the presence of that assemblage of eminent mountaineers, he was shy of the prominence given to him, but he would respond to Professor Allbutt's call because he had enjoyed the friendship of Charles Edward Mathews for a long series of years, and, in fact, had stood in that very garden forty years ago with him, and had made his early climbs under his guidance. As no other representative of Birmingham, Mr. Mathews's native town, was present, he would like to tell that assembly that Charles Edward Mathews was a strong man mentally as well as physically, and, like all truly strong men, was as earnest and strenuous in the more serious activities of life as he was in its pleasurable ones. As Town Councillor, Governor of King Edward's School, Clerk of the Peace to the Justices, and legal adviser to the School Board, he gave of his best in time and powers to promote the welfare of the community among which his long life was spent, and on his death, two years ago, the Lord Mayor and prominent citizens of Birmingham, most of whom knew only remotely of his physical exploits, had attended a memorial service in the Parish Church to testify to the value of his municipal and social activities. Such was the massive man whose physical prowess was borne witness to by that massive granite pillar. The snows of 'Sovran Blanc' would know his footprints no more; but this was a fitting moment to record that Charles Edward Mathews had left a more enduring impress, not only on the tablets of his comrades' memories, not only on the pages of his own painstaking history of the monarch whose devoted subject he was, but also on the records of his native town.

M. Loppé, the eminent Alpine artist and mountaineer, then spoke on behalf of Savoy and France in terms of cordial acceptance of the monument erected in Chamonix to the memory of his dear friend and the best of good fellows, Charles Edward Mathews. He had known Mr. Mathews almost for a lifetime, and admired him as a disinterested lover of the mountains, as a successful and indefatigable climber, and as a master of the art of mountaineering. No one had done more than Mathews to establish this noble pastime, and to teach how its risks were to be foreseen and prevented. He lamented in him also the loss of a genial and interesting companion and friend.

PROTEST AGAINST THE PROPOSED MATTERHORN RAILWAY.

So long as there seemed any possibility of action from external quarters being unwelcome in Switzerland, the Alpine Club, although feeling strongly on the subject, refrained from making, either through its Committee or in this 'Journal,' any representations in favour of the preservation of the scenery of the High Alps from the assaults threatened by speculators in the tourist industry. But last spring our Committee, having been invited by the Swiss Alpine Club to express

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their opinion in the matter, forwarded to that body a strong protest against what was then the last of these proposed violations—the scheme for piercing a shaft in the Matterhorn and converting its summit into a series of grottoes with glazed windows and balconies. On October 30 last this protest was endorsed at a general meeting of the English branch of the Swiss Ligue pour la Conservation de la Suisse Pittoresque, held at the Society of Arts, Sir W. Martin Conway in the chair.

The following is a summary of the proceedings :

The Report, having referred to the opposition which the Ligue offered a year ago to the attempt of the town of Zürich to draw off a large body of water from the Rheinfall at Schaffhausen, continued: 'It is satisfactory to record that this claim has been rejected by the Federal tribunal and that the danger may be regarded as past, and strong hopes are entertained that by next year the efforts now being made to save the Matterhorn will have resulted not merely in the defeat of that scheme, but in the firm establishment and recognition of the principle on which the petition of the Ligue against it is based as a bulwark against all similar projects. The heading of the petition is as follows:—" The high summits of our Alps are the ideal possession of the whole Swiss people and the symbol of Swiss freedom. They are not for sale. Relying on this principle, the undersigned declare their agreement with the protest which the special commission appointed by the Ligue is presenting to the Federal Council." On August 31 more than 40,000 signatures had already been received in Switzerland. Mention should be made of the gratitude evoked among the guides by English support. They express the deepest obligation to the English branch for working in their cause.'

The chairman, in moving the adoption of the annual report, said the two matters of greatest importance with which it dealt were the proposed tunnelling of the Matterhorn with a lift or railroad for the purpose of hoisting tourists to the top, and the still more atrocious proposition to lay down on the virgin snow of the Aletsch glacier a kind of sledge railroad which should traverse the whole length of that marvellous solitude. Against both these proposals they entered the heartiest possible protest, and they would be asked to express their strong hostility to the Matterhorn scheme.

Mr. F. W. Bourdillon seconded the motion.

Professor P. Ganz, in supporting the motion, thanked the branch heartily in the name of the Schweizerische Vereinigung für Heimatschutz for their most valuable assistance. The formation of an English branch of the Ligue had brought them an ally who would be very unwelcome to their opponents, for it was principally on behalf of the foreign visitors to Switzerland that it was proposed to build the many mountain railways and luxurious residences in the Alps.

Mr. Hart-Davies, M.P., having also supported the motion, it was carried unanimously.

The Bishop of Bristol then moved the following resolution :

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'That this meeting fervently echoes the numerous protests of the Swiss people against the construction of a railway or lift up the Matterhorn, believing that, in the eyes of the great majority of English visitors, and of all to whom the sublimity of nature appeals, it would be an act of profanation and spoliation, and that the sacrifice of such a mountain to sectional interests and the materialism of the age would involve an irreparable loss to humanity and a wrong to succeeding generations.' He said that on that occasion he spoke for the Alpine Club, which was absolutely at one on this subject with the branch of the Ligue. The branch desired to be completely courteous to the Swiss Parliament, which, he was told, would have this matter before it next month. He suggested that they should urge the desirability of a *Freiheit* from invasion by railways for all Swiss mountains above the limit of perpetual snow (cheers), or, if this could not be conceded, then that there should be a *Freiheit* for the greatest of the Swiss mountains, which would, of course, include the Matterhorn.

Sir F. Pollock seconded the resolution, and said the suggestion of the watchword 'No railways above the snow line' appeared to be most sound and practical.

The chairman read a letter received from Mr. J. Bryce, in which he expressed his 'cordial sympathy with the efforts of the English branch of the Ligue to elicit a declaration of opinion from lovers of the Alps against the scheme to construct a railway up the Matterhorn.' A letter was also read from Mr. Whymper, in which were the following passages: 'The project of a railway up the Matterhorn is not a new one. It was formulated more than a dozen years ago, and has been held back until what is deemed a favourable moment. It is a scheme of a small group of company promoters. My opinion is that the project of a railway up the Matterhorn is injudicious and undesirable. I think that it will not benefit Switzerland, and will be injurious to the guides of the Zermatt valley and to those of the Val Tournanche.'

The resolution was carried unanimously, and the meeting ended with a vote of thanks to the chairman.

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THE following additions have been made to the Library since April :—

New Books and New Editions. Presented by the Authors or Publishers.

Alpine Gipfelführer. 8vo, ill.
Stuttgart u. Leipzig, Deutsche Verlags-Anstalt, 1907. M. 1.50 each
12. L. Humpeler, Der Grossvenediger. pp. 78.
13. A. Witzenmann, Sesvenna u. Lischanna. pp. 78.
14. G. Becker, Die Hochwilde. pp. 67.
15. H. Biendl, Die Jungfrau. pp. 84.
16. A. v. Radio-Radiis, Der Rosengarten. pp. 68.
17. K. Bindel, Die Marmolata. pp. 75.
An excellent series of monographs.

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