,500 ft.), and so round *via* Lake Pukaki to the Hermitage.

This route, though possibly practicable, involved a distance of from seventy to ninety miles from Scott's house to the Hermitage, instead of twenty-five miles or so as the crow flies, so I reported against this, still maintaining that the most likely route would be up the Copland and over by some saddle into the Hooker Glacier. This opinion had been freely given by Mr. Brodrick, myself, and others since 1892, so, in despair of finding a saddle '*free of snow and ice for three months in the year*,' allowing a direct route from the Hermitage, the Westland Survey Department sent me instructions in February 1895 to go up the Copland River and over to the Hermitage and report.

I was starting up for this purpose when Mr. FitzGerald came down to my camp.

I do not for one moment begrudge him the first passage of the col, and, in spite of missing this pass by only four days, I congratulated, and still do congratulate, him on his discovery, for though such a pass was more or less known to exist, and probably would have been crossed and reported on in 1892 or 1893 had not the condition as to snow and ice been made by the Government, yet he heard nothing of it and made his discovery fairly, and was the first to cross it.

My object in writing is merely in justice to New Zealand enterprise and to Charlie Douglas, one of the finest explorers I have ever met, and to myself; for I do not care to see those who have done honest work without advertisement placed in a false position, owing to a misconception of the object for which they were working.

At high peaks and difficult rocks Douglas and I will gladly take any place assigned to us by others, but being almost the only ones who have been exploring in Westland, we cannot consent without protest to take even a second place in such work as this pass involved, and, therefore, I feel bound to correct the obvious impression,

Digitized by Google

conveyed by the paper, that we had tried to force a way over the ranges and had been unable to do so.

In conclusion I must ask FitzGerald to forgive me for writing this, and assure him that my views with regard to the excellence of his and Zurbriggen's work here are the same as those expressed by that ragged, long-haired, and bearded ruffian who put in such a jolly week with him in March 1895.

Yours faithfully,
ARTHUR P. HARPER.

P.S.—I am sorry to say that the Government are not putting a track through *via* FitzGerald's Pass, as stated on p. 475, nor is there any immediate prospect of a road being made, owing to the expense (see my report, which I am sending for the Library), which will be considerable.

THE ALPS OF NEW ZEALAND.

To the Editor of the ALPINE JOURNAL.

2 Green Street, Grosvenor Square, W.:
January 16, 1896.

SIR,—I have to thank you for your kindness in forwarding to me Mr. Harper's communication to your Journal. To that portion of it which, in my judgment, requires an answer I hasten to reply.

Firstly, Mr. Harper takes exception to the statement published by me in my paper of the August number of the 'Alpine Journal,' p. 472.

On p. 472 the following sentence appears:—'The New Zealand Government have long desired to find some feasible col to the West Coast. Up till now nobody has ever crossed the ranges. For the last few years survey parties have explored the valleys of the West Coast in search of this passage, but up till now without success. Zurbriggen and I, therefore, set ourselves the task of finding such a passage.'

And again in the end of the preface to my article in the 'Contemporary Review' for August, which, according to Mr. Harper, 'enlarges' upon the fact that 'the ranges never had been crossed,' and also states that the 'route was required to connect Christchurch with the gold-washing districts of the West Coast, so as to avoid the necessity of going round the island.'

This last editorial preface, I hasten to remark, was, as is indicated sufficiently, not written by me, but published before my return to England, under the care of Sir Martin Conway, to whom I entrusted my journal, and the writer went for information to an article of Mr. Harper's own writing in the 'Geographical Journal' of January 1893, and to an article published in a leading Christchurch journal, the 'Daily Press,' while I was still in the mountains, entitled 'A New Pass to the West Coast,' in which is to be found the phrase, 'The Lands and Survey Department . . . recognise the importance

Digitized by Google

of a discovery of a practicable route between the Hermitage and Southern Westland.' 'But,' says Mr. Harper, 'the range has been crossed in at least twenty places between the years 1857 and 1893.' Of these twenty achievements he then proceeds to enumerate seven, which, I presume, are selected as the more brilliant records for special mention. Of these I see that only one refers to the Southern Alps of New Zealand, the rest all being on other ranges, and therefore having nothing to do with my statement. Messrs. Fyfe and Graham ascended the Mueller Glacier, and went over the Baron's Saddle, some little distance down on the other side, and attempted to force their way to the West Coast, but, owing to the difficulty of the route and their lack of provisions, they were forced to return to the Hermitage, having thus failed to make a practicable path to the West Coast. This was the fact. To describe merely reaching a divide, and, after a very short excursion down the other side, returning by the same route to the original starting-point, as crossing a range of mountains, is a new and singular departure from the usual language of exploration.

As to the coach road which joins Christchurch to the western coast, it does not in any sense cross the ranges of the Southern Alps. And as regards the gold-washing districts, this route does indeed form an admirable connection between Christchurch and Hokitika, but there it stops short. To descend along the coast to either Gellespie's Township or Okarito, a distance of some eighty miles, involves considerable difficulty and danger, owing to the sudden floods and heavy tides, there being no practicable route and the journey having to be accomplished along the sea beach. In any case it is a journey of several days. Owing to the fact that there are no bridges, any rainfall in the ranges makes it impossible for the traveller to proceed. While, as to the statement that this route enables the journey to be done in a day and a half, as against four or five days under the most favourable circumstances by FitzGerald's Pass, once a track, even of the simplest sort, cut across the latter, it baffles my imagination to discover how Mr. Harper expects to spend more than a day in traversing a distance which Zurbriggen and I covered in sixty-four hours, though we were practically without food and literally fighting for our lives through the dense and almost impenetrable barrier of scrub. The actual distance is about twenty-five miles.

Besides, I notice that Mr. Harper, in his report to the New Zealand Government for this year, states that he himself has cut a track down the Copland, which would enable a good walker to reach the mouth of the Karangarua River in eighteen hours from the Hermitage. Some years ago it was usual to accomplish the journey from Farlie Creek, the nearest railway station, to the Hermitage in one day by regular coach service. The coach *via* Arthur's Pass from Christchurch to Hokitika takes a day and a half.

Mr. Harper next deals with his interpretation of the New Zealand Government's object in finding a path.

I here quote from the published reports of the New Zealand

Digitized by Google

Department of Lands and Surveys for 1893, from p. 42. 'If I have failed in the main object—namely, to discover a path available across from the main range to the Hermitage—yet the Department will now have the country mapped out,' &c. This occurs in a report signed by Mr. Charles E. Douglas, to whom Mr. Harper subsequently alludes as 'one of the finest explorers I have ever met.' To Mr. Harper's testimony on this point I gladly subscribe. Had Mr. Douglas continued up the river which bears his name at the head of the Copland Valley, I do not presume to dispute the possibility of his having found the path which, instead, it has been my good fortune to discover. But of this I am not competent to judge. My attention was concentrated upon the passage of the range from the other side, and I came as a complete stranger to what had been the field of Messrs. Douglas and Harper's operations for several years.

'Mr. Douglas,' Mr. Harper proceeds to relate, 'was sent in 1892 up the Copland River, and he saw snow and ice all along the range.' Hence his unfavourable report. But, had he looked a little closer, and gone up the Douglas Valley, he would have seen no snow or ice at the point where I crossed, for none exists just there, on the western slope, during the summer months. This is clearly proved, as I crossed the range at the end of February (corresponding in our northern hemisphere to September), two days after a heavy snowfall, and found the W. side free of snow. This sufficiently establishes the fact of that freedom from ice and snow of my pass on the W. side during three months of the year, which, according to Mr. Harper, was the *sine qua non* of the Government's requirements. What little snow or ice is to be met with here while crossing is solely on the eastern side, and could be traversed in about twenty minutes.

Mr. Harper proceeds to state that ever since 1892 he and Mr. Brodrick had been in the habit of setting forth the probability of the required col being found 'up the Copland and over by some saddle into the Hooker Glacier.' But it seems to me strange that this piece of information should have remained unrecorded until a date subsequent to my discovery of the route in question, and that men capable of such remarkable work should have held such an opinion for years, while continuing their exploration in quite contrary directions. We are informed further that Mr. Harper was about starting on this very expedition when I appeared on the scene. It is strange that, in view of the extreme worthlessness of my pass, as implied by Mr. Harper's language, and its total failure to meet the requirements laid down by the Survey Department, he should still feel it necessary to assure your members that not for one moment does he begrudge me the first passage of this saddle, in spite of his having himself missed it by only four days. I am sorry that Mr. Harper should have been prevented from putting the finishing touch to the valuable work of years by an outsider. Yet I am consoled by the magnanimity with which Mr. Harper congratulated, and actually still congratulates, me, in spite of the

Digitized by Google

fact that such a pass was more or less known to exist, and would probably have been crossed and reported on in 1892 and 1893 had not the condition as to snow and ice been made by the Government.

Alas for this latter reason! The snow and ice existing on my pass could not by these survey explorers have been even seen, as from no point in the western valleys is it visible. I am unable to see how those who have, as Mr. Harper says, 'done honest work without advertisement,' are, by any act or word of mine, 'placed in a false position.' I am glad of this opportunity of testifying to the high excellence of the work done by these explorers in Westland, which I have never called in question. Mr. Harper says that he and Mr. Douglas cannot consent without protest to take even a second place in 'such a work as this pass involves.' Beyond all doubt they have done and will do 'such work as this pass involves,' and superior work on other passes and in other valleys. But, this admitted, the fact remains that I was the first to cross the pass. If, by taking the second place, Mr. Harper alludes to the circumstance that he followed up my route subsequently and, as he states, 'cut good blazed tracks' while in the employ of the New Zealand Government, I can only say that I highly appreciate this testimony to the validity of my statement as to the interest aroused by the discovery of the route.

In view of the existing financial circumstances of the New Zealand Government I well know that time must elapse before even the simplest form of permanent road can be hoped for.

I remember with pleasure the return journey alluded to by Mr. Harper, who accompanied me and my Swiss guide, Zurbriggen, up the Fox and Franz Joseph Glaciers, and so back to the Hermitage. I regret that, owing, no doubt, to some misunderstanding, Mr. Harper neglected to convey accurately to the New Zealand Survey Department my precise wishes as to such names of peaks and glaciers on this route as it was, by immemorial custom, my right and privilege to place upon them.

It is with reluctance that I write this letter, but seeing that Mr. Harper's communication might be taken as a disparagement of my own account of my work in the Journal of the Club of which I am so proud to be a member, I feel that no course is open to me but to publish these few words of explanation.

I have the honour to be, Sir,
Your obedient Servant,
EDW. A. FITZGERALD.

THE 'FACSIMILE OF CHRISTIAN ALMER'S "FÜHRERBUCH."'

To the Editor of the ALPINE JOURNAL.

SIR,—In the Introduction to the above work there are several misstatements relating more or less closely to myself. In the interest of Alpine history I wish to correct in these pages some of the more important of these mistakes.

Digitized by Google

1. *P. x, note.*—'Christian III.' (old Almer's grandson) in 1894 ascended the Rosenhorn with me, *not* the Hasli Jungfrau.

2. *Pp. xiii-xiv, xvi.*—Almer began to explore Dauphiné in 1864, four years before he first joined me in 1868. With me, between 1870 and 1884, he explored the whole of the South-Western Alps (save the Cogne bit) from the Col de Tenda to the Little St. Bernard—i.e. *besides* the comparatively small district which is usually called 'Dauphiné,' the Maritime, the Cottian, and the Graian Alps. Mr. Cunningham suggests that I kept Almer a prisoner in 'Dauphiné' during the greater portion of sixteen years (we travelled there in the course of *fifteen*, not sixteen, summers together). Now I find on reference to my own entries in his 'Führerbuch' that in *six* of these fifteen years between 1870 and 1884 we climbed in the Bernese Oberland together, while in each of three (1871, 1872, and 1874) of those six years we made, indeed, *two* distinct journeys in that district. During those fifteen summers we climbed *as well* in the Mont Blanc, Monte Rosa, Tödi, Adamello, Brenta, and Dolomite ranges. I am far from considering Almer's ascent (with me) of the Pic Central of the Meije (possibly the writer confounds this summit with the higher western peak, first climbed by M. Boileau de Castelnau) his 'greatest achievement' during our joint climbs. It was not the loftiest new point we scaled together, and it was a long way from being our hardest climb, having been excelled in point of mere difficulty by not a few of our 'new routes.'

3. *Pp. xiv-xv.*—In an involved sentence Mr. Cunningham confounds two different transactions as to my dog Tschingel. Mr. George (in his book published in 1866) records the *purchase* of Tschingel by Almer, in September 1865, for 10 fr.: she was *given* to me by Almer in July 1868, under circumstances which I have recounted in my 'Life' of Almer in 'Pioneers of the Alps' (published in 1887). The writer is mistaken in saying that my dog was able to take part in my 'most arduous ascents.' On these, greatly to her disgust, she had to be left behind.

4. *P. xvi.*—The reason why Almer did not travel with me after 1884 was that (as he assured me) he was no longer capable of climbing continuously nearly every day for three months or so. That was the sole reason why we no longer went together. As the pages of his 'Führerbuch' show, we had pretty well exhausted the Oberland mountains in our journeys. Of the taste of the expressions used by Mr. Cunningham with reference to the cessation of Almer's professional connection with me (by far the longest he has ever had with any single amateur) I leave the readers of the Introduction to judge. There has never been a shadow of difference between me and my old friend not of one or two, but of many summers and winters.

I have further to call the attention of your readers to a matter of very serious importance—the action of the editors in issuing this work. I wish to state in the most distinct manner that my permission was never asked, still less given, for the publication of any

Digitized by Google

of my entries in Almer's 'Führerbuch.' I am also requested by Almer to make public the following facts, which he has communicated to me for that purpose, and the chief of which he has also embodied in a sworn affidavit. He desires it to be known to his friends and the English public that his 'Führerbuch' was originally borrowed from him *indirectly*; that the book was sent to England without his knowledge or consent, and that he has in vain applied for its return, and has up to the present moment been unable to recover it. He states in the most emphatic manner that he has not in any way authorised the reproduction of his book, and he alleges that its unauthorised publication has robbed him of a valuable property.

I am, Sir, yours truly,
W. A. B. COOLIDGE.

[A copy of the affidavit mentioned in Mr. Coolidge's letter as made by Christian Almer has been forwarded to the Editors of the 'Führerbuch,' so as to allow of any statement on the subject they might have wished to make appearing in the present number of the 'Alpine Journal.'—EDITOR 'A. J.']

NEW EXPEDITIONS IN 1895 (*continued*).

[Contributors of 'New Expeditions' are requested to observe the following rules:—(1) To forward their accounts in the form in which they are to appear. (2) To prefix the name of the peak or pass from the best map, and the altitude both in mètres and feet in a parenthesis after the name. (3) To give the date of the ascent, and the names of the party. (4) To give exact references to any previously published descriptions of allied routes to which they may have occasion to refer. (5) To write the description with the best existing map before them, and to quote the figures of any measured point their route may touch. (6) To use always the points of the compass instead of the misleading words 'right' and 'left.' (7) To record their 'times' exclusive of halts. (8) To make their descriptions as brief as possible consistently with the above considerations. (9) To write on one side of the paper only, leaving a large margin, and to begin a new sheet for each expedition.]

Bernese Oberland.

EBNEFLUH (3,964 m. = 13,006 ft.) FROM THE ROTHTHAL. *August* 2.—Mr. Claude Macdonald, with Christian Jossi, and Peter Bernet as porter, traversed this peak. A late start was made, owing to the valley being full of fleecy clouds. The party only got away from the Rothtal hut at 4.30 A.M., and made straight up towards the N.E. corner of the bergschrund at the foot of the Ebnefluh. They then bore S.W. and crossed the schrund at 7 A.M. directly under two patches of rock, vertically one above the other, and about 50 yards apart. The snow was in good condition, though the mountain here is very steep, and the top rocks were cleared at 9. The slope then got much steeper and the ice hard and blue, and it was 1 P.M. before a patch of rock high up on the left was reached. These rocks were found rotten and very dangerous with fresh snow, and extreme care had to be exercised. At 5 P.M. it was decided to leave the rocks and get under a hanging glacier lying E.N.E., where it

Digitized by Google