

his head against some blocks of ice, we were advised to keep the party small. Therefore, Mrs. Charmier and I went along with Johnnie Graff as our guide.

We went up on the Jungfrau Railroad to Eismeer station by the eleven o'clock train. Most of the trip is through a tunnel, the station itself being completely inside the mountain. After arriving at the station, we had to descend several long flights of stairs to reach the level of the glacier. At the bottom of the stairs a door opened on to the top of a steep slope, where there was only room for one person to put on their skis at a time. Our guide kept telling us to hurry, as little bits of snow were continually falling from the rocks above. Needless to say we did as we were told, and soon were on our way to the ice fall. We were careful to turn exactly where our guide did and to follow him closely. At the icefall, the walls of the canyon through which this glacier runs come close together. They are quite precipitous, with a certain amount of ice hanging to them higher up, and as there is a constant danger of this ice falling we were again told to waste no time.

When we reached the icefall, we removed our

skis and carefully worked our way down from one level to the other, sometimes using steps which our guide cut for us with his ice axe. Here we saw the place where the accident had occurred two days before, and, judging from the signs in the snow, the injured man had not been bandaged until he had reached a widening in the canyon. We stopped there also and took some photographs. Unfortunately, none of these photographs turned out, as the perforations had somehow been torn when putting the film in the camera, and it, therefore, was not exposed.

During the descent, we had no long schusses, but some rather fast ones. For quite a distance we kept constantly turning to check our speed. The slopes were quite steep and we were in powder snow as we wound our way down to the lower levels. The rock walls around us seemed quite close, and in many places there were glaciers. In one place we skied across the bottom of a glacier which was quite rough. The scenery was magnificent, and we regretted very much later having no photographs turn out. On the lower levels the ski-ing conditions were bad, as, owing to the walls being close together, many rocks and lumps of ice had fallen on to

the surface of the glacier and were protruding from the snow. Soon after we reached the timberline we removed our skis and carried them the rest of the way down. On reaching the main valley to Grindelwald, we put on our skis again, and by doing some hurrying we were just able to make the 2.30 train back to Scheidegg. We ate our lunch in the train on the way up, first having obtained the co-operation of the conductor in waiting while we each had a bottle of beer.



The Aletsch Glacier

1924 is an interesting date in the history of skiing. It was in 1924 that the first Winter Olympic Games were held, Chamonix being the venue selected. It was in 1924 that the FIS (Fédération Internationale de Ski) was founded at Chamonix. It was in 1924 that the Kandahar Ski Club was founded at Murren with the

intention of securing the inclusion of Downhill Racing in the Olympic Games. The Kandahar was founded in the same week and perhaps on the same day as the FIS. Finally, it was in 1924, January 10-11, that the first international meeting decided on the combined result of a straight and a slalom race.