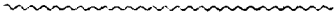


THE
KNAPSACK GUIDE
FOR
TRAVELLERS
IN
SWITZERLAND.

NEW EDITION, REVISED.



WITH CLUE MAPS, PLANS, AND MOUNTAIN OUTLINES.

LONDON :
JOHN MURRAY, ALBEMARLE STREET.
PARIS: A. & W. GALIGNANI & CO.; AND A. XAVIER.

1867.

The right of Translation is reserved.

THE ENGLISH EDITIONS OF MURRAY'S HANDBOOKS MAY BE OBTAINED OF THE FOLLOWING AGENTS :—

Germany, Holland, and Belgium.

AIX-LA-CHAPELLE } AMSTERDAM }	I. A. MAYER. J. MULLER.—W. KIR- BERGER.—VAN BAK- KENESS.	KISSINGEN . . . C. JÜGEL. LEIPZIG . . . BROCKHAUS.—DENICKE. LUXEMBOURG . . . BÜCK. MANNHEIM . . . ARTARIA & FONTAINE. MAYENCE . . . VON ZABERN. MUNICH . . . LITERARISCH - ARTISTI- SCHE ANSTALT — I. PALM.
ANTWERP . . .	MAX. KORNICKER.	NÜRNBERG . . . SCHRAG.
BADEN-BADEN . . .	D. R. MARK.	PEST . . . HARTLEREN.— G. HECKENAST.
BERLIN . . .	A. DUNCKER.	PRAGUE . . . CALVE.
BRUSSELS . . .	MUQUARDT.—KIESSLING & CO.	ROTTERDAM . . . PETRI.—KRAMERS.
CARLSRUHE . . .	A. BIELEFELD.	STUTTGART . . . P. NEFF.
COLOGNE . . .	EISEN.	TRIESTE . . . MUNSTER.
DRESDEN . . .	ARNOLD.	VIENNA . . . C. GEROLD.—BRAÜMUL- LER.—STERNICKEL.
FRANKFURT . . .	C. JÜGEL.	WIESBADEN . . . C. JÜGEL.—C.W. KREIDEL
GRATZ . . .	DAMIAN & SORGE.	
THE HAGUE . . .	VAN STOCKUM.	
HAMBURG . . .	PERTHES, BESSER & MAUKE.	
HEIDELBERG . . .	MOHR.	

Switzerland.

HASLE . . .	H. GEORG.—H. AMBERGER.	NEUCHÂTEL . . . GERSTER.
BERN . . .	GRUBENMANN.	SCHAFFHAUSEN . . . HURTER.
COIRE . . .	MECK.	SOLEURE . . . JENT.
CONSTANCE . . .	H. GEORG.—DESROGIS.— CHERRULIEZ.—MONROE.	ST. GALLEN . . . HUBER.
GENEVA . . .	MARTINIER & CHAVAN- NES.—T. ROUSSY.	ZÜRICH . . . H. FUSSLI & CO.—MEYE & ZELLER.
LAUSANNE . . .	F. KAISER.	H. F. LEUTHOLD, POS. STRASSE.
LUCERNE . . .		

Italy.

BOLOGNA . . .	M. RUSCONI.	PARMA . . . J. ZANGHIERI.
FLORENCE . . .	GOODBAN.	PISA . . . NISTRI.—JOS. VANNUCCH
GENOA . . .	GRANDONA & CO.—AN- TOINE REUF.—T. D. ROSSI.	PERUGIA . . . VINCENZ. BARTELLI.
LEGNORNI . . .	MAZZAJOLI.	ROME . . . SPITHÖVER.—PIALE.
LUCCA . . .	F. BARON.	SIENA . . . ONORATO PORRI.
MANTUA . . .	NEGRETTEI.	TURIN . . . MAGGI.—GIANNINI. FIORE.—MARIETTI. BOCCA FRERES.
MILAN . . .	ARTARIA & SON.— DUMOLARD FRERES.	VENICE . . . HERMAN F. MÜNSTER.— MEINERS.
MODENA . . .	VINCENZI & ROSSI.	VERONA . . . H. F. MÜNSTER.—MEI- NERS.
NAPLES . . .	DETKEN.—DUFRESNE.— PEDONE.	
PALERMO . . .	PEDONE.	

France.

AMIENS . . .	CARON.	MONTPELLIER . . . LEVALLE.
ANGERS . . .	BARASSE.	MULHOUSE . . . RISLER.
AVIGNON . . .	CLEMENT ST. JUST.	NANCY . . . GONET.
AVRANCHES . . .	ANFRAY.	NANTES . . . GUÉRAUD — PETITPAS.— POIRIER LEGROS.—AN- DRE.—MME. VLOORS.
BAYONNE . . .	JAYMEBON.—LASSERRE.	NICE . . . VISCONTI.—GIRAUD.— JOUGLA.
BORDEAUX . . .	CHAUMAS.—MÜLLER.— SAUVAT.—FERET.	ORLEANS . . . GATINEAU.—PESTY.
BOULOGNE . . .	WATEL.—MERRIDEW.	PARIS . . . GALIGNANI.—XAVIER.
BREST . . .	HERBERT.	PAU . . . LAFON.—AUG. BASSY.
CAEN . . .	BOISARD.—LEGOST.—CLE- RISSE.	PERPIGNAN . . . JULIA FRERES.
CALAIS . . .	RIGAUX CAUX.	REIMS . . . BRISSART BINET.—GEOF. FROY.
CHERBOURG . . .	Mlle. LECOUFFLET.	ROCHEFORT . . . BOUCARD.
DIEPPE . . .	MARAS.	ROUEN . . . LEBRUMENT.—HAULARD.
DINANT . . .	COSTE.	SAUMUR . . . GAULTIER BRIERE.
DOUAI . . .	JACQUART.—LEMÂLE.	ST. ETIENNE . . . DELARUE.
DUNKERQUE . . .	VANDENBUSSCHE.	ST. MALO . . . HUE.
GRENOBLE . . .	VELLOT ET COMP.	ST. QUENTIN . . . DOLOY.
HAVRE . . .	COCHARD.—BOURDIGNON. —FOUCHER.—Mme. BUYS.	STRASBOURG . . . TREUTTEL ET WURTZ.— GRUCKER.
LILLE . . .	BE'GHIN.	TOULON . . . MONGE ET VILLAMUS.
LYONS . . .	AYNE' FILS.—SCHEUR- ING.—M'ERA.	TOULOUSE . . . GIMET & COTELLE.
MARSEILLES . . .	CAMOIN FRERES.—LE MEUNIER.	TOURS . . . GEORGET.
METZ . . .	WARION.	TROYES . . . LALOY.—DUFEY ROBERT

PREFACE.

The general demand for a briefer, cheaper, and more portable series of Guides to the Continent, has given rise to the *Knapsack Guide to Switzerland*. It is not merely an abridgment of the *Swiss Handbook*, but a condensed and corrected revision, containing much new matter regarding places and passes in the Alps to which Englishmen now resort, suited for persons whose time and means are limited, and who wish to take merely a rapid run across the Continent, arranged in a form very convenient for the traveller *on foot* or *by Rail*. The numbering of the routes has been retained without alteration, to enable the reader to refer to the Handbook whenever he may desire fuller information or more complete historical detail, which it is impossible to convey in a volume of such limited size.

The aim has been to make this volume as practical as possible, and to this end Plans of Towns and Districts, with slight outlines of the great Alpine Chains from different points of view, have been given to serve as diagrams by which the prominent mountain peaks may be recognised. This Second Edition has been carefully corrected.

The *Knapsack Guide to Switzerland* has been followed by others for Italy (except Rome), in 1 vol., Norway, Tyrol and the Austrian Alps, &c.

* * * Corrections of errors and notices of omissions will be thankfully received by the Publisher.

CONTENTS.

LIST OF PLANS AND MOUNTAIN OUTLINES.

Berne and the Chain of Bernese Alps	<i>Frontispiece.</i> COLS.
<i>Plan</i> —Basle	1, 2
Falls of the Rhine	28
<i>Plan</i> —Zurich	39, 40
Sketch Map of the Lake of Lucerne, the Pilatus, and Rigi ..	57, 58
<i>Plan</i> —Lucerne	69, 70
Berne	91, 92
Bernese Alps from Berne	93, 94
Section showing nature of View from Wengern Alp, Faulhorn, Scheinige Platte, &c.	105, 106
<i>Plan</i> —Geneva	221, 222
Chain of Monte Rosa	431, 432
<i>Plan</i> —Aosta	483, 484
 Outlines of Mountains :—	
From Rigi	63
From Pilatus	74
From Faulhorn	113, 114
From Eggischorn	133, 134
From Torrenthorn	170
From Pierre à Voir	253, 254
From Piz Languard	381, 382
From Gorner Grat	453, 454
From Bella Tola	467, 468

INTRODUCTORY INFORMATION.

<table style="width: 100%; border-collapse: collapse;"> <tr><td>1. Passports and Custom-houses</td><td style="text-align: right;">COL. xvii</td></tr> <tr><td>2. Money</td><td style="text-align: right;">xviii</td></tr> <tr><td>3. Tables of Measures</td><td style="text-align: right;">xix</td></tr> <tr><td>4. Distances</td><td style="text-align: right;">xxi</td></tr> <tr><td>5. Electric Telegraph</td><td style="text-align: right;">xxi</td></tr> <tr><td>6. Posting</td><td style="text-align: right;">xxii</td></tr> <tr><td>7. Diligences—Luggage</td><td style="text-align: right;">xxii</td></tr> <tr><td>8. Railways</td><td style="text-align: right;">xxiv</td></tr> <tr><td>9. Guides</td><td style="text-align: right;">xxv</td></tr> </table>	1. Passports and Custom-houses	COL. xvii	2. Money	xviii	3. Tables of Measures	xix	4. Distances	xxi	5. Electric Telegraph	xxi	6. Posting	xxii	7. Diligences—Luggage	xxii	8. Railways	xxiv	9. Guides	xxv	<table style="width: 100%; border-collapse: collapse;"> <tr><td>10. Horses and Mules—Chaises-à-Porteurs</td><td style="text-align: right;">COL. xxviii</td></tr> <tr><td>11. Swiss Inns</td><td style="text-align: right;">xxix</td></tr> <tr><td>12. Directions for Travellers—Precautions for Health</td><td style="text-align: right;">xxxix</td></tr> <tr><td>13. Maps</td><td style="text-align: right;">xxxiii</td></tr> <tr><td>14. Requisites for Travelling</td><td style="text-align: right;">xxxiv</td></tr> <tr><td>15. Objects most deserving of notice in Switzerland</td><td style="text-align: right;">xxxiv</td></tr> </table>	10. Horses and Mules—Chaises-à-Porteurs	COL. xxviii	11. Swiss Inns	xxix	12. Directions for Travellers—Precautions for Health	xxxix	13. Maps	xxxiii	14. Requisites for Travelling	xxxiv	15. Objects most deserving of notice in Switzerland	xxxiv
1. Passports and Custom-houses	COL. xvii																														
2. Money	xviii																														
3. Tables of Measures	xix																														
4. Distances	xxi																														
5. Electric Telegraph	xxi																														
6. Posting	xxii																														
7. Diligences—Luggage	xxii																														
8. Railways	xxiv																														
9. Guides	xxv																														
10. Horses and Mules—Chaises-à-Porteurs	COL. xxviii																														
11. Swiss Inns	xxix																														
12. Directions for Travellers—Precautions for Health	xxxix																														
13. Maps	xxxiii																														
14. Requisites for Travelling	xxxiv																														
15. Objects most deserving of notice in Switzerland	xxxiv																														
Heights of Mountains, Lakes, and Passes . . . xxxvii																															

SECTION I.—SWITZERLAND.

* * The names of many places are necessarily repeated in several Routes; but to facilitate reference, they are printed in *Italics* only in those Routes under which they are fully described.

ROUTE	COL.	ROUTE	COL.
1 <i>Basle</i> .—Basle to Biemme, by the <i>Val Moutiers</i> (Munster Thal), and to Berne .	1	15 Zurich to Lucerne and the <i>Rigi</i> , by <i>Horgen</i> , <i>Zug</i> , and <i>Immensee</i> . . .	53
3 Basle to <i>Soleure</i> and <i>Biemme</i> , by Railway.—Ascent of the <i>Weissenstein</i> . . .	12	16 Zurich to Zug (the <i>Rigi</i>) and <i>Lucerne</i> , by Rail, through <i>Reppisch Thal</i> .	67
4 Basle to Lucerne, by the Central Swiss Railway .	15	17 Lucerne to <i>Schwytz</i> —the <i>Fall of the Rossberg</i> . .	75
5 Basle to Berne, by the Central Swiss Railway .	19	18 <i>Lake of Lucerne</i> . . .	78
6 Basle to Zurich (Railway) .	20	19 <i>Brunig Pass</i> .—Lucerne to Meyringen or <i>Brienz</i> . .	82
7 Basle to <i>Schaffhausen</i> and the <i>Rhinefall</i> , by <i>Waldshutt</i> (Rail) . . .	25	20 <i>Melchthal</i> .—Sarnen to Engelberg or <i>Meiringen</i> . .	89
8 <i>Schaffhausen</i> to <i>Constance</i> (Rail).— <i>Lake of Constance</i> .	29	24 <i>Berne</i> to <i>Thun</i> , <i>Lake of Thun</i> , and <i>Interlaken</i> .	90
9 <i>Schaffhausen</i> to <i>Zurich</i> , by <i>Winterthur</i> —(Rheinfall Railway) . . .	36	25 <i>Interlaken</i> to <i>Lauterbrunnen</i> , <i>Mürren</i> , <i>Grindelwald</i> , <i>Reichenbach</i> , and <i>Lake of Brienz</i> . . .	101
10 <i>Romanshorn</i> to <i>Zurich</i> , by <i>Winterthur</i> (Rail) . .	44	26 <i>Passes of the Grimsel</i> and <i>Furca</i> —Meyringen or <i>Reichenbach</i> to <i>Hospenthal</i> .	120
12 Zurich to Berne (Rail) . .	45	27 <i>Passes from the Grimsel</i> — <i>Straldeck</i> and <i>Oberaarjoch</i> . . .	126
13 Zurich to <i>Rigatz</i> and <i>Coire</i> , by the <i>Lakes of Zurich</i> and <i>Wallenstadt</i> (Rail) .	45		

ROUTE	COL.	ROUTE	COL.
28 Grimsel or Rhone Glacier to Brieg, by <i>Obergestelen</i> —the <i>Äggischhorn</i> . . .	129	51 <i>Pontarlier</i> (in France) to Neuchâtel . . .	212
31 Stanz to <i>Engelberg</i> . . .	136	52 Yverdun, or Lausanne, to the <i>Lac de Joux</i> . . .	215
32 Meyringen to Altorf, by <i>Engelberg</i> , the <i>Joch</i> and <i>Surenen Passes</i> . . .	138	53 Lyons, or Macon, to <i>Geneva</i> (Railway) . . .	219
34 <i>The Pass of St. Gotthard</i> , from <i>Fhuelen</i> , on the Lake of Lucerne, to <i>Bellinzona</i> . . .	141	55 Geneva to <i>Villeneuve</i> , by <i>Lausanne</i> , <i>Vevay</i> , and <i>Chillon</i> . <i>Lake of Geneva</i> . . .	233
35 <i>Lauterbrunnen</i> (a) to <i>Kippel</i> —or (b) to <i>Kandersteg</i> , by the <i>Tschingel Glacier</i> . . .	154	56 <i>Villeneuve</i> to <i>Sion</i> . . .	246
36 <i>Lauterbrunnen</i> or <i>Mürren</i> to <i>Kandersteg</i> , by the <i>Passes of the Seefinen Furke</i> and <i>Dündengrat</i> . . .	158	57 Geneva to <i>Martigny</i> , by <i>Thonon</i> and <i>Meillerie</i> , along the South Shore of the Lake of Geneva . . .	257
37 <i>Pass of the Gemmi</i> , Thun to the <i>Baths of Leuk</i> (<i>Löèche</i>), and to <i>Leuk</i> in the <i>Valais</i> . . .	161	58 Bex to <i>Sion</i> , by the <i>Col de Cheville</i> — <i>Diablerets</i> . . .	261
38 <i>Turtman</i> and <i>Kippel</i> to <i>Kandersteg</i> , by the <i>Lötsch Pass</i> . . .	171	58A <i>Sion</i> to <i>Evolena</i> , in <i>Val d'Hérens</i> . . .	265
39 <i>Pass of the Rawyl</i> .—Thun to <i>Sion</i> , or <i>Sierre</i> . . .	174	59 <i>Passage of the Simplon</i> . <i>Sion</i> to <i>Brieg</i> , and to <i>Domo d'Ossola</i> . . .	266
40 <i>Lenk</i> to <i>Lauenen</i> , by the <i>Trütlisberg</i> .— <i>Lauenen</i> to <i>Gsteig</i> , by the <i>Chrinen</i> . . .	178	60 <i>Turtman</i> to the <i>Äggischhorn</i> , by the <i>Lötschsattel</i> . . .	277
41 <i>Pass of the Sanetsch</i> .— <i>Saanen</i> to <i>Sion</i> . . .	179	61 <i>Viesch</i> to <i>Crodo</i> , in <i>Val Antigorio</i> , by the <i>Binnenthal</i> . . .	279
42 Thun to <i>Vevay</i> , by the <i>Simmenthal</i> ; <i>Saanen</i> , <i>Château d'Oex</i> , and <i>Gruyeres</i> :— <i>Pass of the Dent de Jaman</i> . . .	181	62 <i>Pass of the Gries</i> , <i>Obergesteln</i> to <i>Domod'Ossola</i> , by <i>Val Formazza</i> (<i>Pommatt</i>), and the <i>Falls of the Tosa</i> . . .	282
43 <i>Château d'Oex</i> to <i>Aigle</i> or <i>Bex</i> , by the <i>Valley des Ormonds</i> . . .	187	63 <i>Pass of the Nufenen</i> (<i>Novena</i>), from <i>Obergestelen</i> to <i>Airolo</i> . . .	286
45 <i>Berne</i> to <i>Lausanne</i> (and <i>Vevay</i>), by <i>Freiburg</i> (Rail) . . .	191	65 <i>Zurich</i> to <i>Rorschach</i> , by <i>St. Gall</i> (Railway) . . .	287
46 <i>Berne</i> to <i>Lausanne</i> , by <i>Morat</i> and <i>Avenches</i> (<i>Aventicum</i>) . . .	197	66 <i>Rorschach</i> to <i>Coire</i> , by <i>Ragatz</i> and the <i>Baths of Pfeffers</i> (Railway) . . .	290
48 <i>Berne</i> to <i>Neuchâtel</i> . . .	199	67 <i>Bregenz</i> to <i>Coire</i> , by <i>Feldkirch</i> . . .	300
49 <i>Bienne</i> to <i>Yverdun</i> and <i>Lausanne</i> , by the <i>Lakes of Bienne</i> and <i>Neuchâtel</i> (Railway) . . .	204	68 <i>St. Gall</i> , or <i>Rorschach</i> , to <i>Gais</i> and <i>Appenzell</i> , and <i>Weissbad</i> (carriage-road) . . .	301
50 <i>Neuchâtel</i> to <i>Chaux de Fonds</i> and <i>Le Locle</i> (Rail) . . .	209	69 <i>St. Gall</i> to <i>Uznach</i> , by <i>Heinrichsbad</i> and <i>Herisau</i> . . .	306
		71 <i>The Toggenburg</i> . <i>Wyl</i> to <i>Coire</i> . . .	308
		72 <i>Wesen</i> or <i>Richterschwyl</i> to <i>Schwytz</i> — <i>Einsiedeln</i> — <i>Morgarten</i> . . .	310

ROUTE	COL.	ROUTE	COL.
73 <i>Schwytz</i> to <i>Glarus</i> , by <i>Muotta</i> , the <i>Pragel Pass</i> , and the <i>Klönthal</i> . . .	316	89 <i>Splügen</i> to <i>Ilanz</i> , by the <i>Pass of the Valserberg</i> . . .	357
74 <i>Wesen</i> to <i>Glarus</i> and the <i>Baths of Stachelberg</i> and <i>Head of Linthal</i> . . .	319	90 <i>Thusis</i> to <i>Tiefenkasten</i> and the <i>Albula Pass</i> —the <i>Schyn Pass</i> . . .	359
75 <i>Muotta</i> to the <i>Baths of Stachelberg</i> , by the <i>Bisi Thal</i> ; or to <i>Altorf</i> , by the <i>Kinzig Kulm</i> . . .	324	91 <i>Pass of the Bernardin</i> — <i>Splügen</i> to <i>Bellinzona</i> (post-road) . . .	360
76 <i>Stachelberg</i> to <i>Altorf</i> , by the <i>Klausen Pass</i> . . .	327	92 <i>Julier Pass</i> , from <i>Coire</i> to <i>Samaden</i> (post-road) . . .	363
77 <i>Stachelberg</i> to <i>Disentis</i> , by the <i>Sand Grat</i> . . .	328	93 <i>Albula Pass</i> , from <i>Coire</i> to <i>Samaden</i> . . .	367
79 <i>Glarus</i> or <i>Stachelberg</i> to <i>Reichenau</i> — <i>Richelli</i> and <i>Segnes Passes</i> . . .	329	94 <i>Chiavenna</i> to <i>Samaden</i> , by the <i>Val Bregaglia</i> and the <i>Pass of the Maloja</i> or <i>Maloggia</i> . . .	370
80 <i>Glarus</i> to <i>Ilanz</i> , by the <i>Panixer Pass</i> . . .	332	95 <i>The Engadine</i> ; <i>Samaden</i> to <i>Nauders</i> . . .	373
82 <i>Coire</i> , up the <i>Valley of the Vorder Rhein</i> , to <i>Disentis</i> , and across the <i>Oberalp Pass</i> to <i>Andermatt</i> . . .	335	96 <i>Bernina Pass</i> , from <i>Samaden</i> in the <i>Engadine</i> to <i>Tirano</i> in the <i>Valtellina</i> . . .	379
83 <i>Amsteg</i> to <i>Disentis</i> , by the <i>Pass of the Kreuzli</i> . . .	340	98 <i>The Prattigau</i> — <i>Coire</i> or <i>Ragatz</i> , by <i>Landquart</i> , to <i>Suss</i> in the <i>Engadine</i> . . .	387
84 <i>Disentis</i> to <i>Airolo</i> , by the <i>Uomo Pass</i> . . .	342	99 <i>Coire</i> to <i>Plaz</i> (<i>Davos</i>) and <i>Klosters</i> , by the <i>Schanfik Thal</i> and <i>Pass of the Strela</i> . . .	390
85 <i>Pass of the Lukmanier</i> — <i>Disentis</i> to <i>Olivone</i> in <i>Val Blegno</i> . . .	343	100 <i>Plaz</i> or <i>Davos</i> to <i>Sus</i> , by the <i>Fhuella Pass</i> . . .	391
87 <i>Coire</i> to <i>Chiavenna</i> —the <i>Via Mala</i> — <i>Pass of the Splügen</i> . . .	345	101 <i>Bludenz</i> , in <i>Vorararberg</i> , to the <i>Prattigau</i> , by the <i>Pass of the Schweizerthor</i> . . .	392
88 <i>Andeer</i> to <i>Casaccia</i> , by the <i>Avers Thal</i> , <i>Forcellina</i> and <i>Septimer Passes</i> . . .	355		

SECTION II.—PIEDMONT AND SAVOY.

ROUTE	COL.	ROUTE	COL.
111 <i>Domo d'Ossola</i> to <i>Arona</i> — <i>Borromean Islands</i> — <i>Lago Maggiore</i> . . .	395	114 <i>Bellinzona</i> to <i>Lugano</i> , <i>Como</i> , and <i>Camerlata</i> , by <i>Monte Cenere</i> . . .	406
112 <i>Domo d'Ossola</i> to <i>Locarno</i> , by the <i>Val Vegezza</i> . . .	401	115 <i>Luino</i> on <i>Lago Maggiore</i> to the <i>Lake of Lugano</i> , and thence to <i>Menaggio</i> on the <i>Lake of Como</i> . . .	409
113 <i>Bellinzona</i> to <i>Magadino</i> or <i>Locarno</i> . . .	402		

ROUTE	COL.	ROUTE	COL.
116 Chiavenna to Lecco . . .	416	137 Martigny to Courmayeur	500
117 Arona to Varallo, in the Val Sesia	418	138 Geneva to Chamounix . . .	503
118 Baveno to Varallo, by the Lake of Orta, or by Val Strona	420	139 Chamouni to Courmayeur, by the Col du Bonhomme and the Col de la Seigne . . .	518
119 Varallo to Alagna—The Val Sesia	425	141 Chamouni to Martigny, by the Tête Noire. Also by the Eau Noire	522
121 Vogogna to Macugnaga, by the Val Anzasca	427	142 Martigny to Chamouni, by the Col de Balme	525
122 Macugnaga to Visp, by the Monte Moro and Saas	433	143 Servoz to Geneva, by Sixt	526
123 Varallo to Alagna—The Val Mastalone, or by Val Sermenta	438	144 Sixt to Monthey—Val d'Illicz	530
124 Macugnaga to Alagna, by the Turlo Pass, and thence to Gressonay, by the Col d'Ollen or the Col di Val Dobbia	440	146 Aosta to Ponte in Val d'Orca, by Cogne and the Val Soanna	532
125 Gressonay to Châtillon, by the Col de Ranzola	446	147 Ponte to Aosta, by Cere- sol Baths. The Val Sava- ranche	536
127 Visp to Zermatt or Saas . . .	448	149 Courmayeur to Bourg St. Maurice, by the Little St. Bernard	539
128 Zermatt to Châtillon, by the Col de St. Théodule (Matterjoch) and Val Tournanche	459	150 Sallenches to l'Hôpital Conflans (Albertville), by Ugine	542
129 St. Nicholas to Gruben in the Turtman Thal; thence to St. Luc in Val d'Anniviers; thence down the valley to Susten	464	151 Geneva to Chambéry, by Aix les Bains (Railway)	544
130 St. Luc to Evolena—Evo- lena to Sion	471	152 Geneva, by Annecy, to Aiguebelle, on the Mont Cenis Road	548
131 Aosta to Evolena, by the Valpellina and Col de Collon	475	154 Chambéry to Turin—Mont Cenis	549
134 Turin to Aosta and Cour- mayeur, by Ivrea.— The Val d'Aosta	477	156 Chambéry to Lanslebourg, by the Tarentaise—Col d'Iseran—Col de la Leisse	557
135 Martigny to Aosta.—Pass of the Great St. Bernard	489	160 Briançon to Susa, by the Pass of the Mont Genève	563
136 Martigny to Aosta, by the Val de Bagnes, Col des Fenêtres, and Val Pellina	497	161 Briançon to Pignerol, by the Col de Sestrières	565
		162 Pignerol to Mont Dauphin, by the Valleys of the Vaudois and the Col de la Croix	570

INDEX 577

INTRODUCTORY INFORMATION.

	COL.		COL.
1. Passports and Custom-houses	xvii	10. Horses and Mules—Chaises- à-Porteurs	xxviii
2. Money	xviii	11. Swiss Inns	xxix
3. Tables of Measures	xix	12. Directions for Travellers— Precautions for Health	xxxii
4. Distances	xxi	13. Maps	xxxiii
5. Electric Telegraph	xxi	14. Requisites for Travelling	xxxiv
6. Posting	xxii	15. Objects most deserving of notice in Switzerland	xxxiv
7. Diligences—Luggage	xxii		
8. Railways	xxiv		
9. Guides	xxv		
		Heights of Mountains, Lakes, and Passes	xxxvii

1. *Passports and Custom-houses.*—The Passport system is abolished in Bavaria, Belgium, Denmark, Holland, France, Austria, Italy, Prussia, Spain, Sweden, and Norway. Notwithstanding this, no English traveller should venture abroad for a journey of any length without a passport as a *proof of his nationality*. He may otherwise be marched, under arrest, for miles along a hot, dusty road, to some Sous Prefêt's residence, under the suspicion of his not being an Englishman at all. A passport can be procured at the Foreign-Office, Downing Street, by leaving or sending a letter of recommendation from any M.P., or London banker, magistrate, clergyman, solicitor, or surgeon, and calling or sending the next day for the passport, for which a fee of 2s. is charged. The visa of the Austrian Ambassador in London is no longer required for a British traveller on entering Austria. Those who have not time or a servant at their disposal should forward their letters of recommendation to Lee, 440, Strand, or to Dorrell and Son, 15, Charing Cross, who for a small charge will procure the passports and visas, and will also mount the passport in a case, which some travellers prefer. For further in-

formation, see *Handbook for the Continent*, or *Handbook for France*.
Custom-houses.—The Swiss now levy import-dues only on a few bulky articles, and no examination of passengers' luggage is made on entering or leaving the country. Slight examinations are made on entering France, Italy, Austria, or the German States.
2. *Money.*—The coinage of Switzerland, by a decree of the Diet of 1850, has been reduced to conformity with that of France. French Napoleons and francs, current all over Switzerland, are the best money the traveller can take with him; but English sovereigns and bank-notes are usually taken at inns throughout Switzerland and on the Italian lakes, at a value of 25 francs. A convenient method of taking money is by circular notes issued by Coutts and Co., Herries and Co., the London and Westminster Bank, and other banks, payable at all the large towns in Europe, and changed at many of the more frequented country inns in Switzerland. They may be procured for any sum from 10*l.* upwards. The coinage of Piedmont and Lombardy is the same as that of France;

but the old coinage of Piedmont, and Austrian zwanzigers, are still in circulation in the remoter districts.

3. Tables of Measures.

Mètres to English Feet.		
Mètres.	English Feet.	
	Accurate.	Approx.
1	3·2809	3½
2	6·5618	6½
3	9·8427	9¾
4	13·1236	13
5	16·4045	16½
6	19·6854	19½
7	22·9663	23
8	26·2472	26½
9	29·5281	29½

French Feet to English Feet.		
French Feet.	English Feet.	
	Accurate.	Approx.
1	1·0658	1
2	2·1315	2
3	3·1973	3
4	4·2631	4½
5	5·3288	5½
6	6·3946	6½
7	7·4604	7½
8	8·5261	8½
9	9·5919	9½

An approximate way of reducing French feet to English feet is to add $\frac{1}{15}$ th.

Kilomètres to English Miles.			
Kilo- mètre.	English Miles.	Kilo- mètre.	English Miles.
	Approx.		Approx.
1	½	8	5
2	1½	9	5½
3	1¾	10	6
4	2½	20	12½
5	3	30	18½
6	3½	40	24½
7	4½	50	31

The distances in the following routes, where not derived from official tables or actual experience, are laid down from careful measurements of the great Swiss Survey Map of Dufour.

Centimètres to Inches.		
Centi- mètres.	Inches.	
	Accurate.	Approx.
1	·394	¾
2	·788	1½
3	1·181	1
4	1·575	1½
5	1·969	2
6	2·362	2½
7	2·756	2¾
8	3·150	3
9	3·543	3½

Swiss Measures of Distance.		
League.	English Miles.	
	Accurate.	Approx.
1 Swiss league or stunde, since 1848	2·983	3
1 Swiss post	3 Swiss leagues	9
1 French league	2·485	2½

Square Measure.		
Acres.		
	Accurate.	Approx.
1 Swiss arpent	0·89	$\frac{5}{10}$
1 hectare	2·7456	$\frac{1}{2}$

Temperature.		
Fahrenheit.	Centigrade.	Reaumur.
0	0	0
212	100	80
200	93·3	74·7
150	65·6	52·4
140	60·0	48·0
130	54·4	43·6
120	48·9	39·1
110	43·3	34·7
100	37·8	30·2
90	32·2	25·8
80	26·7	21·3
70	21·1	16·9
60	15·6	12·4
50	10·0	8·0
40	4·4	3·6
30	-1·1	-6·9
20	-6·7	-5·3
10	-12·2	-9·8
0	-17·8	-14·2

4. Distances.—The distances in this work have been reduced to English miles, which are always to be understood wherever the word *mile* alone is used.

The distances are reckoned along the mountain-paths in *hours*, meaning thereby the distance which a mule with an ordinary load usually travels in an hour; and this is to be understood whenever the word *hour* alone is used.

The hour of course varies according to the nature of the ground. In very steep ascents it does not exceed 2 miles, in lesser acclivities 2½ miles; but on the mountains it is *never more* than 2½ miles. An active walker will gain 5 or 10 minutes an hour on mules during an ascent, and still more on the descent; but persons not accustomed to exertion, or unused to mountain work, will find difficulty in keeping up with the mules when the ascent is steep. The mules are nearly as long on the descent as on the ascent; and therefore no difference is made in the ordinary reckoning of distances, whether the path be up or down hill.

5. Electric Telegraph.—Its sudden and almost simultaneous establishment along all the great highroads of the country was very remarkable. There is now scarcely a second-rate town or village that is not thus connected; and from any of them a message not exceeding 20 words can be sent for the *small charge of one franc* to any part of Switzerland. Travellers can thus, before starting, in the morning, secure quarters for the night, or even order their dinner beforehand. The mode of arranging the wire is excessively primitive and economical, but seems to be effectual. It is stated that the insulation of the wires is not affected by their being covered with snow,

and in many instances they are in contact with the foliage of trees.—It is singular and striking to see the telegraphic wires stretched from rock to rock along the pathless shores of the lake of Lucerne, and surmounting the steep ascent and gloomy solitudes of the Gries and other Alpine Passes. The central office of the telegraph is at Berne.

6. Posting.—Since the extension of railways such a thing as a regular travelling-carriage is seldom seen in Switzerland. Those who wish to be luxurious, and do not mind the expense and in many instances the inconvenience of having a carriage attached to them, may hire a carriage for the journey at Geneva, Zurich, Lucerne, or occasionally at other towns in Switzerland.

In hiring a Swiss carriage for the journey, let the traveller ascertain, before he concludes the bargain, under what class the vehicle would be ranged by the posting laws, and what number of horses will be required to draw it.

It is a great convenience in Switzerland for a solitary traveller that he may post in a car with *one horse*, the charges being, per post—

For 1 horse	5 fr.
“ car	2 fr.
“ postboy	1 fr. 50 c.

but an extra trinkgeld is expected.

Tolls for the roads and bridges are abolished throughout Switzerland, and the owners indemnified.

7. Diligences—Luggage.—Diligences, running at moderate fares, and well arranged by the Government, traverse almost every part of Switzerland not furnished with railways, and connect the Railway Stations with the towns and villages around them. Except from the *banquette*, very little of the beauty of the country is seen by those who travel by them.

The diligence offices will book any number of passengers up to a certain hour. When the time for starting arrives, all the luggage and as many passengers as the vehicle will hold are put into the diligence, and the rest of the passengers are sent by other carriages, called "supplements," or "beiwagen," of which there are often 3 or 4. It is the fashion to object to *supplements*; but if there is a party of 4 or 5, they can generally get a supplement to themselves, and travel very comfortably, except that the supplement is usually changed at every stage. Passengers in this way can book themselves through, for long distances. Unless at the place from which the diligence starts, it is useless to take places for the coupé, for at the intermediate stations the coupé is often found full, and the traveller proceeds in a supplement. The pace along level ground never exceeds 6 miles an hour; at the smallest symptom of a hill this falls to a walk: down hill they occasionally go rather faster; and to those who have not become hardened by use it is rather a nervous thing to see the heavy diligence turn round the corners of the zigzags in the face of precipices, with the reins of the 5 horses flying loose, and the horses apparently under no control. The horses, however, know the road, and, except in snow, an accident is seldom heard of.

The conductor's fee and the postilion's *trinkgeld* are included in the fare.

Travellers in Switzerland will frequently be glad to avail themselves of the diligences and railways to forward their *luggage* from one place to another, while they are making pedestrian excursions among the mountains. In such cases they have only to book their packages at the coach-office, after carefully addressing them,

and, in some cases, entering a specification of their value in a printed form. They will then receive a receipt, and the article will be forwarded and taken care of until claimed.

In making application for packages so consigned, as well as for letters at the post-office, the Englishman should present his name printed or very legibly written, as our pronunciation is frequently unintelligible to foreigners, and without this precaution the applicant may be told that his luggage has not arrived, when in reality it is all the while lying in the *dépôt*. The traveller may also request to look over the packages in search of his own.

Many complaints are made as to the carelessness of the officials in Swiss post-offices, even in the large towns, and many persons find it expedient to have their letters addressed to the care of a banker or a well-known hotel-keeper.

8. *Railways*.—Down to the year 1855 the only railway in Switzerland was a short line from Zürich to Baden, a village in the neighbourhood. The reason of this was not, as generally supposed, the extreme natural difficulties of the country, Switzerland being in fact, with the exception of the passes through the central mountains of the Alps and the Jura, not a very difficult country. The lowlands, or parts round Berne, Aarau, Neuchâtel, Lausanne, &c., are not worse than many parts of the south of England; and by means of the valleys of the Rhine and the Rhone, railways can penetrate deep into the Alps with remarkable ease. The real difficulty consisted in the extraordinary and incredible jealousies between not only the different cantons, but the different communes or parishes, and the legal difficulties

in obtaining the land. A change of government, however, having taken place in 1848, a system of railways was planned by the Department of Public Works, and has been largely carried into execution, many of the lines being executed by English engineers and with English capital.

The earthworks on the United Swiss line were made, under English engineers and foremen, by Piedmontese navvies, the Swiss not being found suitable for the work. These Piedmontese are said to be powerful men, and to work as hard, though not so skilfully, as the English navy, living at the same time upon very poor food, and saving the greatest part of their wages.

The luggage arrangements on the Swiss railways are, if possible, more inconvenient than on the French or German railways; and there is a system of extortion for conveyance to and from the stations which the traveller should be on his guard against.

The Swiss railway carriages are generally on the American model, with cross seats, and a passage down the middle.

9. *Guides*.—Guides by profession abound in Switzerland; several of the guides of Chamouni and the Bernese Oberland have acquired a widespread and well-earned reputation. The best are usually engaged during the entire season by members of the Alpine Club, or other mountaineers. In general, the practice of taking the same guide for an entire tour is becoming more and more common amongst Alpine travellers, and in this way many have acquired local knowledge of a considerable portion of the Alpine chain.

Good *General Guides* are to be found at Chamouni, Grindelwald, Interlaken, and also at Zürich, Lucerne, Berne, &c.; and it is by no means a

bad plan for an inexperienced traveller or party to engage one of them for the tour, even though he should not have sufficient knowledge to act as guide over mountain-passes beyond his own peculiar district. He makes himself useful, not only in pointing out the way, but in acting as interpreter to those unacquainted with the language of the country, and also in relieving the traveller of the weight of his knapsack or travelling-bag; and, in fact, acts as *courier*, but at a far cheaper rate, and generally with more honesty. Such a guide should not, as a general rule, be engaged without the recommendation of an innkeeper or other respectable person, and it should be distinctly understood that the traveller is to be free to discharge him whenever he pleases, paying his expenses home, or a day's pay for each day's journey to be made on foot.

No one, without thorough knowledge and experience of the high Alps, should be foolish enough to trust himself over ice or snow without a guide. It is entirely a new world; and when the slightest check occurs, an inexperienced person is utterly at a loss. He does not know what ice will bear him, where the crevasses run, where avalanches fall, or where the safe track is likely to be; and with the best ordinary judgment, is quite as likely to run into danger as to avoid it. One golden rule to those who take no guide is, always to leave two or three good hours of daylight as a margin beyond the utmost time which the route is calculated to occupy. Another excellent rule is, to beware of short cuts upon your own judgment. Villagers will often for a few sous show wonderfully short cuts.

In the eastern parts of Switzerland, where there are *no* professional guides, the traveller is often obliged

to place himself in the hands of some peasant or cowherd, whose sole knowledge of a pass lies, perhaps, in his having crossed it once or twice many years before.

The established rate of hire is 6 F. francs a-day, and in the Oberland 1 fr. bonnemain; but, in addition to this, there will be a claim for money to return, if dismissed at a distance from home, unless the employer find him a fresh master to take back. For this sum the guide provides for himself, and is expected to discharge all the duties of a domestic towards his employer.

The guides at Chamouni form a corporation, and are subject to a number of stringent rules as to their employment. A monopoly has also been established in the Oberland, and in some other parts of Switzerland. In the Lower Valais it is a punishable offence for any one, not a professed guide, to carry a traveller's luggage!! For the most part, the guides may be said to be obliging, intelligent, and hard-working men. Few who have employed them cannot bear testimony to their coolness, intrepidity, and tact, in moments of danger. It is in such situations that their knowledge of the mountains, their experience of the weather, their strong arm and steady foot, are fully appreciated.

A little civility and familiarity on the part of the employer—the offer of a cigar from the traveller's own case, or a glass of brandy from his private flask—will rarely be thrown away; on the contrary, it is likely to produce assiduity and communicativeness on the part of the guide. Many of them are fine and athletic men, and to carry for 8 or 10 hours a-day, and for a distance of 25 or 30 m., a load of 30 or 40 lbs. weight, is made light of by them.

Some travellers content themselves with a mere porter to carry their

baggage for them. He is paid less than a professional guide; 3 or 4 fr. a-day will suffice.

In making purchases, as in the choice of inns, travellers should not blindly follow the advice of the guide, who too often has an eye to the percentages.

10. *Horses and Mules.*—*Chaises-à-Porteurs.*—Previous to 1800, or even later, until Napoleon commenced the magnificent carriage-roads over the Alps, the only mode of conveying either passengers or goods across them was on the back of men, or of horses or mules. Even now, upon all the minor passes, the entire traffic is carried on by the same means.

The customary hire of a horse or mule throughout Switzerland, generally fixed by a printed tariff, amounts to 10 fr. a-day, and 1 fr. or 2 fr. to the man who takes care of it; at Chamouni it is 6 fr., but there a guide must also be taken. Back-fare must be paid if the animals are dismissed at a distance from home, and at so late an hour of the day that they cannot return before night.

The ponies that are used in the Bernese Oberland, on the Rigi, and in other parts of Switzerland, are clever animals; but they are, perhaps, excelled by the mules of Chamouni and other parts of Savoy. In awkward places the animal needs no guidance, but will pick his own way, and find out the best path far better than his rider can direct him; and, in such circumstances, it is safest to let the reins hang loose, and trust entirely to his sagacity (*see Rte. 37*).

Descending the passes on horseback is disagreeable. Each saddle has a flap or pillion attached, on which a knapsack or carpet-bag, not weighing more than about 30 lbs.,

may be carried. A portmanteau requires an extra mule. Side-saddles are now to be found wherever there are inns and regular mules or horses.

A tariff of the prices to be paid for horses in most places is published in the *Indicateurs*.

Those who are unable to ride or walk may be carried over the mountains in a "chaise-à-porteur" (Germ. Tragsessel; It. Portantina), which is an arm-chair carried upon poles by two bearers, in the manner of a sedan. In the Bernese Oberland two bearers will frequently undertake to carry a lady of light weight for many successive days over the ordinary passes; but, as a general rule, two, but in some places four, extra bearers must be taken to relieve by turns, and each man expects 6 fr. a-day, and 3 fr. for each day of return. This is a common but uncomfortable mode of locomotion.

11. *Swiss Inns.*—Switzerland is well provided with inns. The great annual influx of strangers into the country is of the same importance to Switzerland that some additional branch of industry or commerce would be, and renders the profession of host most lucrative. Many of the Swiss innkeepers are very wealthy; in a great part of the country they appear to be the only wealthy inhabitants. It is not uncommon to find an individual in this capacity who is magistrate, and it has happened that they are persons of such influence in their canton or commune that it is difficult to obtain redress against them for an injury or act of insolence, owing either to the interest they possess with the courts, or to their being absolutely themselves the justices. As a general rule, however, they are very respectable men, and no difficulties with them arise.

In the following pages the inns which are believed by the editor to be best in any town are mentioned first.

The following *list of usual charges* will serve to guide travellers, and may protect them from gross extortion and imposition.

List of Charges of the first-class Swiss Hotels.

	Fr.	fr.	c.
Tea or coffee, morning or evening, with bread, butter, and honey (eggs and meat charged separately)	1	50	
Ditto in private, each person charged extra	0	50	
Déjeuner à la fourchette (table d'hôte)	2	50	
Table d'hôte at 1, with vin ordinaire	3	50	
Ditto ditto, at 5	4	0	
Dinner in private (commandé à l'avance dans la salle à manger)	5	0	
Servants, dinner or supper, 1 fr. 50 c.; breakfast or tea, 1 fr.			
Bougie	1	0	
Demi-bougie	0	50	
Lampe de nuit	0	50	
Bain de pied, chaud ou froid (unreasonable, but usual)	0	50	
Servants (service de l'hôtel), par jour par personne	1	0	
From large families, who make some stay, so much is not expected.			

The charges for *Rooms* vary according to their situation on the lower floors, and the views they command; but a good suite of apartments, in first-rate inns, ought not to exceed 4 to 6 fr. a-day for a sitting-room or salon, and 3 fr. for each bed. A party of 3 or 4 persons staying a week or more, even in a first-rate hotel, should arrange not to pay more than 8 or 9 fr. each, board and lodging, including servants, per diem. At Interlaken the charge for good board and lodging is not more than 6 fr. a-day; and at some of the baths near Bex not more than 4½ fr. a-day for those who remain some weeks. At some of the small inns in remote valleys the charges are absurdly low; but oc-

asionally the landlords in such places charge as high as in first-rate hotels in large towns. Such attempts at imposition may be best resisted by threatening to inform other travellers.

French, and some English, is almost invariably spoken at the inns, even in the German cantons, except in remote parts, as in the side valleys of the Grisons. Nevertheless, the German language is a valuable acquisition to the traveller.

It is often supposed, and perhaps correctly, that two sets of charges are made—one for natives, or Germans, and another for the English; on the principle that the latter have both longer purses and more numerous wants, and are more difficult to serve.

12. *Directions for Travellers—Precautions for Health.*—The best season for travelling among the Alps is the months of July, August, and September, in which may, perhaps, be included the last half of June. The higher Alpine bridle-passes are scarcely clear of snow before the second week of June; and before the middle of October snow almost invariably falls on the high Alps; and though the weather is often still serene, the nights draw in so fast as to curtail, inconveniently, the day's journey.

It is tiresome and unprofitable in the extreme to walk along a high road over a flat and monotonous country, where there is a carriage-road, and conveyances are to be had; here it is best to ride; the cost of a conveyance is counterbalanced by the economy of time.

In a few spots on the Italian side, and in some spots on the north side of the Alps, especially the valley of the Rhone, there is malaria in marshy places and in the districts about the

embouchures of rivers where they empty themselves into lakes, and travellers should avoid sleeping in such districts.

Precautions for Health.

1. If possible, get into some degree of walking condition before leaving England.

2. Walk moderately for the first week in Switzerland, till the feet are hardened, and the body is in training. Days, even weeks, are too commonly wasted by the consequences of sore feet, or over-work when out of training. The feeling that urges a man to do more than he is fit for, under the excitement of pure air and change of scenery, is an example of a depraved and misleading instinct.

3. Another example of fallacious instinct is the craving for water to drink, when climbing hills under a hot sun. What the body suffers from is a *fever of the palate*, and not a want of fluid. If this misleading instinct be trusted and followed, the fever will not be reduced, while, on the other hand, the digestion will be disordered.

4. After a tiring walk, ending a little before dinner-time, wash all over with soap—hot water; then dress, and lie down quietly, and try to go to sleep, even for 10 minutes, to quiet the circulation. Eat and drink moderately afterwards.

5. When fevered and thirsty buy a lemon, and squeeze it into a tumbler half full of water, with sugar, and sip it, not gulp it, before going to bed.

6. Sore feet. It is very bad management ever to have them. Blisters are much relieved by rubbing them with brandy into which tallow has been dropped from a lighted candle. Hold the brandy in the hollowed palm of the hand, and on it drop the tallow. When the skin is

broken, lie by till the place is healed. There is no other remedy.

13. *Maps.*—*Leuthold's* is the best for general purposes, for it is clear and fairly accurate. The old-fashioned *Keller* is clear and excellent for post-rds., but its mtns. are wholly conventional. Mountaineers who know the country and desire accuracy, minuteness, and compactness, at the cost of clearness, usually take *Ziegler*. It is a most conscientiously made map. There are spurious and inferior editions of many of these maps published in France or Germany, against which the purchaser must be on his guard.

The Government Map of Switzerland—scale $\frac{1}{100000}$, or 2-3rds of an inch to the mile, published under the direction of General Dufour, and sold by all the principal booksellers, and analogous to the English Ordnance Maps, is by far the best. It will be comprised in 25 sheets, of which 24 have appeared, each sheet containing about 30 miles square, and costing from 2 to 6 fr. This map contains not only every road and every path of importance, but even every single house and barn. The execution of these maps is admirable: the mountains engraved are absolutely portraits. No. 13 is the sheet still wanting. Travellers intending to diverge from the beaten track, with a view to explore any particular district, are advised to provide themselves with the sheet of the government map in which it is included, and to write for it by post, to some good bookeller, such as Dalp, at Berne, if they have not got it. The map of Switzerland prefixed to this volume, is divided into numbered squares, which severally correspond to the sheets of the Government map. The sheets cost from 4 to 7 fr. each.

Studer and Escher's geological
Kp. Switz.

maps are elaborate works, the result of immense labour. Studer has also published an excellent map of the country round Monte Rosa (Wagner, Berne), smaller but more correct than Schlagentweit's. The Swiss Alpine Club have issued admirable maps of Mont Blanc and of the glaciers of the Tödi.

The War Dep. of Italy has published maps of Savoy and Piedmont, in 8 sheets, 49 fr. They are worthless in the high mts. This map is to be procured on a reduced scale. *Perrin*, of Chambéry, has also published a map of Savoy.

14. *Requisites for Travelling.*—It saves a world of trouble to have no other baggage than a knapsack; one containing 3 or 4 flannel shirts, socks, slippers, alpaca coat, thin waistcoat and trousers, dressing materials, &c., need not exceed 10 lbs. A waterproof is not of much use to a pedestrian, as it is too hot. A small plaid of best quality, and therefore light, or else a paletôt, straps on to the outside of the knapsack.

A small bag or portmanteau will contain smarter clothes and a flat hat for use in large towns. This can be sent on from place to place.

The half-boots ought to be double-soled, provided with hobnails in 3 or 4 rows, and without iron heels, which are dangerous, and liable to slip on rocks. If the boots come to grief, Swiss bootmakers are capable of satisfying an Englishman's wants.

A telescope is not of much use, as the view is seldom minute. A small good opera-glass is better.

15. *Objects most deserving of Notice in Switzerland.*—There are many points of view whence the semicircular array of Alpine peaks, presented at once to the eye, extends for more than 120 m., from the Mont Blanc to the Titlis, and comprises between 200 and 300 distinct sum-

	Feet.		Feet.
St. Théodule Pass	10,899	Grimsel	7,530
Collon	10,333	Sanetsch	7,367
Strahleck	9,750	Joch	7,340
Moro	9,640	Kinzig Culm	7,280
Col de Ferret	8,409	Ober Alp	7,140
Col de la Seigne	8,247	Bernardin	7,010
St. Bernard	8,200	Splügin	6,940
Col du Bonhomme	8,195	Cenis	6,825
Furca	8,150	St. Gotthard	6,808
Rawyl	7,960	Surenen	6,720
Nufenen	7,950	Wengern Alp	6,690
Panixer	7,940	Simplon	6,636
Bernina	7,695	Scheideck, Hasli	6,480
Albula	7,680	Lukmanier	6,340
Julier	7,625	Maloja	6,060
Susten	7,560	Dent de Jaman	4,855
Col de Balme	7,550	Brünig	3,668
Gemmi	7,540	Unter Hauenstein	2,260

KNAPSACK GUIDE

FOR

SWITZERLAND.

SECTION I.

Rte. 1.—BASLE.—BASLE to BIENNE, by the VAL MOUTIERS (MUNSTER THAL) and to BERNE.

Basle or Bâle. (Germ. Basel, Ital. Basilea.) Pop. 41,000.

Inns: (a) *Trois Rois* (Drei Könige), on the Rhine, complained of; *Schweitzer Hof*, close to Central rly. stat.; (b) *Tête d'Or*, facing the bridge; (c) *Couronne*; (d) *Cigogne*, in the fish market; and (f) *Sauvage*, in the town; *Baslerhof*, opposite Baden rly. stat. A good *Café* by the *Trois Rois*.

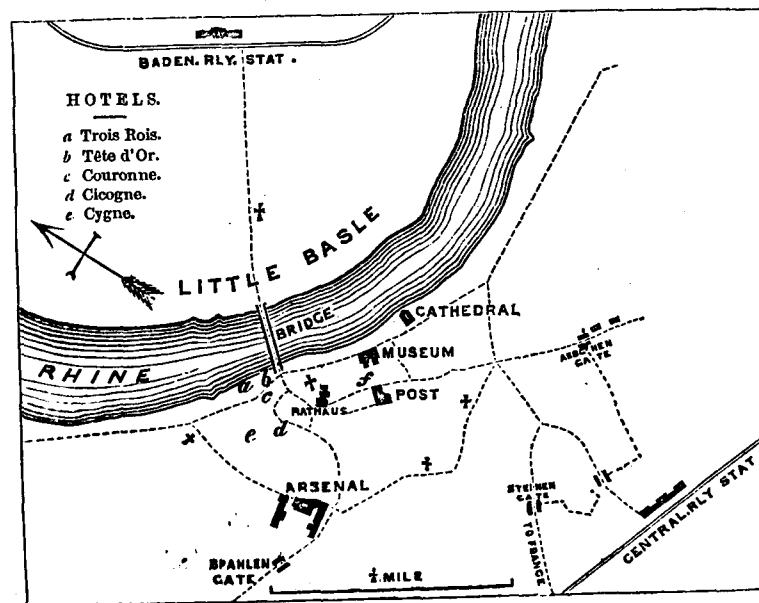
English Church service in the church of *St. Martin*, not far from the bridge, on Sundays twice.

Physician.—Dr. Jung.

Reading-room.—Schweighauser's, opposite the *Trois Rois*: newspapers, guide-books, maps, and views.

Fishing.—Good trout and grayling in the *Birs*, and also in the *Wiese*, 3 m. from Basle, on the l. bank of the *Rhine*.

Basle is built on the *Rhine*, which rushes past in a full, broad, and light green flood. Great Basle on the l. bank and Little Basle on the rt., united by a bridge,



this point the mountain is best seen, as well as the avalanches descending from it.

Avalanches.—The precipice before alluded to, which flanks the base of the mountain, is channelled with gullies, down which the avalanches descend. They are most numerous a little after noon. The attention is first arrested by a distant roar, not unlike thunder, and in half a minute a gush of white powder, resembling a small cataract, issues out of one of the upper gullies; it then sinks into a low fissure, and is lost only to reappear at a lower stage some hundred feet below; soon after another roar, and a fresh gush from a lower gully, till the mass of ice, reaching the lowest step, is precipitated into the gulf below. It is difficult, at first, to believe that these thunders arise from so slight a cause in appearance. The spectator must bear in mind that at each discharge whole tons of ice are hurled down the mountain. During the early part of the summer three or four such discharges may be seen in an hour; in cold weather they are less numerous; in the autumn scarcely any occur. The avalanches finally descend into the valley of Trümeleten, the deep and uninhabited ravine dividing the Jungfrau from the Wengern Alp; and, on melting, send forth the Trümmelbach, which falls into the Lutschine, a little above Lauterbrünnen. A part of Lord Byron's 'Manfred' was either written or mentally composed on the Wengern Alp.

Near View of the Avalanches.—Mr. F. Galton drew attention in 1863 to the view by the side of the gully immediately facing the

Jungfrau hotel, to which the avalanches from the Jungfrau converge. He found it was to be reached quite easily and safely by descending into the Trümeleten valley, crossing the stream by a bridge, traversing a narrow band of avalanche snow fallen from the Eiger, and then mounting to the gully. The path is perfectly simple and easy, save up 2 low terraces of steep rock, where the present absence of foot-hold (steps might easily be quarried) necessitates the assistance of a guide and rope. On arriving at the side of the gully a near view of the avalanches can be enjoyed as safely as that of a waterfall. First a prodigious roar is heard overhead, then a storm of ice-balls tears through the gully and dashes forth like a cataract upon a long slope of ice and snow. Down this they slide swiftly with a hissing noise into the depths of the valley. Gushes of water accompany each discharge. The ice cliffs that supply the avalanches tumble 2000 ft. before they reach the head of the gully, which itself is 1000 ft. high; consequently the fragments of ice have time to be ground into perfect balls. They are usually 1 ft. in diameter, rarely more than 2 ft. They form a narrow band of ice and snow, extending nearly 2000 ft. in additional descent, from the foot of the gully to the almost inaccessible bottom of the lower valley.

: Leaving the Jungfrau Hotel the track is more level.

Lesser Scheideck pass, 6690 $\frac{1}{2}$ hr. ft. (*Inn*: H. Bellevue, small but comfortable). [*N. B.* * * A détour to the rt. of $\frac{1}{2}$ an hour's walk from the pathway, following the ridge which connects the Wen-

gern Scheideck with the Eigher, unfolds a new view which will well repay the trouble. Pass below the flagstaff and follow the contour of the numerous little ravines, slightly ascending all the way. Arriving at the edge of the cliff, the whole anatomy of the bases of the Oberland chain bursts suddenly into sight, and the spectator is astonished to find how vast an amount of cliff and snow had lain concealed and unsuspected as he travelled along the mule-track. Instead of returning to the Bellevue you may strike the path to Grindelwald lower down.]

[*Lauberhorn Mtn.* may be easily reached in 1 $\frac{1}{2}$ hr. from this or the H. de la Jungfrau. *View* more extensive than from the road.]

Descent. Milk, strawberries, and beggars, are met at frequent intervals along the wayside. The path is steep.

The *Wetterhorn* is seen in front, and on the l. the *Faulhorn*, surmounted by its inn. On the rt., low down, appears the white *Lower Glacier* of Grindelwald, issuing out of a gorge, on a level with the habitations of the valley.

2 $\frac{1}{2}$ hrs. *Grindelwald.* — *Inns*: Bär (Bear) at the W. of the village; Adler (Eagle) at the E. end; H. Eigher; H. du Glacier. This scattered village (3250 ft.) consists of picturesque wooden cottages. Its climate is cold and unstable. Cows' head of cattle are fed on the neighbouring pastures. Most of the children are beggars, for the influx of strangers has exercised an injurious influence. The valley has not been inhabited above 400 years, but the peasants assert that the climate becomes gradually

worse. There were in former days several paths into the Valais which are now impassable.

Guides.—Peter Bohren, facile princeps from his many ascents; Christen Almen, Ch. and Pierre Michel, Jean Baumann, Ulrich Kaufmann.

Grindelwald owes its celebrity to the grandeur of the mountains which surround it, and to its two *Glaciers*.

Lower Glacier.

[The *Upper Glacier* is on the road to Reichenbach (col. 112).] The *Lower Glacier*, also called the smaller, although four times as large as the upper one, forces its way out between the Eigher and Mettenberg, to a level only 3200 ft. above that of the sea. It is perhaps the most interesting in Switzerland in proportion to the difficulty of access. On it may be seen to perfection ice pinnacles caused by the rupture of the glacier when it reaches the declivity, curved crevasses crossing from side to side. Above this the smooth upper plateau of the *Eismeer*, traversed by streams which eventually force their way into a *Moulin*, with the rush and roar of cataracts.

Foot of Lower Glacier.—Here is a grotto partly natural, partly hewn in the ice, $\frac{1}{4}$ hr. from the inn, $\frac{1}{2}$ fr. admission, and on account of the blue light transmitted through it deserves a visit. The foot of the glacier is otherwise as grimy and unattractive as such places usually are. An extensive quarrying of ice goes on whenever the tourist season is slack, to supply the markets of France and Switzerland with ice. Hundreds of peasants are then engaged in