

ering. Contributions must be typed, doubled spaced, on one side of the page. It is a great help to receive material as early as possible, but it should in any case arrive by mid-November, unless special arrangements have been made for late delivery.

Addresses Material for publication should be addressed to the Hon Editor: Edward C. Pyatt, 64 Percy Road, Hampton, Middlesex. Tel. 01-979 1450 (home). Advertising is dealt with by the Business Editor: R. G. Pettigrew, Education Office, The Castle, Winchester, Hants and sales matters by West Col Productions, 1 Meadow Close, Goring, Reading, Berks RG8 OAP. Review copies of books and journals should be sent to the Hon. Librarian at the Alpine Club.

Miscellanea and Editors' Notes

Everest—1921 H. R. C. Carr writes: Today it is difficult to realise how small the British climbing world was before 1914. Of those who began their Alpine climbing in the decade before 1914 (as Mallory did), many did not survive the war, and not a few who did had war injuries (like Winthrop Young). So that if in 1920 it was impossible to find men under forty with Himalayan experience adequate for an effective Everest reconnaissance, it was extremely difficult to find men in the twenty-five to thirty-five age-group with Alpine climbing experience of sufficient range and quality. It should not be forgotten that most young men were busy at that time picking up the threads of their working lives and competing for jobs in a labour market which quickly lost its early promise. Several of the men chosen for the 1921 expedition had independent means.

At that time I had the good fortune to be invited as a guest to several meetings of the Club in the pleasant old premises in Savile Row. In conversation with elderly members, the view was often expressed that mountaineering in Britain would soon become extinct. They may not have been serious, of course; certainly the kindness shown to youngsters like myself by the Old Guard was a factor in the rapidity of the recovery.

Everest—1921 T. S. Blakeney writes: Ref. *A.J.* 76 62 I am obliged to Mr T. A. Brocklebank for pointing out that my amendment to 'Naku La' is incorrect, and should be deleted. Naku La is correct, the Natu La lying considerably further to the east.

Road-building in the Alps The new autobahn over the Brenner Pass, we are informed, has forty-four bridges and viaducts with a total length of $6\frac{1}{2}$ miles on the Austrian side. The scenery has become a back-cloth to a permanent civil engineering exhibition, for in this technological bonanza, the major bridges are of three different structural types and include the highest in Europe. That this ostentatious complexity is due to 'varying local conditions' seems

doubtful. These prestigious structures despoil the mountains and throw them open to extended pollution. As always, the more man extends his facilities, the closer he comes to ruining that which encouraged the provision of the facilities in the first place.

The new road constructions ('Cathédrales de notre temps') in the St Gotthard are similarly destructive of scenic beauty.

Edward Pyatt



103 *Brenner Motorway*. Photo: Austrian National Tourist Office

Resort-building in the Alps The appended quotations from the national press hardly call for comment:

'Isola 2000 is going to be a ski-station such as nobody has seen before. The buildings, including hotels, apartments, shops, discotheques, night clubs, restaurants, bars, form a continuous line of construction on various levels facing south to catch the maximum sunshine. The whole resort will be electrically heated [Isola 2000 is 50 miles from Nice. Development will cost £20m. There will be 6000 beds, 33 ski-runs and 19 ski-lifts].

'Flaine in Haute Savoie embodies the spirit of ski-ing's *nouvelle frontier* in the French Alps. The concrete snow-flake block Condominium here, grafted

on to the mountain and giving the impression of a huge war-time fortification, shocks many people who see it for the first time. Inside is a honeycomb of boutiques, bars, night-clubs and a supermarket.

'Avoriaz (nearby) is architecturally the most extreme of the new resorts. The designers have hung tiles of Canadian cedar from the framework of buildings which, despite their almost grotesque appearance, blend subtly with the surrounding trees and rocks. Inside the corridors are serpentine and the flats on split levels.' [The present capacity is 4500 people, to be more than doubled within the next five years. Eventually there will be 200 miles of *piste* and 150 lifts.]]'

The detailed plans for exploitation of various resorts in the Val d'Isère make equally foreboding reading. France, it is said, gains 100,000 skiers each year; there are expected to be three million by 1976. (I am indebted to Ronald Clark for the above information.)

Edward Pyatt

Editor's Notes and Acknowledgements Unfortunately, a late reduction in space available makes it impossible for me to deal adequately with such controversial subjects as environmental pollution in mountain areas, the continued ridiculous parade of nationalism in mountaineering, and my problems with contacts and contributors, some of them rather less than helpful.

There is room to thank all those contributors who did agree to help and then produced as promised. I have also to thank the members of the Editorial staff, who by sharing the burden made the whole thing possible—D. F. O. Dangar, M. F. Baker, F. R. Brooke, T. M. Connor, D. Ellis, L. R. Holliwell, E. C. Kemp, R. Lawford, R. G. Pettigrew, C. A. Russell, C. H. Taylor and R. D. Treble. The efforts of the foreign correspondents are also gratefully acknowledged. S. K. Armitstead, Mrs A. Babbage, J. Cleare, Mrs L. Day, B. Goodfellow, Mrs S. Parkinson, H. Pursey, Mrs A. Salkeld, K. Wilson and E. N. Bowman also gave help in their various specialised fields.

Finally, the *Journal* owes a great deal to my wife and daughter.

Edward Pyatt