Zermatt in summer

Autor(en): [s.n.]

Objekttyp: Article

Zeitschrift: The Swiss observer: the journal of the Federation of Swiss

Societies in the UK

Band (Jahr): - (1972)

Heft 1646

PDF erstellt am: 13.09.2024

Persistenter Link: https://doi.org/10.5169/seals-687894

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern. Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

Ein Dienst der *ETH-Bibliothek* ETH Zürich, Rämistrasse 101, 8092 Zürich, Schweiz, www.library.ethz.ch

but, according to the N.Z.Z., this doesn't prevent local hoteliers from ignoring the law and openly bringing guests in their cars to their hotels.

The citizens of Zermatt are also deeply divided as to whether the road to the town should be enlarged. Credits for these works have already been voted. There is a growing hostility among the local population towards apartment dwellers, many of whom are foreigners, because it is felt that the exorbitant cost of land in Zermatt, which locals can no longer afford, is due to the developers and speculators who built these apartments.

Before leaving Switzerland, I spent a few days in the Monte Rosa region, climbing three of the highest peaks of the group. These climbs started from the Gnifetti hut, in Italy, to the south of the Monte Rosa massif. It is situated at an altitude of 3,650 metres and can be reached from the

resort of Alagna, at 1,200 metres. One must take the cable lift to the Punta Indren, 3,250 metres above sea level, and then cross on foot a glacier and some rocks for about one-and-a-half hours before reaching the hut. It could almost be described as a hotel. It has room for 260 climbers although, during the week, there are normally no more than thirty or forty climbers there. The food served is almost as good as in a hotel, which is definitely a good point when climbing at these altitudes.

Leaving the hut at 4 a.m. my guide and I first set foot on the lofty peak of Zumsteinspitze (4,563 metres), and then, through a traverse over a ridge, we reached the Signalkuppe (4,554 metres). On top of this peak is attached, by means of heavy chains, the world's highest observatory and hut, the Cabana Margherita. The view from this point in all directions

is immense and unforgettable. It is possible to spend the night up there as there is sleeping accommodation for about a dozen people. But it is rather rough. I spent a night there fifteen years ago. An unforgettable experience, but one which I would not like to repeat. At such an altitude, the nightmares take over and it is quite impossible to sleep well even for a minute.

I would have liked to set foot once more on the Dufourspitze (4,634 metres), the highest mountain in Switzerland, which I have already climbed five times. However, the rocky ridge leading to it was impassable owing to enormous masses of snow covering it. Instead, we finished our climb by scaling the nearby Parrotspitze, 4,436 metres high. We got back to the Gnifetti hut after midday and I was none the worse for the effort for all my 69 years of age.



Überall das gleiche-MAT!

Every country in Europe knows that MAT means fast reliable freight to and from Europe, in and around Europe. Because MAT serves Europe completely.

MAT operates 2,000 containers and 450 trailers, by rail and road, door to door, to and from any town in the UK and virtually any town in Europe.

MAT operates full load and groupage, reliably, quickly, with the minimum of paperwork. Get on to MAT now. Get a reliable name in the freight business on your side. Danke schön.

MATTransport Limited, Arnold House, 36/41 Holywell Lane, London E.C.2. Telephone: 01-247 6500. Telex 886384 and 883225

Serves Europe completely