

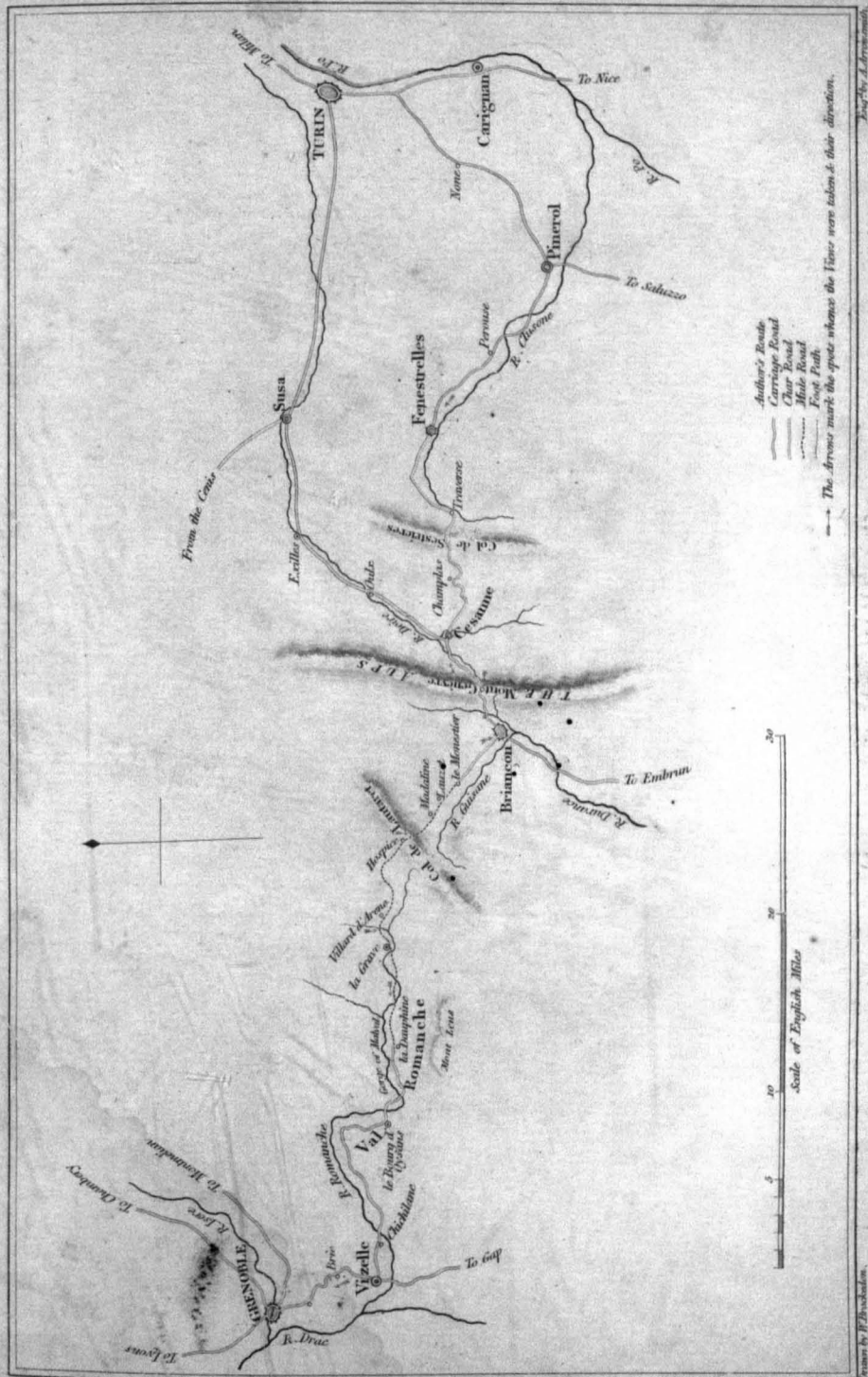
Engraved by W. B. Woodhouse

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GENEVA, AND MOUNT MONT GENEVA.

Printed by W. B. Woodhouse

# PASSES OF THE ALPS.



MAP TO ILLUSTRATE THE ROUTE FROM TURIN TO GRENOBLE BY THE MONT GENÈVRE.

# ROUTE

FROM

## LYONS TO TURIN,

BY

### THE PASS OF THE MONT CENIS.

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THE route by the Mont Cenis might be considered as properly commencing at the conjunction of the rivers Arc and Isere; but as the range of mountains which extends south of the Jura, from the Rhone to the Isere, presents a formidable barrier between France and Savoy, which formerly rendered access to Chambery, from Lyons, very difficult, the author has chosen to commence his illustrations of the Pass of the Cenis at Lyons, and complete them at Turin.

Lyons is seated between the Rhone and the Saone, near the confluence of these rivers, and, probably, owes to its situation its commercial celebrity: it lies in the direct route to the Cenis from Paris,\* and its environs exhibit some of the most beautiful scenery in France. From the church of St. Mary Fourvières, which overlooks the city, the vast plains watered by the Rhone and the Ain are seen extending to the Jura, and to the snowy ranges of the Savoy mountains; and in clear weather, even beyond and above these, Mont Blanc can be seen, appearing to be rather an object of the sky than of the earth, hovering like a mighty spirit.†

\* The traveller who wishes to go by the most interesting route to Lyons is recommended to go from Paris by Dijon, the Côte d'Or, Chalons sur Saone, and thence to Lyons by the *voie d'eau*.

† The view from the right bank of the Saone, near to where this river merges its waters, and loses its name, in the Rhone, is one of the most picturesque of Lyons. Plate the first.

The road from Lyons towards Chamberry, through Bourgoin, as far as Tour du Pin, is dull and uninteresting; but, soon after leaving this little town, the traveller arrives at the mountains by which he enters Savoy; these, until the opening of the road by the *route of the Grotto*, near Les Echelles, presented an almost insurmountable barrier against any carriage. So great were the difficulties, that we find, from the records of early travellers, that they arrived at Chamberry, on their way to the Cenis, by a considerable *détour*, either by Geneva or by Grenoble. But there were three paths practicable for mules across these mountains to Chamberry, besides that which is now the great road to the Cenis.\* The first from Pont-Beauvoison, by Aiguebellette; the second by St. Genix and Novalèse; these were over the mountain de l'Epine, and were the most direct, but they were extremely difficult. The third, which crossed the Mont du Chat at the northern extremity of the range from Yenne to Bourget, appears to have been a road known to the Romans, from the remains of a temple, inscriptions, &c., which have been found on this passage of the mountain.†

At Pont-Beauvoison, on the *Guiers viv*, a river which is the boundary line between France and Sardinia, the *douaniers* of the respective governments are stationed. After crossing the bridge the road ascends the right bank of the river, and at length enters abruptly the defile of La Caille. Here the traveller should turn to enjoy the last view of France, and look back upon the beautiful scene which he is about to leave. From the plain the road ascends the mountain side, and then abruptly enters a ravine, at a considerable height above a

\* The author of the present work has adverted to these roads to shew the difficulty which formerly existed in travelling from Lyons to Chamberry before the great road was made, by which carriages now proceed to these Alps, and traverse them with equal facility.

† It has been satisfactorily shewn, in the "Dissertation on the Passage of Hannibal across the Alps, by a Member of the University of Oxford," adverted to in the illustrations of the pass of the Little Saint Bernard, that this passage was the route of Hannibal, and the Mont du Chat, the first Alps at which he arrived, the spot on which he encountered the Alpiugues.



stream, which foams beneath in its narrow and often concealed bed.\* The route thence leads to Les Echelles,† a little town which owes its name to the mode of passing a cavern in its vicinity, through which formerly lay the only path to Chamberry. Those who travelled by the old road, ascended ladders placed on the face of the rock, to the height of one hundred feet; they then entered a cavern, and after climbing more than eighty feet through it, regained the day, in a deep cleft of the mountain; and a path, of which some vestiges remain, like a Roman pavement, enabled the traveller, with comparative ease and freedom from danger, to attain the summit of this extraordinary passage. This was an undertaking always dangerous to the unskilful, and often impracticable, for the cavern was the *embouchure* of the waters from the ravine above; and as the snow and torrents often interrupted the passage, it was only in the most favourable seasons that the undertaking could be accomplished. When the policy of a more intimate intercourse with France suggested itself to the enterprising mind of Charles Emmanuel the Second, Duke of Savoy, he determined to make a road here practicable for carriages; and the most celebrated act of his reign was the accomplishment of this great undertaking, which was called the *route of the Grotto*. By lowering the cleft in the mountain, and terracing a descent to Les Echelles, he made a road which was long considered one of the most extraordinary productions of human effort. A monument in the road contains a tablet, and the remains of an inscription, which was written by Emmanuel Tesoro, though usually attributed to the Abbé St. Réal, commemorative of the construction of this route. The monument betrays numerous marks of musket-balls, received in a severe contest upon this spot between some

\* J. J. Rousseau has recorded among his follies, that it was here, on his way to revisit Madame des Warrens, at Les Charmettes, he enjoyed the pleasure of rolling stones from the road into the roaring torrent below, and observing them bound from ledge to ledge before they reached their goal in the depth and distance.

† An excursion from Les Echelles to the Grand Chartreuse can be accomplished easily in a few hours, and it is the best point to start from on a visit to this secluded spot.

French republicans and Savoyards, in the early part of the French revolution: but a paper sold by an old soldier, a *cantonnier*,\* who keeps a hotel, and sells *eau-de-vie*, at the end of the new gallery, furnishes not only all of the inscription, which the balls of the revolutionists have made deficient, but a bombastic translation, in French, for the edification and amusement of travellers.†

CAROLVS · EMMANVEL · II  
 SABAVDIE · DVX · PEDEMONTIS · PRINCEPS · CYPRI · REX  
 PVBLICA · FELICITATE · PARTA · SINGVLORVM · COMMODIS · INTENTVS  
 BREVIOREM · SECVRIOREMQVE · VIAM · REGIAM  
 A · NATVRA · OCCLVSAM · ROMANIS · INTENTATAM · CÆTERIS · DESPERATAM  
 DEIECTIS · SCOPVLORVM · REPAGVLIS · ÆQVATA · MONTIVM · INIQVITATE  
 QVÆ · CERVICIBVS · IMMINEBANT · PEDIBVS · PRÆCIPITIA · SVBSTERNENS  
 ÆTERNIS · POPVLORVM · COMMERCIIS · PATEFECIT  
 ANNO · MDCLXX.

The work thus recorded was certainly one of great difficulty, and much was accomplished in forming, in such a situation, even a narrow, steep, and difficult road: it served its purpose, however, above one hundred and fifty years. In 1803 this road was condemned by the French engineers; and Napoleon has, by one of the most extraordinary of his great works, superseded the old road, and left it, with its monumental record, and the old cavern of Les Echelles, to be visited only as curiosities. The present road avoids altogether the direction of the old one: it sweeps round the little valley above the village of Les Echelles, rises by a gradual ascent, and when on a level with the road formerly attained by the route of the Grotto, enters, at once, the perpendicular face of the rock; and a magnificent gallery twenty-five feet high proceeds a thousand feet ‡ through the rock, over a road twenty-five feet wide.

\* A person stationed to keep the roads in order.

† L'an mil six cent soixante-dix, après avoir rendu heureux ses peuples, voulant encore étendre ses bienfaits, CHARLES EMMANUEL II., Duc de Savoie, Prince de Piémont, Roi de Chypre, força les roches à s'ouvrir, soumit au niveau les montagnes . . . fit rouler sous les pieds leurs cimes menaçantes, et, supérieur aux Romains, qui n'osèrent pas une si glorieuse entreprise, supérieur à tant d'autres qui ne purent qu'en désespérer en la tentant, vainqueur enfin de la nature, — il ouvrit cette voie triomphante, qui, pour toujours, assure aux peuples divers les moyens de s'unir entre eux.

‡ 307 metres: a metre is about 1.18th more than an English yard.

The approach to the gallery presents an extraordinary appearance; the valley of Les Echelles is so bounded by mountains that in the direction of the road no means of exit are apparent. On the face of the vast rocks which rise abruptly from the valley, a speck appears to terminate the line of the road. This speck is, in reality, the entrance to the famous work of Napoleon, the great gallery of Les Echelles; but it is scarcely credible that its opening should appear so small as it does; the effect arises from its contrast with the magnitude of surrounding objects.

The scene at the end of the gallery, looking towards France, must be very striking to a traveller from Savoy. Some time before arriving at this spot from Chamberry, he passes through a narrow and mountainous glen, the rocks close upon him, and he enters the gallery, which terminates in a beautiful view of the plain, the village, and the valley of Les Echelles, beyond which may be seen the mountains of the Grand Chartreuse. The present gallery was begun in 1803, and was opened to travellers in 1817: many interruptions occurred from its commencement; it was, at different times, suspended and renewed by the French, but the Sardinian government had the honour of completing it. From the gallery of Les Echelles the road to Chamberry lies through a sterile and uninteresting country. At Chamberry, however, it opens and improves; the soil is well cultivated, and the immediate neighbourhood is not devoid of interest. The objects most worthy of attention near Chamberry are Aix, Bourget, the Abymes of Myans, and Les Charmettes.

After leaving Chamberry the mountains are seen which divide Savoy from the department of the *Hautes Alpes*: these add to the picturesque, and relieve occasionally the tedium of travelling through the avenues of tall poplars, which extend nearly to the Isere. The road passes beneath the old fort of Montmélian, and the traveller shortly arrives at the town; the Isere is then crossed, and the route continues to ascend on the left bank of the river, whence the scene, looking back from near

the village of La Planèse upon the town and fort of Montmelian, and the valley of Isere, is very beautiful.\*

The road soon after ceases to interest the traveller, who is not relieved from its dulness until he arrives near the neat little town of Aiguebelle, at the entrance of the valley of the Arc, about five miles above the confluence of this river with the Isere. Though the town is in the foreground, its appearance is insignificant, seen as it is below the vast mountain masses which bound the valley: of these the lower are richly wooded with chestnut and walnut-trees; those above them are covered with dark pines, and the whole surmounted by the snowy summits of the lofty mountains of the Maurienne.

The traveller now ascends the deep and narrow valley of the Arc, over a good road on the banks of the river, which struggles through its deep and rocky bed. The few patches of land which the steep sides of the valley offer to the peasant are carefully cultivated, but the produce is small. Soon after passing the dirty village of La Chambre, the traveller arrives at St. Jean de Maurienne, the chief place of the valley. There is little to interest him here: the time has happily passed when feudal tyrants could make matter for history and execration, and the political events of the Maurienne are almost forgotten with its *comtes*. The doctrines of Calvin excited some troubles at St. Jean, but these have passed away; and the bears and the avalanches are now the only disturbers of the tranquillity of these valleys. From St. Jean, several cols, on the southern side, lead by mountain paths into Dauphiny.

Before arriving at the town of St. Michel, which is about half way between Lyons and Turin, the valley narrows to a defile; but it opens again into a little plain, in which the town is situated. Travellers usually pass through the suburbs only, but it is worth the trouble of ascending through the narrow streets of the town, to attain the site of an old tower, and look over the little plain and course of the Arc below.†

\* Second Plate.

† End Vignette.

The route varies little in character as it advances to Modane; but beyond this town it rises high above the bed of the Arc, skirts the mountain of Bramante, and continues beneath a dense forest of pines, at a great elevation above the river, which divides the road from the Fort of Lesseillon. There is a savage character in this scene. It is barren, deep, and extensive on the one side, and there is a dark forest on the other; the road is terraced over a gulf of frightful depth; and on the opposite brink, overhanging the ravine, the fort rises in a formidable succession of ramparts, which command the passage: \* some defensive works are also constructed on the road-side. A little beyond, the fort communicates with the high road by a bridge thrown across the gulf, at an alarming height above the torrent.

The country beyond Bramante, as the traveller approaches the Cenis, becomes more sterile. The stunted corn scarcely repays the labour of its cultivation. At Termignon, the straight valley, through which the river Aysse descends from its source in the Vanoise, is abruptly left, and the road continues, by a zig-zag ascent on the right of the Arc, through a glen which extends from Termignon to Lanslebourg, where the traveller soon arrives; and after passing through its dirty, narrow streets, reaches an excellent inn (the Hotel Royal), at the foot of the passage of the mountain.

The inhabitants of Lanslebourg, from time immemorial, were innkeepers, muleteers, and porters; whose entire occupation it was to convey passengers and merchandise across the Mont Cenis. These were regulated by a syndic appointed by the government, but their occupation is now gone; the fine new road renders their services unnecessary, and a few years will either find them fresh employment, or proportion their numbers to the demand for their services. They are at present occasionally employed as cantonniers, to assist those who are regularly appointed by the government of Sardinia to keep the

\* Third Plate.

road in order. Near the hotel a barrack has been built, which is capable of accommodating three thousand men : this, together with the appointments on the plain of the Cenis, gives a military character to the pass. A bridge, close to the caserne, is thrown over the Arc ; the road beyond it winds up by a succession of finely constructed ramparts, and the traveller ascends with ease at a rapid pace, over a road which, from Lanslebourg to the highest point, rises at the rate of only one foot in fifteen.

The traveller soon reaches *La Ramasse*. The custom of descending *en traineau* from this place, is still practised in the winter ; but the velocity of the descent over the new road is considerably less than it was over the old ; and the danger which formerly tempted travellers to this fearful amusement is almost entirely removed. The Englishman of whom it is recorded that he staid eight days at Lanslebourg for the purpose of risking his neck three times a-day, would now lose half the desire to descend *en ramasser*.

Not far from *La Ramasse* is the highest point of the passage, which is 2100 metres, about 6780 English feet, above the level of the sea : the road from this elevation descends to the plain of the Cenis. On approaching it, the lake and the plain, seen in its extent almost to the Grand Croix, and bounded by lofty mountains, on which the snow eternally rests, present a striking scene.\* Numerous buildings on the plain suggest the idea of a larger community than is to be found there ; but it is probable that the time is not distant when the inhabitants on the Cenis will become as numerous as those of Lanslebourg, since people are encouraged to reside on the mountain by exemption from taxes. Among the buildings are the post-house, the inn, the hospice, the barracks, and station of carabineers, for the examination of passports ; and along the road from Lanslebourg to Susa are numerous houses of refuge for the shelter of those who have the misfortune to traverse the mountains in bad

\* Title Vignette.



weather. Posts are erected along the road; and a piece of wood, fastened upon each, so as to form a *cross*, at once assists the direction of the traveller, and preserves these posts, by the restraints of religion, from being used for fire-wood, where the temptation to destroy them for this purpose is very great.

The lake is celebrated for the delicious trout which it yields; and not only with these are the establishments on the Cenis abundantly provided, but with excellent wines, bread, and meat; and the intercourse with the plains of Piedmont is so constant, that fruits, fresh and delicious, are found at the inn: game, too, in season, is rarely wanting at the traveller's repast on the Cenis, particularly in August, when great quantities of grouse are taken on the surrounding mountains. During the winter the lake is frozen above six months; at which time the peasants drive their herds across it. The only precaution used at the commencement of the season is to trace if the fox has yet traversed the frozen surface.

Beyond the Grand Croix, the road winds down in terraces to the plain of St. Nicolas. Formerly, the road, after crossing a torrent, skirted the mountains on the southern side of the plain, and passed through a gallery cut in the rock: there was also a covered way, strongly built, to guard the traveller against the avalanches which fall from the mountain on this side, and which, from their force and frequency, have actually worn the side of the mountain smooth; but against these the power of man could place no restraint. The avalanches descended and crushed the covered way; dreadful accidents occurred; and it was at length determined to form the present line of road, and to destroy the bridge across the torrent which led to the gallery, lest future travellers should be tempted by the shorter route to expose themselves to danger. In the middle of the little plain of St. Nicolas is the barrier of Piedmont, where a custom-house is established.\*

\* Plate Fourth.

Soon after entering Piemont the road winds round the side of the mountain which overhangs the deep valley of Novalesse, and near a turn, which leads to the hamlet of Bart, the traveller looks down upon the miserable village of La Ferrière. The old route must have been a fearful one, to judge from the ruggedness and extreme declivity of the path. The new road is well constructed, and descends gradually, following the sinuosities on the side of the mountain.

From La Molaret the extent of the scene in the valley beneath is very striking, but not picturesque; the line of the old road may be traced from La Ferrière to Susa, and on the opposite side of the valley the enormous mountain of Roche-Melon shuts out the view of the plains of Italy from the traveller.\* Soon, however, after leaving La Molaret, when near St. Martin's, the valley of the Doire opens, and the scene terminates in the plains beyond Turin.

From St. Martin's the route winds along the borders of a precipice, with a descent so gentle, and over a road so admirably constructed, and defended by parapets, that the traveller proceeds without any idea of danger. A part of the road above Venaus, a village in the valley of Novalesse, is exposed to avalanches; but so much regard has been paid to security against this danger, that accidents can scarcely happen, unless the traveller exposes himself to them incautiously.

Before arriving at Susa, even in the Combe of Giaglione, the traveller is sensible of his approach to Italy. The valley

\* The vast mountain called the Roche-Melon, which bounds the eastern side of the valley of Novalesse, rises 9500 feet above Susa, and formerly had on its summit the little chapel of *Notre Dame des Neiges*, which contained an image of the Virgin held in great veneration, to which a pilgrimage was annually made in the month of August from Susa and its environs; but the path which led to this chapel was so dangerous, that fatal accidents frequently happened there, and the lives of many were sacrificed to their devotion; for, unable to breathe in an air so rare, they fell over such dreadful precipices, that, to use the language of the Rector of Mont Cenis to Sanssouci—"Que ceux qui tomboient là étoient tellement brisés, que l'oreille étoit la plus grande pièce de leur corps qui demeurât dans son entier!" But these dangerous pilgrimages are now discontinued; and the revered image, the object of this devotion, in high places, has been transferred to Susa.

of the Doire and the plains of Piemont lie before him ; and the foreground of this beautiful scene is rich with chestnuts, walnuts, vines, and the productions of a fruitful soil.

On entering *La Chiave d'Italia*, as Susa has been called, the ruins of the Fort of La Brunette are passed : in its days of power it was so cautiously watched, that a stranger observed to stop, and look at it for a moment, was ordered to pass on. It was considered one of the strongest fortresses in Europe, and guarded both the roads, to the Cenis and the Genève. The early importance of Susa is attested by many Roman remains : among these is the celebrated arch raised by Cottius in honour of Augustus ; beneath which the route lay through the valley of Oulx to the Mont Genève.

After leaving Susa, the road crosses the Cenisella, a stream which descends from the Cenis and flows into the Doire. At Busolino this river is passed : thence it flows on the left of the road until it reaches the Po below Turin.

Among the feudal remains which the traveller passes in the valley of the Doire, below Susa, are those of the picturesque chateau of St. Jorio ; but the most extraordinary ruins are those of the monastery of St. Michel,\* on the Monte Pirchiriano, above St. Ambrogio. The founder was Hugues de Décousu, who went to Rome and obtained absolution for some crime which he had committed, from the Pope. Hugues, in his gratitude, promised to build a church on his return, which he did on the Monte Pirchiriano, and consecrated it to St. Michel. Privileges were granted to the new establishment by Pope Silvester ; and it soon became, under the rules of St. Benoît, so celebrated for its splendour and power, that its abbots boasted of having founded and restored one hundred and forty churches and rich abbeys in France and Italy.†

\* Fifth Plate.

† Saussure and Milan both describe their visits to the ruins of the monastery, and the latter gives an interesting sketch of its history, but without mentioning the period of its foundation. The difficulty of erecting such an edifice on the mountain must have been very great, as it requires an hour and a half to attain its site. When attained, the mass of ruins appears enormous : a part of these is entered by a large flight of steps. There are many ancient tombs of

On one of its towers there was, until lately, a telegraph belonging to a series which communicated between Paris and Milan.

The road from St. Ambrogio passes through Avigliana and Rivoli, where there is a chateau belonging to the court of Sardinia. From Rivoli, a fine avenue, nearly two leagues in length, extends to Turin.

A description of Turin can be found in almost every topographical work on Italy; it is precluded from these illustrations, by the limits of the text. The author, however, cannot pass unnoticed the view of the city from the hill of the Superga. The church on its summit is distant from Turin about five miles, and the ascent to it is so very steep that it employs above two hours to arrive there;\* but the scene from the summit richly repays the trouble of reaching it, and exceeds any of a similar character that the author has ever enjoyed. Thence are seen in the plain beneath, Turin, the Po winding by the city, and collecting the tributary streams that enrich the fertile country through which they flow, the avenue to Rivoli, and the valley of the Doire, leading to the Mont Cenis, the lower fanges of the mountains, studded with towns

the monks; some of them are open, and the bodies can be seen in a dry state, like the mummies of the Guanches: they are spoken of as having been objects of curiosity and reverence for many ages. Some Gothic epitaphs remain; one of these marks the tomb of Rodolphe of Montebello, who died in 1359; and another of Sebastian Serral, a cardinal, who was abbot of this monastery in 1577: there is also an ancient tomb without an inscription, said to be that of Comte Thomas, a bastard of the house of Savoy, who lived in 1283, and who is recorded as a great benefactor to this abbey.

The view from the monastery is described, by those who have visited it, as magnificent, extending, from the vast ramparts of the Cenis, through the lower valley of the Doire, which winds beneath the monastery, and enriches a scene that extends to Turin, the Monte Superga, and the extensive plains which, beyond these, melt into the horizon.

\* It is generally known that the church was built by Victor Amadeus, in consequence of a vow which he made to raise such an edifice, if Heaven assisted him to relieve the city of Turin, which in 1706 was besieged by the French. Turin was delivered, but this votive building was not begun until 1715; it was completed in 1731. It is a splendid object to all the surrounding country. Its internal splendour, however, has been much overrated; it exhibits a mixture of magnificence and meanness, and much of what appears to be marble, is an imitation in painted wood and plaster, and even some of the tombs of the sovereigns of Sardinia, for this is their cemetery, share in this pretence.

and villages, and above and beyond the vast range of the high Alps, extending from the Viso to the Monte Rosa: these present a magnificent *coup d'œil*. The view\* in this work is taken from a vineyard, on the descent from the church, and the scene is limited, in the horizon, to the range of the Cottian Alps, from the beautiful peak of the Monte Viso to the Mont Cenis.

There is much obscurity in the early history of the pass of the Mont Cenis. Though it has been for many ages the most frequented passage of the Alps between France and Italy,† there is no certain evidence that it was known to the ancient Romans. That Marius, or Cæsar, or Pompey,‡ or Augustus, traversed the Alps by the Cenis, or made a road across it, is by no means clear. The commentators upon the early writers appear to have confounded this passage with that of the Mont Genève, as both of them meet at Susa. Neither in the Antonine Itinerary nor the Theodosian Tables is mention made of the Cenis; neither is there any station on the mountain nor in the vale of the Arc noticed.§ Those writers who have reported that the passage by the Cenis was the route of a Roman army, or general, have usually given descriptions which

\* Plate Sixth.

† The Italians, from this circumstance, have given it the name of the *Strada Romana*.

‡ The fragment preserved by Sallust of a letter from Pompey to the senate, which is supposed to refer to a road that Pompey made across the Cenis, can, in the judgment of those acquainted with the passes of the Alps, refer only to the Mont Genève; and Ammianus Marcellinus, who is referred to by Gibbon, as if to support his opinion of Constantine's passage by the Cenis, describes most distinctly the passage by the Mont Genève. Gibbon says that "Constantine preferred the road of the Cottian Alps, or, as it is now called, of Mont Cenis, and led his troops with such active diligence, that he descended into the plains of Piedmont before the Court of Maxentius had any certain intelligence of his departure from the banks of the Rhine;" but he is neither borne out by Eusebius nor Zosimus in this statement. The latter merely says, that "Constantine having collected an army from the barbarians whom he had subdued, from the Germans and other Celtic nations, and also from levies in Britain, which altogether amounted to 90,000 infantry and 8000 horse, descended from the Alps into Italy."

§ Strabo, in *de Alpibus Commentarius*, says, "Nor yet do we think that this mountain alone is the Cottian Alps, but others also by which the passage lies into Gaul, between the Maritime and Graia Alps; for, from Susa through Novesium and Ferrara, one ascends Mont Dionysius, whose summit is called La Peeta; thence one descends into the valley Morlenna to Laneberg, where one perceives a statue of Dionysius placed on a column in the forum,

can only apply to the pass of the Genèvre, and sometimes even state that its route lay under the arch of Cottius. This arch is placed at the entrance of the valley of the Doria Susana, which leads from Susa to the Mont Genèvre, and not to the passage of the Mont Cenis. The inscription upon the arch of Susa, though it mentions the people around and beyond the Mont Genèvre, even to the Caturiges, who were subject to Cottius, takes no notice of any on the Cenis, nor of the Garoceli, who were known to have inhabited the Upper Maurienne.\*

It appears to be the fact, that the historians of Charlemagne are the first who name the Cenis, and they relate that Pepin crossed this mountain to attack Astolphus, King of the Lombards, and assist Pope Stephen III. Charlemagne often crossed the Cenis during his wars with the Lombards; and his son, Louis le Débonnaire, is reported to have been the founder of the hospital on the plain of the Cenis. Charles the Bald, the son of Louis, after crossing that mountain, died, according to the annals of St. Bertin, at a miserable village, Brios, near Bramante. His death was imputed to poison administered to him by his Jew physician.

which is a subject of worship to the Gauls, and from which the mountain is supposed to derive its name. Some call this mountain Cinisium, others Cinerum. Through this pass some write that Charlemagne, King of France, led an army against Desiderium, King of the Lombards."

\* Why the pass of the Cenis was not so early known as that of the Genèvre and some others, may be thus explained. In seeking a passage across the Alps, the general and most obvious course seems to have been, to ascend the valleys and courses of rivers on one side, and descend by the nearest valley on the other. The Cenis on the side of the Lanslebourg offers no valley to explore, for the course of the river Arc is from the Mont Iseran, where it rises; and at the foot of the Mont Cenis, in the valley of the Arc, there is nothing to indicate a passage by this mountain. There is no doubt that the pass of the little Mont Cenis, from Bramante to Exilles, and that of the Col de la Rue, from Modane to Bardonnèche and Oulx, were known very long before the present pass of the Cenis; but both these passes have valleys descending to the Arc which would tempt the traveller to explore them. The latter, *Mont Rudus*, seems to have been one of the routes adopted by Julius Cæsar when he crossed the Alps to suppress the inroad of the Helvetii; and troops often crossed by these passes during the wars of France and Savoy. It may be said that the ascent to the Mont Cenis might have been made by the course of the river Cenisella, which offers on the Italian side the usual appearance of a passage. It must be considered that the Alps were not explored by the Italians, but by their invaders, the Gauls, who poured their hordes into the fertile country of Italy, to luxuriate in a soil which claimed from them less labour as a recompense for its enjoyment.



From this period the pass of the Cenis appears to have become the usual route for travellers from France into Italy, and frequent mention is made of it in the military annals of Piemont. Many writers of the sixteenth and seventeenth centuries relate their adventures on crossing these Alps: among them Condé, Cardinal Bentivoglio, and other distinguished travellers, have recorded their admiration of the grandeur of the scenes, or the dangers and pleasures of their journey across these mountains.\*

But it remained for Napoleon Buonaparte to make this pass available to travellers at all seasons of the year, and associate his name with its history as long as human record can last. In 1802 the first consul decided upon opening a communication by a grand route between the Maurienne and Piemont; and, after a careful survey by M. Dausse, chief engineer, of the different cols which led from one of these countries to the other, that of the grand Mont Cenis was chosen.

In 1803 the works of the new road were begun, and so far completed in 1810, that, during that year, 2911 carriages, 14,037 carts and waggons, and 37,255 horses and mules, traversed the mountain.

Not more than five months of effective labour could be accomplished in a year. Generally the works began about the middle of May, and ended in the beginning of October,† The expense of these astonishing works has been estimated at 7,460,000 francs, nearly 300,000*l.* sterling.

\* Grosley, in speaking of the guides of Lanslebourg, says, that in bearing the *chaise à porteur*, the old mode of travelling across the Cenis, "they relieve each other with great facility, and converse gaily with their charges, of the princes, cardinals, and generals, whom they have borne across the mountains, and on the generosity of their highnesses: one said his father had assisted to carry the Duc de Vendôme, who was *le plus drôle de corps du monde*. To an inquiry, if a certain captain of Algerines, called Hannibal, had not passed that way with a great army, about two thousand years ago, one replied that they had heard speak of that man, and that the people of the little St. Bernard said that it was by their country that he had passed; but that the Maréchal de Villars and the Cardinal de Polignac had assured the people of Lanslebourg that he went by the Cenis."

† The scenes in summer, during the progress of the works, must have been very animated: from the Tavernettes to the plain of St. Nicolas sometimes more than two

The establishment of twenty-five houses of refuge along the line of road, renders the passage of the Cenis, even in winter, perfectly safe. These houses are placed on the spots the most dangerous, and become asylums against the tempests that sometimes rage in the Alps.

From Lanslebourg to Susa, about nine posts and a half, this magnificent road is every where thirty feet wide, and so easy of ascent, on either side of the mountain, that, from Susa to the plain of the Cenis, the journey can be accomplished in four hours in a carriage; and from Lanslebourg to the Tavernettes, in little more than half the time.

By a decree of the 20th January, 1811, the French government established a tax on the route of the Mont Cenis, as a fund for the payment of the cantonniers; which produced, from the 1st of March, 1811, to the 1st of March, 1813, 328,174 francs, 13,127*l*. The King of Sardinia continues this tax.

It was, at one time, contemplated by Napoleon to erect a monument on the Cenis to commemorate the conquest of Europe by the French; and twenty-five millions of francs, one million sterling, were destined to its expense. M. Derrien, who was engineer in chief, charged with the works of the Mont Cenis some time before their completion, had many questions submitted to him by the French Institute, upon the practicability of erecting a permanent trophy on the plain of the Cenis. Too many difficulties, however, presented themselves, and the plan was abandoned. No one will feel that its accomplishment was necessary to the memory or the honour of Napoleon, whilst this stupendous work—his conquest of the Alps—is seen in the magnificent route of the Cenis.

thousand workmen were employed; most of them *barracked* on the banks of the lake, 1940 metres above the level of the sea. At sunset a last salute announced the close of the labours of the day; and, during half an hour, the reports of blasting the rocks reverberated in the mountains: a little after, the camp was illuminated by the fires of the workmen preparing their evening repast.

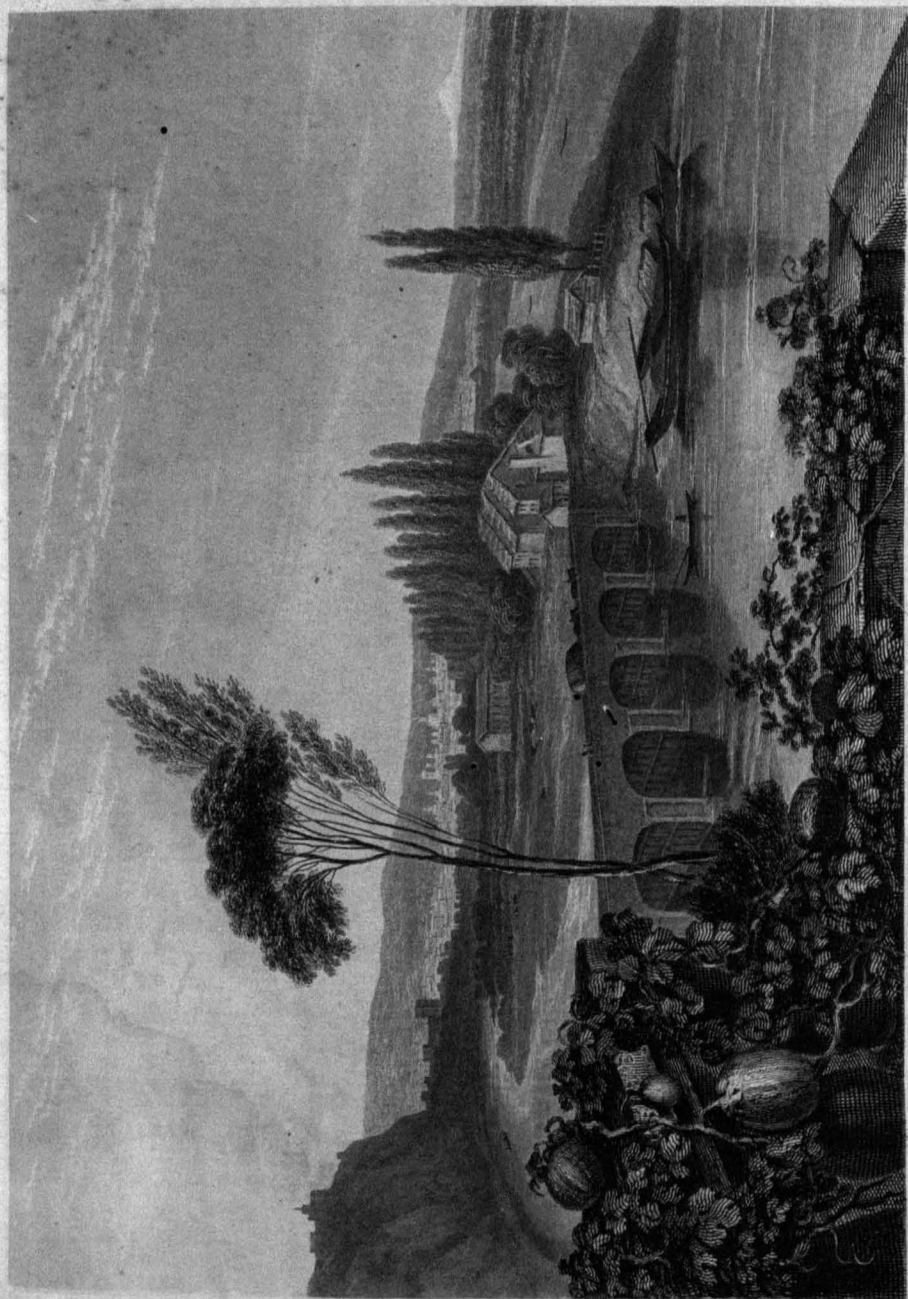
ROUTE  
FROM  
LYONS TO TURIN.  
BY THE  
PASS OF THE MONT CENIS.



Engraved by W. H. Stodart.

Engraved by J. H. Stodart.

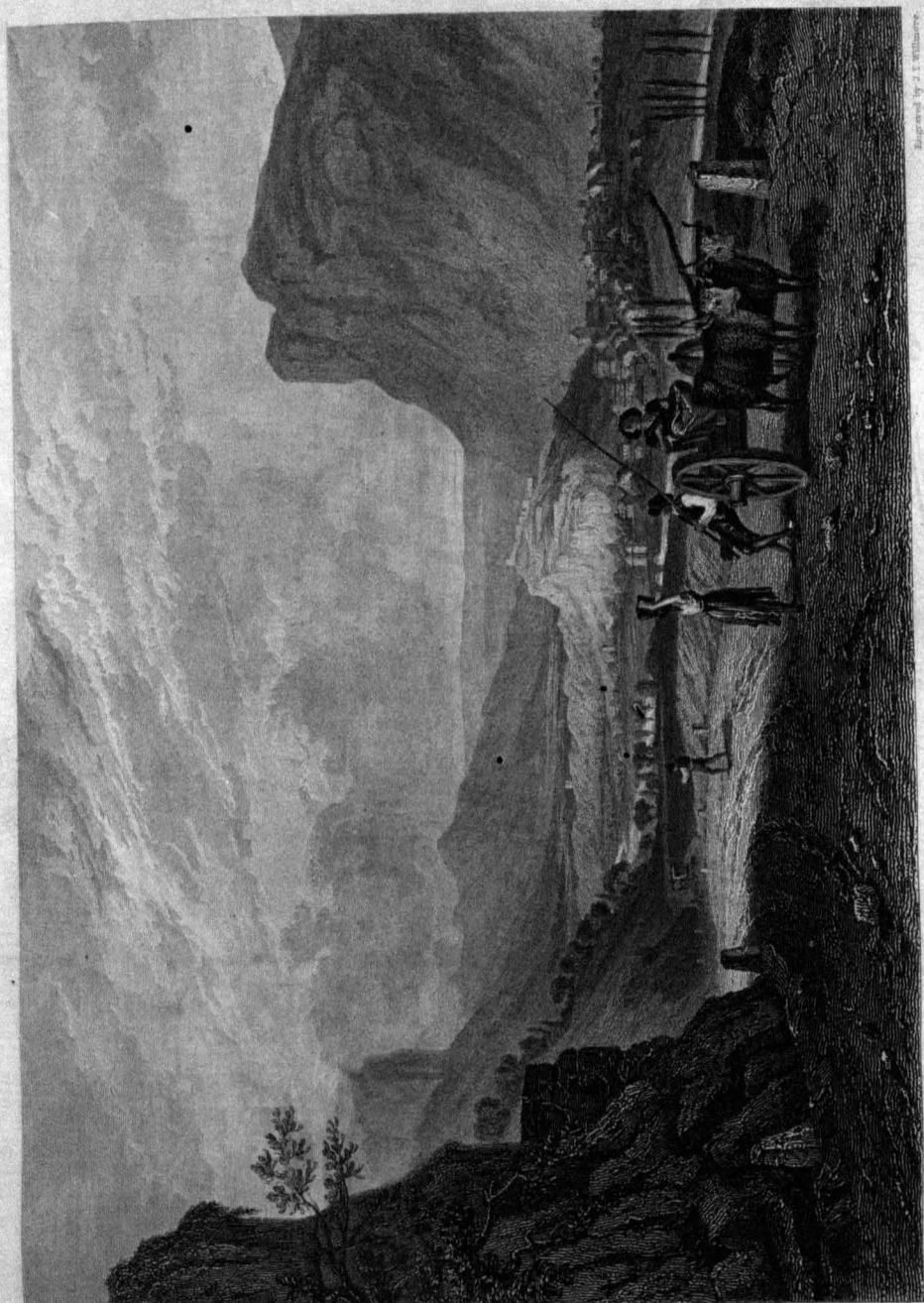
THE LAKE & PLAIN OF MONT CENIS.



Engraved by T. Agnew & Sons

LYONS,  
FROM THE CONFLUENCE OF THE RHONE & SAONE.

Engraved by T. Agnew & Sons



Engraved by J. I. Williams.

Drawn by W. H. B. H. H.

MONTMELIAN.



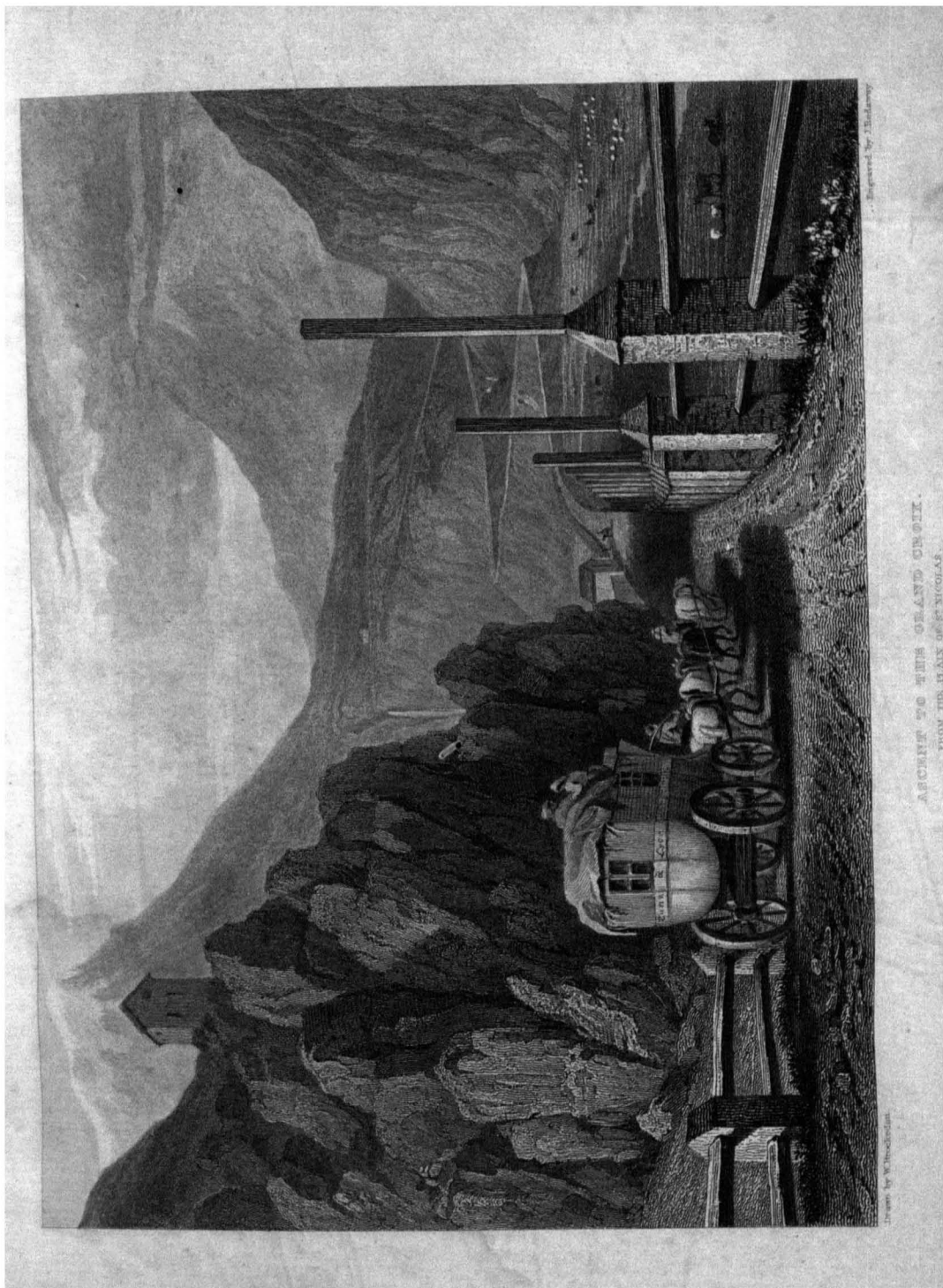


Engraved by J. Barker

FORT LARAMIE.  
NEAR BEAUMONT.

Engraved by W. H. Woodhouse.





ASCENDING THE GREAT CANYON.  
FROM THE PLATE OF THE NICHOLAS.

Engraved by T. H. M. S.

Designed by W. H. M. S.

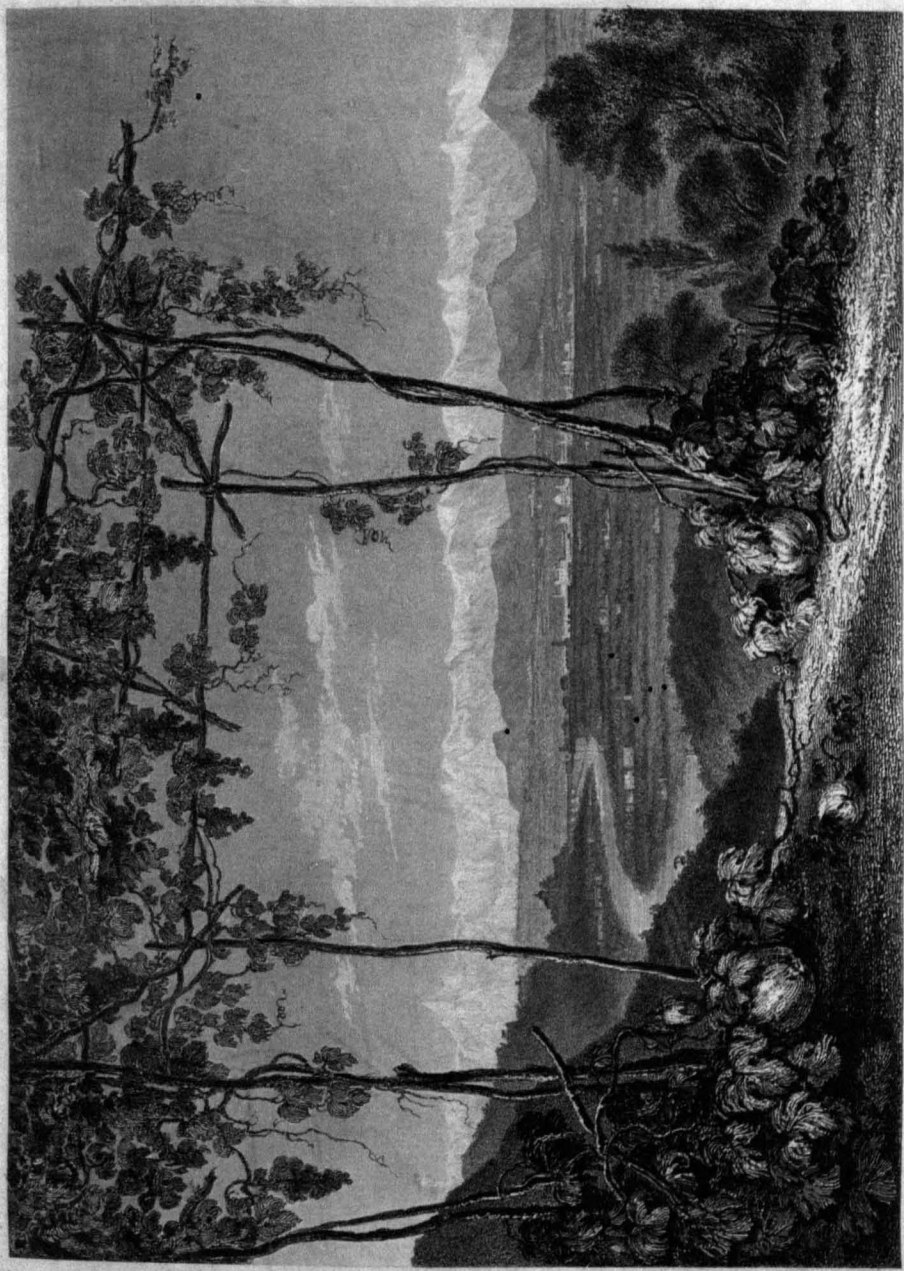


MOUNTAIN VIEW OF ST. MICHAEL'S,  
ABOVE ST. ANTHONY'S.

Engraved by T. H. B. H. H.

Printed by W. H. H.

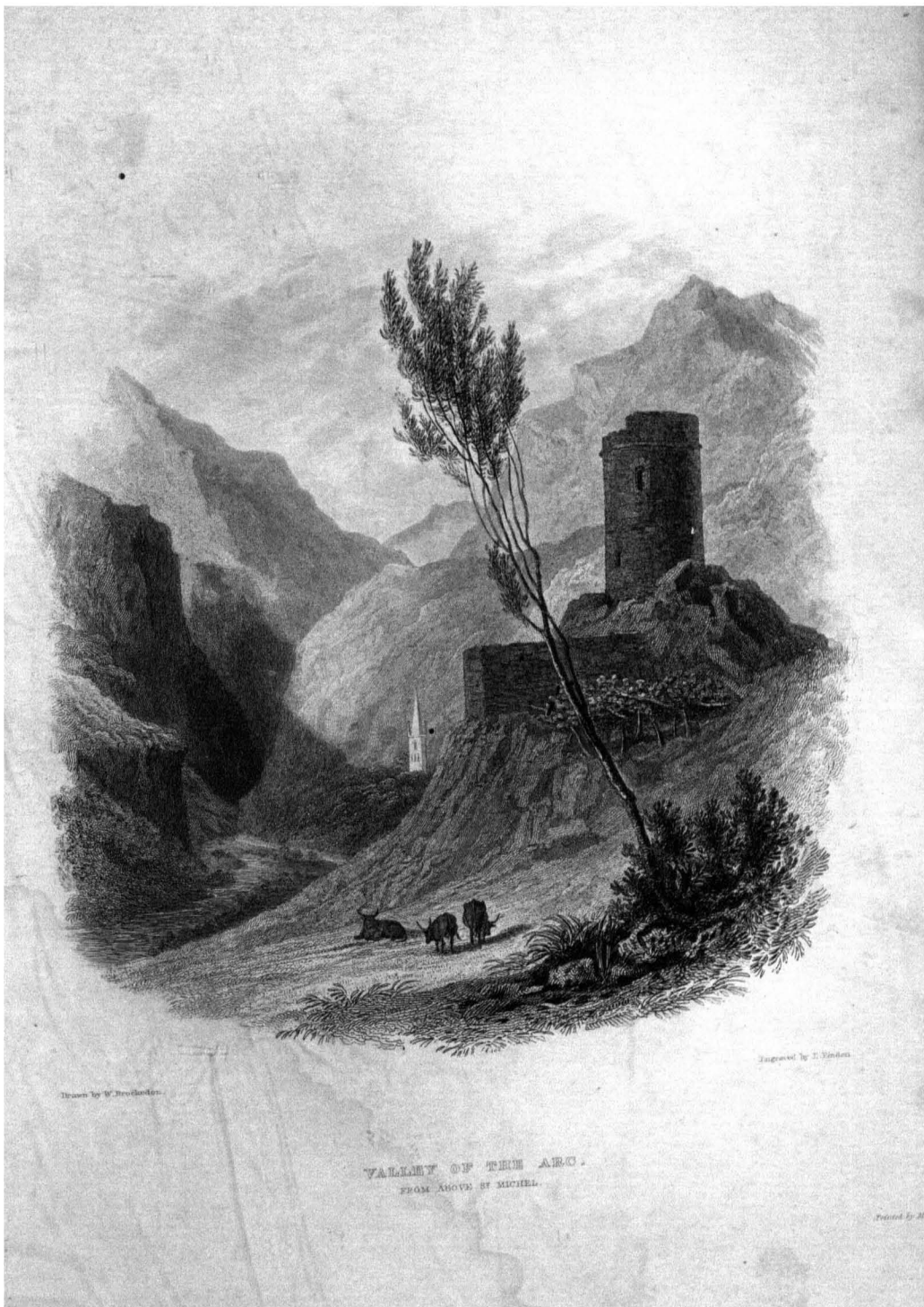
Drawn by W. H. H.



Engraved by J. H. Stoddard

VIEW OF THE ALPS.  
FROM THE MOUNT PIRENNE.

Engraved by J. H. Stoddard



Drawn by W. Brockedon.

Engraved by J. P. Neale.

VALLEY OF THE ARC.  
FROM ABOVE ST. MICHEL.

Printed by M.



*Fragaria* L., *A. brissotii*,

MAP TO ILLUSTRATE THE ROUTE FROM LYONS TO TURIN BY THE MONT CENIS.

ROUTE  
FROM THE  
LAGO MAGGIORE TO THE LAKE OF URI,  
BY  
THE MONT SAINT GOTHARD.

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ON leaving Italy, to enter Switzerland by the Pass of the St. Gothard, the traveller approaches the Val Levantine, which conducts to this mountain, either by the Lake of Lugano and the Monte Cenere, or the Lago Maggiore.

The passage to Bellinzona, by the Lago Maggiore and Locarno, is not so much frequented as it deserves to be: travellers from Italy generally approach Bellinzona by the Lake of Lugano; but the facilities now afforded by the establishment of a steam-boat, may induce many to make the longer voyage by the Lago Maggiore, the scenery of which is beautiful. The proximity of the Alps gives to the lake a bold and magnificent character; and, whether the bases of the mountains sink into its waters, or their summits bound the horizon in the distance, reflected from the placid surface of the lake, these scenes excite emotions of the grand and the beautiful which can scarcely be exceeded.

Locarno, at the northern extremity of the Lago Maggiore, is one of the chief places of the canton of the Tessin, and is, alternately with Bellinzona and Lugano, the seat of the government of the canton. It is situated at the meeting of several valleys which descend from the Lepontian Alps, of which the Val Levantine and the Val Maggia are the principal. The Centovalle, which leads by a difficult route, in fourteen

NO. IV.





hours, from Domo d'Ossola, at the foot of the Simplon, terminates also at Locarno.

The distance from Locarno to Bellinzona is about nine miles, through a country of singular richness and beauty. The canton of the Tessin has often been described as that portion of Switzerland which, from its situation on the southern side of the Alps, possesses all the advantages of an Italian climate: the soil is fertile, and its produce luxuriant. The traveller from Switzerland will be struck by the almost magical change of scenes effected in his rapid descent from the snows and sterility of Alpine regions, to the richness of the valley around Bellinzona.

The views presented to the traveller in his approach to Bellinzona, from Locarno, through the valley of Riviera,—a name by which the little plain is distinguished which terminates the Val Levantine,—are picturesque and beautiful, particularly the view from the bridge of Sementina, whence Bellinzona and its castellated mounts are first seen on this road.\*

Bellinzona is the key to Switzerland by these Alps, as it commands the various passes which *débouche* into the Val Levantine;—from the Valais, by the Naufanen; from the forest cantons, by the Saint Gothard; from Dissentis, and the valley of the Vorder Rhin, by the Lukmanier; and of the Bernardin, by the valley of Misocco. The important station of Bellinzona has exposed it to sieges and sufferings in every contest in which the Swiss have been involved; and the Alps afforded to the people of Bellinzona little protection from the hordes of barbarians who formerly descended through their valley, or the late barbarians of the French army who, at the end of the eighteenth century, in the desire to extend the blessings of their republicanism, made a reckless sacrifice of the property, the liberty, and the lives, of the Swiss.

\* Plate the First. It would be well worth the time which the traveller might devote to it, to make an excursion to Locarno from Bellinzona, if he have arrived at this city by any other route.

Soon after leaving Bellinzona, to ascend the Val Levantine, the road crosses the Möesa, a river which flows from the Bernardino, through the Val Misocco: the lower Val Levantine is exceedingly fertile, but without picturesque interest. About eight miles above the Möesa, near Biasco, the traveller passes the entrance to the Val Blegno: the vast *débris* of the mountain, which fell across this valley in the year 1512, may be seen from the road in the Val Levantine. The fallen mass arrested the course of the river Blegno, and formed a large lake, which continued above two hundred years: in 1714 it burst a passage, and swept its way, with great destruction to lives and property, into the Lago Maggiore.

It is not until the traveller arrives near Giornico that the passage assumes a wild and mountainous character; here the torrent is interrupted in its course by vast blocks of granite which have fallen into the valley; and the road is constructed amidst rocks, which are interspersed with large chestnut and walnut-trees, sometimes overhanging the torrent, and often heightening the effect of scenes of striking wildness and grandeur. A little way above Giornico, on the road to Faido, the traveller passes over the field of battle fought and won by the Swiss against the Milanese in 1478. Their quarrel, which was fomented by the Pope's nuncio, originated about a wood of chestnuts. A *ruse de guerre* renders this battle memorable. It took place in the winter; and a Captain Stanga, who commanded some of the troops of the country, advised the Swiss to turn the waters of the Tessin over the roads and meadows, and provide themselves with spikes for their shoes. In the morning of the attack the field of action was covered with ice; and the disadvantage under which the Milanese fought greatly contributed to the success of the Swiss army.

Faido is one of the principal places of the Val Levantine, but it is uninteresting both to the traveller and to the historian. The vine is cultivated as far as Faido, but the mulberry

and fig do not flourish above Giornico. About a league and a half above Faido is the ravine of the Dazio Grande, where the road, in some places, is cut out of the rock which overhangs the passage, and in other places is carried on a terrace, which is built upon arches from the bed of the torrent. Through this defile the Tessin rushes, foaming from rock to rock, in a continued cataract above half a mile in length. This part of the road, which is very well constructed, is one of the finest works of the engineer on the route of the Saint Gothard: it was accomplished and is preserved at a very great expense. The change from this fearful passage to the quiet of the upper valley, to which it leads, is remarkable. At the head of the gorge is the Dazio, or barrier, where a tax is received, to keep the road in repair. Thence the traveller proceeds nearly two leagues through the upper Val Levantine, which is industriously cultivated by the inhabitants of Piota and other villages in the valley; and, considering its elevation (three thousand feet above the sea), it is very productive. On approaching the defile of Stalvedro, which closes the head of this valley, and divides it from the Val Bedretto, a magnificent scene is presented. The mountains of St. Gothard appear to tower over the defile, combining with their grand forms the impressive effect of eternal snows, and making the barrier of Stalvedro dwindle to the scale and character of a dyke. Above these rocks, on the right bank of the Tessin, are the ruins of a tower built by the Lombards, and still bearing the name of one of the latest of their kings,—the tower of Desiderio.

Near the gorge of Stalvedro there is a path on the right, which leads through the Val Piora, and by the pass of Lukmanier, to Dissentis, and the country of the Grisons. On the left, the valley of Bedretto leads, by the pass of Naufanen and the valley of Eginen, to Obergesteln in the Upper Valais.

About three quarters of a league from the Pass of Stalvedro, the traveller arrives at Airolo, a place where there is consider-

able bustle, arising from the commercial intercourse between Italy and the cantons of Switzerland, around the Waldstetten. Great numbers of mules are kept at Airolo, for the conveyance of merchandise across the Saint Gothard as far as Göschenen : the road between these villages is now the only part of the route impracticable for carriages. On the Italian side, as far as Airolo, and on the side of Switzerland, from Göschenen to the Lake of Uri, the roads are good. The Swiss cantons interested in the completion of this route, have determined to render the passage of the mountain as good as the approaches to it, for the conveyance of heavy merchandise. In the autumn of 1825, the author met at Airolo the engineers who had been employed upon the survey, and who have undertaken to construct a carriage-road across the Mont Saint Gothard.

From Airolo a paved mule-path leads, by a steep ascent, towards the summit of the pass. On looking back from the Capella del Bosco, near the skirts of the last pine-forest in the ascent, the scene is very fine, of Airolo, the Val Bedretto, the Pass of Stalvedro, and, beyond these, the upper Val Levantine, and the mountains which bound the horizon toward Italy.\* After leaving the chapel, a difficult zig-zag path leads to the entrance of the Val Tremola, the last defile on the ascent. There is an air of great solitude and wildness about this part of the road ; a miserable little bridge, —the Ponte Tremola,†— crosses the torrent, and leads into the defile, which is greatly exposed to avalanches. Simler, in *De Alp. Com.* says, “ Above the village Ayrolus, near the middle of the ascent of the mountain, is a bridge which here is called Tremulous, and crosses the Ticinus ; and in winter it often happens, that the river being covered with ice and snow, travellers pass over the ice as if it were the bridge, to go the shortest way. Sometimes many venture when the ice is not strong enough, and men, as well as their beasts of burden, are drowned in the Ticinus. But when

\* Plate the Second.

† Plate the Third.

you ascend above the bridge, there are no more woods, but rugged rocks and precipitous sides of mountains covered with snow which, when it melts and falls down, makes the road very dangerous; for often the collected masses of snow fall from the summits of the mountains, and overwhelm the travellers passing beneath; and the snow is so agitated by slight causes, that the loud voice or clamour of those who pass below is said to move the snows, which first tremble, then fall, and, having accumulated, rush down with such violence that the whole mountain shakes. But it would appear that the bridge over the Ticinus is not called Tremulous because it actually shakes, but because those who pass over it, in ascending the mountain, begin to fear and tremble; so that, impressed with a sense of present danger by the very aspect of the terrific precipices of the mountain, they hasten over the spot as quickly as possible, in silence and trembling."

The Val Tremola terminates in an abrupt and rugged ascent to the summit of the pass, where the sterility of the scene is very impressive; where the road winds amidst blocks of granite, which, in some places, form dangerous precipices; and every aspect presents desolation and savage grandeur. Amidst these scenes Suwaroff defeated a division of the French army, under General Gudín, on the 24th of September, 1799, and gained the Pass of the Saint Gothard. On the face of a large rock, near the summit, letters rudely carved record SUWAROFF victor; but his victory was useless, and his success of short duration: the skill of the French generals prevented his junction with the army of the Imperialists, and compelled him to make the well-known disastrous retreat of the Muttathal.

The desolate summit of the Pass of the Saint Gothard, situated six thousand five hundred feet above the level of the sea, scarcely deserves the name of a plain. An inn is situated near the greatest elevation of the pass, where accommodation and refreshment may be had, which the fatigue of attaining, alone, renders endurable. Near the inn are the ruins of a small

convent, which existed there as early as the thirteenth century: it was one of those admirable establishments that were commonly founded on Alpine passes to relieve and protect the traveller in those otherwise inhospitable and dangerous regions. The amiable Saint Carlo Borromeo is recorded amongst the patrons who contributed to support the hospice of Saint Gothard. The convent was destroyed by an avalanche in 1775. Two years after, it was rebuilt upon a larger scale; but the war of the Revolution in 1798 checked its benefits, and in 1799 it was pillaged by the *fraternizing* army of the French republic. Some soldiers, stationed there during the following winter, burnt all the wood of the building which they could collect, and left it a ruin, from which it has never been restored. On leaving the hospice to descend the valley of the Reuss, the traveller passes several lakes, the sources of the rivers which stream from each side of the mountain, the Tessin flowing towards Italy, and the Reuss towards the Lake of Uri. The largest of the lakes on the Saint Gothard is called the Lucendro, and is the principal source of the Reuss. The scene on the summit is wild and desolate, surrounded by high mountains, which are capped by snows and glaciers: here an impressive silence reigns, which is scarcely ever broken, except by the bells of the passing mules, or the song of the multeer.\*

From the hospice, a rudely paved road winds between the lakes, over broken and rocky ground, towards the valley of Ursern, through which the Reuss flows in its descent to the Lake of Uri. There is no relief to the traveller from a uniform sterility, until he arrives at the village of Hospital, where there was formerly a hospice, founded in the thirteenth century, for the benefit and assistance of those who passed that way. It is situated in that part of the Val Ursern which spreads out into a little plain, having at its north-eastern extremity the village of Andermatt, at the foot of the passage which leads to Dissentis by the Ober-Alp; and in the opposite direction, a road

\* Plate the Fourth.

by the Val Ursern leads over the Furca to the Valais. The appearance of Hospital is rather picturesque, from the remains of an old château, but there is no wood in the valley: a small pine-forest above Andermatt, which was formerly preserved most scrupulously, as a check to the avalanches which threaten destruction to the village, was destroyed during the campaign of 1799.

There is a character of repose and tranquillity in the little plain of Andermatt, which is strongly contrasted with the scene upon which the traveller enters when he leaves the Val Ursern to follow the course of the Reuss; the road lies through a gallery pierced in the rock which overhangs the river, and around which there was formerly fixed a frame or scaffolding, upon which travellers and beasts of burden were obliged to make their dangerous passage. The present road, through the granite rock, was made in 1707, at the expense of the canton of Uri; it is two hundred and twenty feet long, and in height and breadth twelve feet; it bears the name of the Urnerloch. From the gallery, a steep path leads down to the Devil's Bridge, where a single arch of seventy feet span, one hundred feet above the cataract, is thrown across the torrent, which rushes obliquely beneath, and descends, within a short distance, above three hundred feet. It is not possible to conceive a more appalling scene than that which is presented at the Devil's Bridge, by the height of the rocks, the narrowness of the defile, and the roar and rush of the torrent beneath.\* On the lower side of the ravine, the road, or rather the path, by which the bridge is left in passing through the gorge, is partly cut out of the vast wall of rock which rises immediately above, to a great height, and partly rests on arches firmly built into the rough surface of the rocks beneath, which serve to support the road as a terrace. The sides of the rock below the path descend perpendicularly to the torrent, and a low wall on the border of the terraced road is the only

\* Title vignette.



protection from the danger of falling into the horrible abyss beneath. The waters of the Reuss, in descending to the bridge, turn abruptly to the right to pass beneath the arch, and then appear to rush with increased rage and violence from the momentary restraint which they encountered from the angle in the gulf.\* The bridge itself does not contribute much to the sublime impression which the scene makes, unless the spectator be upon it; but it is impossible to think of such a structure, in such a situation, without shuddering at the idea of the danger to which those who built it must have been exposed.

The fearful emotions excited by these scenes are increased by the recollection that it was here some dreadful contests took place between the French and the Imperialists during the campaign of 1799. For the following account, from the *Précis des Evénemens Militaires*, by the Comte Dumas, it would be difficult to find a parallel. On the 15th of August, 1799, the French General Lecourbe, having joined the brigade of General Loison on the same day that he had carried the defences of the Mayenthal, advanced to secure the important post of the Saint Gothard, and, about four o'clock, met the outposts of the Imperialists, and forced them to fall back upon their entrenchments at the Devil's Bridge;† these rested upon the rocks on the right bank of the torrent of the Reuss. The French presented themselves at the bridge, and, charging the Austrians, reckoned upon passing it in the confusion with them, when, suddenly, the bridge disappeared between the parapets. Thirty feet of its length had fallen, with those who were fighting upon it, into the gulf below, and the remaining combatants were separated. This event forced the French

\* Many travellers have been disappointed on arriving at the Devil's Bridge. They have been led to expect, from the views usually published, that the bridge could be seen at a great height above them; but the artists had either invented the scenes, or imagined a point of view which it is impossible to attain.

† Muller conjectures that the Devil's Bridge was originally a work of the Lombard kings, whose dominions extended northward to the valley of the Reuss.

grenadiers, who had advanced to the charge, to effect a retreat; but, borne on by those who were behind them, they were, for some time, exposed to a murderous fire from the Imperialists on the opposite rocks. During the night the Austrians retreated by the Ober-Alp, to avoid being cut off by the brigade of General Gudin, who had made a *détour* by the Grimsel, and fought his way, with incredible difficulty, across the Furca, to fall upon the rear of the Imperialists: Lecourbe's troops, who had, during the night, repaired the bridge, found Gudin's brigade, on the morning of the 16th, on the right bank of the Reuss, in possession of the enemy's position. The conquest of the Pass of the Saint Gothard was the consequence, and, within forty-eight hours of the general movement of the French, Lecourbe was master of the summit and the valley by which he had ascended; but this important passage was reconquered in little more than a month by the Russian army under Suwaroff, who crossed the Saint Gothard to effect a junction with the Austrians. When he descended to Andermatt, he found that the Urnerloch had been blocked up, the rocks in the descent to the bridge blasted and strewn in the path, part of the bridge blown up, and other obstacles thrown in the way of his advance; but the Russians, rendered desperate by hunger and resistance, re-opened the gallery, and repaired the bridge, by throwing beams across, and lashing them together with the officers' scarfs. Hundreds of soldiers fell, in the struggle, into the abyss of the Reuss, before the Russians drove the French from their position, and descended into the valley between the Urnerloch and Göschenen.

From the Devil's Bridge to Göschenen the valley is dreary and savage. The Reuss is twice crossed before it reaches Göschenen: in its course thither it descends with so much noise, as it dashes over and among the rocks, that it has given to this part of the valley the name of the Krachenthal. Enormous masses of granite lie in the bed of the torrent and on the sides of the mountains. Not far from Göschenen there

is an immense block, which the people of the valley say the devil dropped there.\* At Göschenen, the traveller, after having crossed a mountain-torrent which flows by the village, enters upon a good carriage-road that conducts to Altorf. Below Göschenen the road passes beneath forests of pines, and through villages surrounded by cultivation. There are some fine points of view in descending to Amstag, principally from a part of the road that rises high above the Reuss, which is seen foaming at the base of a well-wooded ravine: in the back-ground of this fine scene is the lofty and beautiful form of the Windgelle mountain. Soon after passing the torrent of the Mayerbach, which descends from the Susten Alp, the traveller crosses the Reuss at the Pfaffensprung,† a bridge of ninety feet span, at a great height above the torrent: the situation is striking, but from no point picturesque. Thence, through Amstag, a village at the base of the Windgelle, to Altorf, the road is excellent, but without much interest; the valley becomes richer in wood, particularly in walnut-trees; it is every where well cultivated, and the soil is very productive.‡

Altorf has associated with it some of the noblest recollections of Switzerland and the Swiss. The struggle for freedom from the tyranny of the house of Hapsburg, though contemplated by the people of the Waldstetten, commenced here in the courage of William Tell, much of whose history it is now fashionable to consider a fiction. The author is unwilling to be robbed of the pleasure which he feels in believing it to be true: it is asserted to be a tale of an earlier time than Tell; but this is no evidence against the story: such an event was as likely to have twice happened as once; and

\* Plate the Fifth.

† Every extraordinary situation in the Alpine districts has its tale of romance. The Pfaffensprung (the monk's leap) owes its names to the fact, that a monk, escaping with a damsel whom he was carrying off, leapt across this gulf with his prize.

‡ Before arriving at Altorf, the traveller crosses the torrent which descends from the Val Schachen, of which the inhabitants are said to be the finest race of people in Switzerland. Nearly opposite to the embouchure of the Schachen is the village of Attinghausen, by which a road passes over the Surenen Alps to the valley of Engleberg.

if such a circumstance as that of the apple had previously occurred, it probably suggested the cruel condition offered by Gesler to Tell. A tower in Altorf, which bears the name of Tell's tower,\* is said to occupy the spot upon which formerly stood the lime-tree against which the child of Tell was placed. The subject is painted on the tower: and wherever Tell is represented in sculpture, or in painting, the bow and the apple are considered necessary emblems. But perhaps the best evidence of its truth is found at the Tellenplatte, the rock upon which Tell leapt, when he escaped from the boat of Gesler. The rock is situated at the foot of the Achsenberg, and a short distance from Fluelen, a little village, the port of Altorf, which is situated at the southern extremity of the Lake of Uri. Upon this rock, thirty years after Tell's death, which happened in 1358, a chapel was built to commemorate the event of Tell's escape, and a series of pictures in fresco on the wall represent the principal events of his life. Shooting at the apple on his son's head is one of the series. In the year of the completion of this chapel, 1388, at the general assembly of the people, there were present one hundred and fourteen persons who had known Tell during his life: these would not have allowed a falsehood to be recorded, to aid, by the addition of romance, the immortal reputation of their compatriot.†

From Fluelen to Locarno is about twenty-eight leagues, and the communication by the Saint Gothard is so considerable, that fifteen thousand persons annually, and three hundred horses or mules laden with merchandise, pass weekly the hospice on the summit. Saussure states, that a thousand laden horses pass daily. This must be erroneous,

\* End Vignette.

† Simond, in his interesting and generally accurate work on Switzerland, says, (vol. i. p. 182), that the floor of the chapel is not more than three feet above the water; and, as the chapel is never injured by the storms on the lake, asks his readers to form an estimate of such tempests. The floor of the chapel is more than twelve feet above the lake; and Simond seems to have forgotten his own comments upon Swiss boat-building, page 22 of the same volume. Certainly, if the bark of Gesler was like the wretched boats which now ply on the lake of the Waldstetten, a little storm would occasion great danger.

or the commercial intercourse between Italy and Switzerland, by the Saint Gothard, has greatly fallen off; certainly the intercourse has been lessened in consequence of the new roads by the Splugen and the Bernardin having offered greater facilities to merchants. The people of the Waldstetten have felt this, and it has induced them to decide upon completing the pass of the Saint Gothard as a carriage-road.

An impenetrable obscurity veils the early accounts of the pass of the Saint Gothard, and leaves it uncertain whether it was even in the country of the Lepontii. Cæsar, Pliny, Strabo, and Ptolemy, mention this people, but in terms so vague and contradictory, that modern authors are at a loss to draw even probable inferences from them. Cæsar and Ammianus say, that the Rhine rises in the country of the Lepontii; Strabo confounds these people with the Rhetii; Pliny states, that they border on the source of the Rhone; and Ptolemy writes of a town of the Lepontii in the Cottian Alps; but he also mentions Mount Adula, as another name by which the Lepontian Alps were known. Puzzled by these conflicting statements, some modern authors appear to have considered the pass of the Saint Gothard as a line of demarcation between the Rhetii and the Lepontii. The author, resting upon the authority of Simler, believes that the present pass of the Saint Gothard lay directly through the country of the Lepontii. The learned old Swiss appears to have investigated the subject with more tact and local knowledge than any other author. It is very probable, that the name of the Val Levantine has been derived from the Lepontians.

The early history of the passes of the Alps, by which the Cimbri and other early northern invaders descended into Italy, is as obscure as the geographical boundaries of their states. By many it has been considered that the hordes of barbarians which were defeated by Marius descended the Saint Gothard: it is probable that this was one of their passes; and in this opinion Denina follows Plutarch. But the numerous armies which descended from the north into Italy appear to have crossed

by the Rhetian, the Carnatic, and other Alps, as well as those of the Saint Gothard. There is less uncertainty in the direction which the Alemanni took in their invasion of Italy in the fifth century: as they were defeated by Majorian in the Campi Cannini, or valley of Bellinzona, it is highly probable that they descended by the pass of the Saint Gothard.\*

The origin of the present name of this mountain, Saint Gothard, has been as perplexing as its early history: some, deriving it from the Celtic words *got* and *arth*, suppose that it owed its name to the worship of a divinity on this high mountain; others derive it from the Goths, who, when they were driven out of Italy, in the sixth century, established themselves in the valleys of the canton of Uri; but the most probable origin of the name is from a chapel dedicated to Saint Gothard, who was a bishop of Hildesheim in the twelfth century, in honour of whom the abbots of Dissentis raised a chapel on these heights, which were within their jurisdiction. What is known concerning this pass in the dark ages, has been preserved chiefly in the archives of the convent of Dissentis.

The truly heroic age of Switzerland was that in which the virtuous and patriotic leaguers delivered their country from the tyranny of the house of Hapsburg and the control of the empire, from 1308 to 1476. Soon after this period, the people of the Waldstetten, elated with their success, and conscious of their strength, began not only to embroil themselves in quarrels with their neighbours, but ultimately to hire themselves as soldiers to serve any foreign government, requiring little excitement to war and outrage beyond the hope of gain: they were always prepared to draw the sword for pay;† and when their services

\* Gibbon says by the Rhetian Alps, in a note expressive of his contempt for the degenerated Romans, who could boast of a victory over nine hundred barbarians.

† This mercenary feeling has yet too much encouragement, and still dishonours the Swiss. The author of this work, on his journey in Switzerland in 1825, passed, on the Lago Maggiore and the route of the Saint Gothard, many detachments of young recruits, part of a regiment raised in Switzerland for the service of Naples, and these were principally from the country of Tell! Other regiments are still found in the service of Ferdinand of Spain! in France, and in Germany.

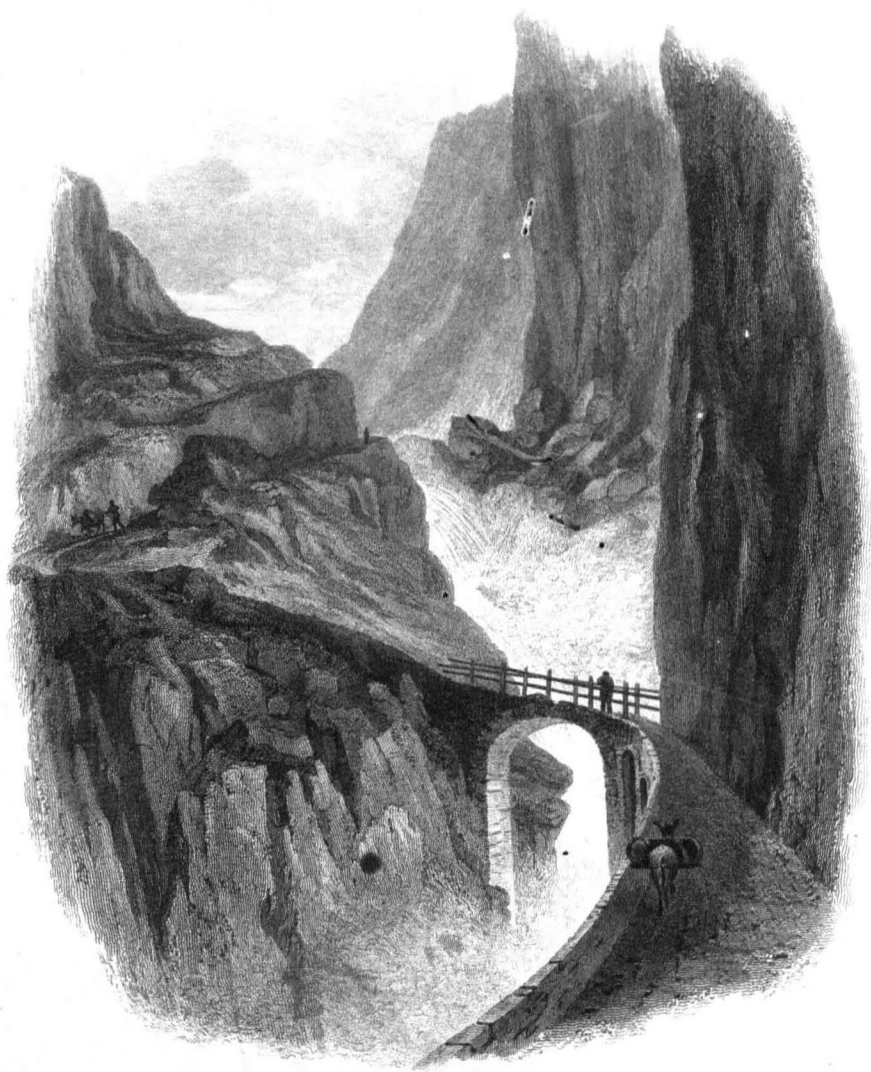
were purchased by contending parties, it sometimes happened that Swiss were opposed to Swiss. About this period of their history, the passes of the Saint Gothard and the Val Levantine were often the scenes of their contests with the Milanese; but their character as invincible soldiers was destroyed at the battles of Marignano and Pavia; the charm was ended by which they had often conquered; and though their heroism was not less, they had suffered such repeated defeats, from soldiers as brave and well disciplined as themselves, that their blood was no longer worth the price which had been paid for it; and they returned defeated, and driven from an infamous course to the honourable employment of cultivating their soil. Three hundred years of peace followed; and, except the occasional employment of some regiments on foreign service, little is heard of the military history of the Swiss until the invasion of their hearths by the French at the end of the eighteenth century, when all that bravery and desperation could effect was done by them; but they sunk before the armies and the infamous policy of the French Directory. The sufferings which were inflicted upon the Swiss, and the miseries which they were compelled to endure during several campaigns, whilst their country was the seat of war and violence, harrow the feelings in the recital. A note of Comte Dumas, *sur l'Invasion de la Suisse*, in the *Précis des Evénemens Militaires*, too long for insertion here, should be read by every one interested in the history of Switzerland, as presenting an *exposé* of that infamous outrage by the French, which he has had the boldness, though a Frenchman, to record. At the very time when this outrage was perpetrated, and they were upon terms of amity with the Swiss, the Directory resolved upon “l'invasion d'une terre hospitalière, le dernier asile des mœurs antiques, le séjour favori de la liberté; et livrèrent à toutes les horreurs de la guerre un peuple, dont la franchise, la bravoure, et la loyauté, avaient été justement célébrées dans tous les temps.” Simond, in his excellent sketch of this eventful period, in the



second volume on Switzerland, gives the following, from a narrator of some of the occurrences of that period in the Val Levantine:—"Towards the end of October 1798, we were visited for the first time by foreign troops; a division of eight thousand French having passed the Saint Gothard, already covered with snow, appeared unexpectedly in the Levantina. We had no stock of provisions beyond what was necessary for our own subsistence during the approaching winter; yet were compelled to feed this multitude for a while, and permanently a garrison of three or four hundred men stationed at Airolo. Men and women, and all the cattle, were employed, without any salary, in transporting military stores during the whole winter. Early in March following, the passage of the whole army, penetrating into the Grisons, brought an increase of fatigue, losses, and dangers; and many perished." These poor people were sufferers whichever party was successful. Between the two they were spared by neither; their country was the seat of war for above three years, during which time they were compelled to endure loss of property, forced labour, and severe privation. They were stigmatized as rebels if they murmured, and punished if they resisted. Many abandoned for ever *this land of malediction*; others died of absolute want.

After the forcible possession of Switzerland by the French, she was governed by a constitution under the *Acte de Médiation*, subjected to the obligation of furnishing a large contingent of troops for the service of France. The self-elected *mediator* was Buonaparte, whose downfall was the signal for her delivery from the bondage of France. Since the restoration of the Helvetic diet, and the integrity of Switzerland as a nation, her policy has been directed to the organisation of her resources, and to guard against any future violation of her territory.

THE  
PASS OF THE ROSE BAIRN GORGE



Engraved by J. H. Thompson

Published by W. H. Smith

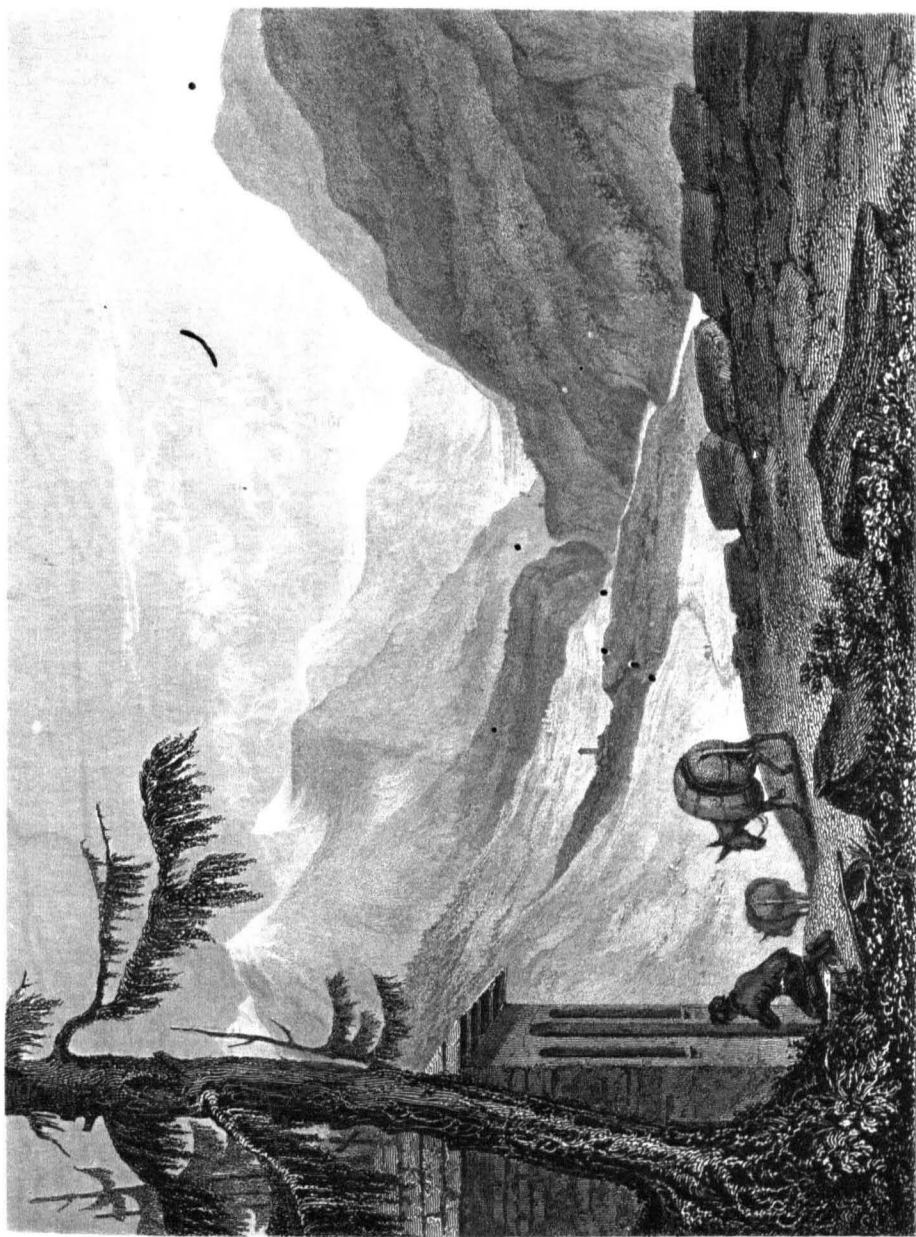
THE ROSE BAIRN GORGE.

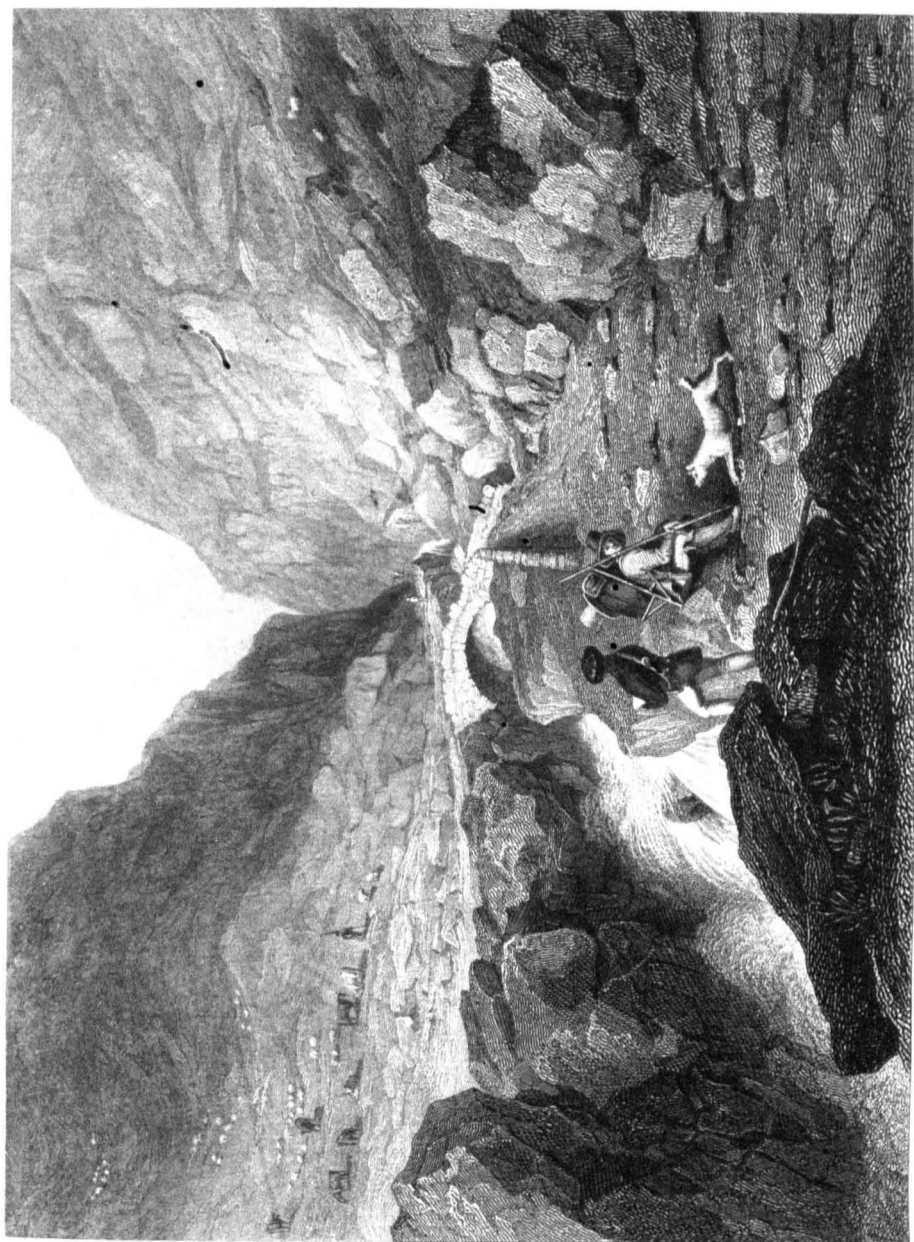
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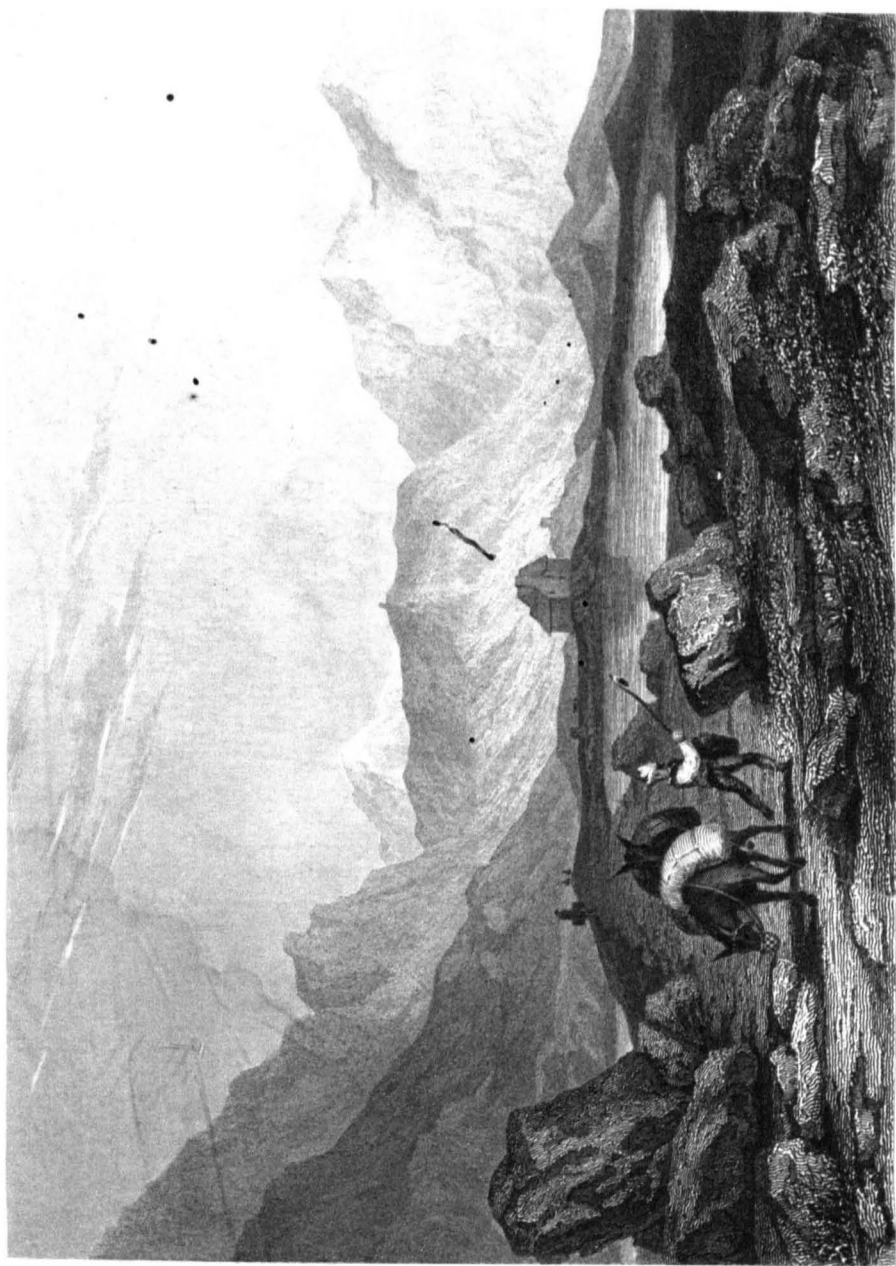


Drawn by W. B. Woodhouse.

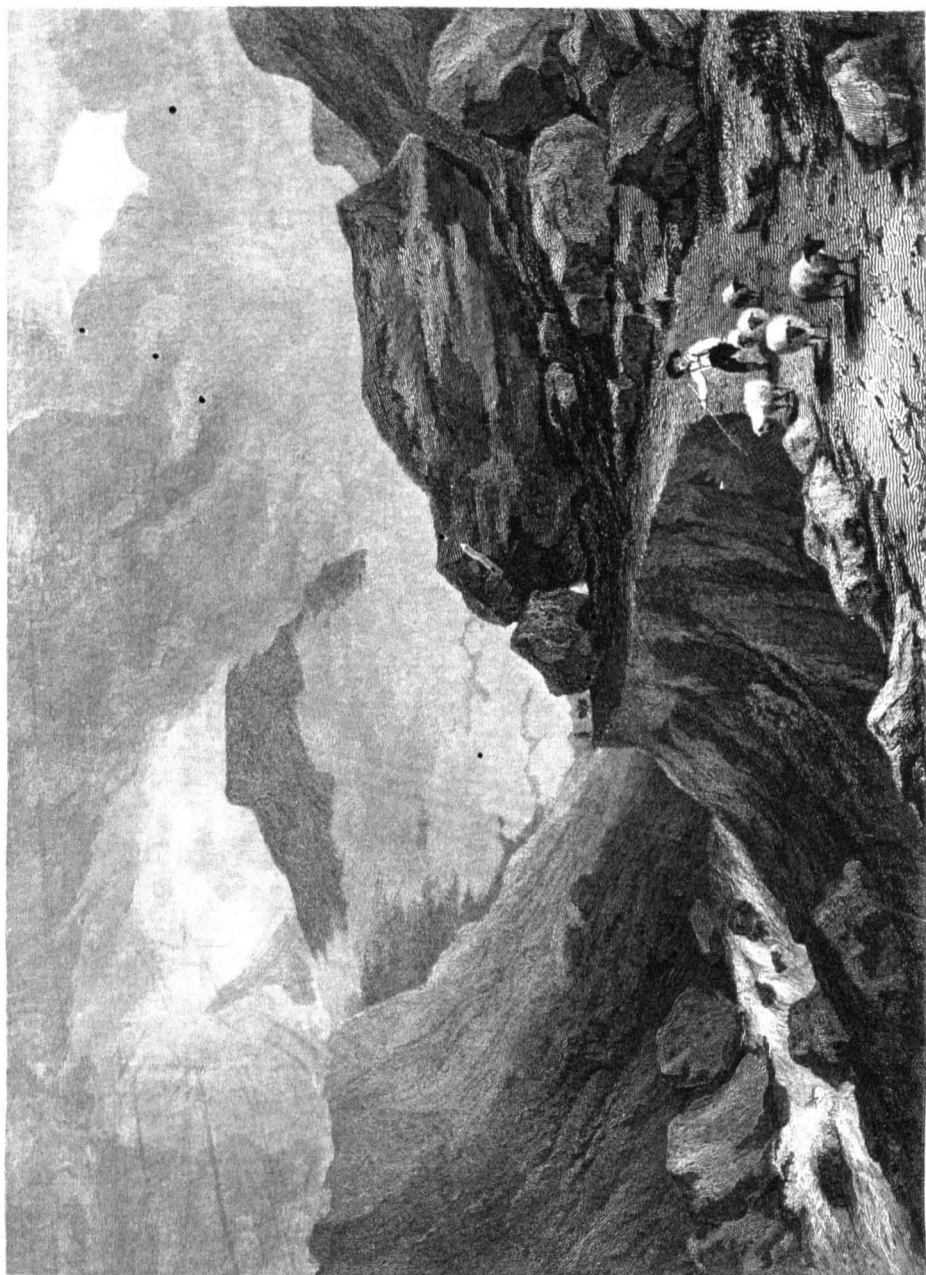
THE MOUNTAIN OF THE MONKS

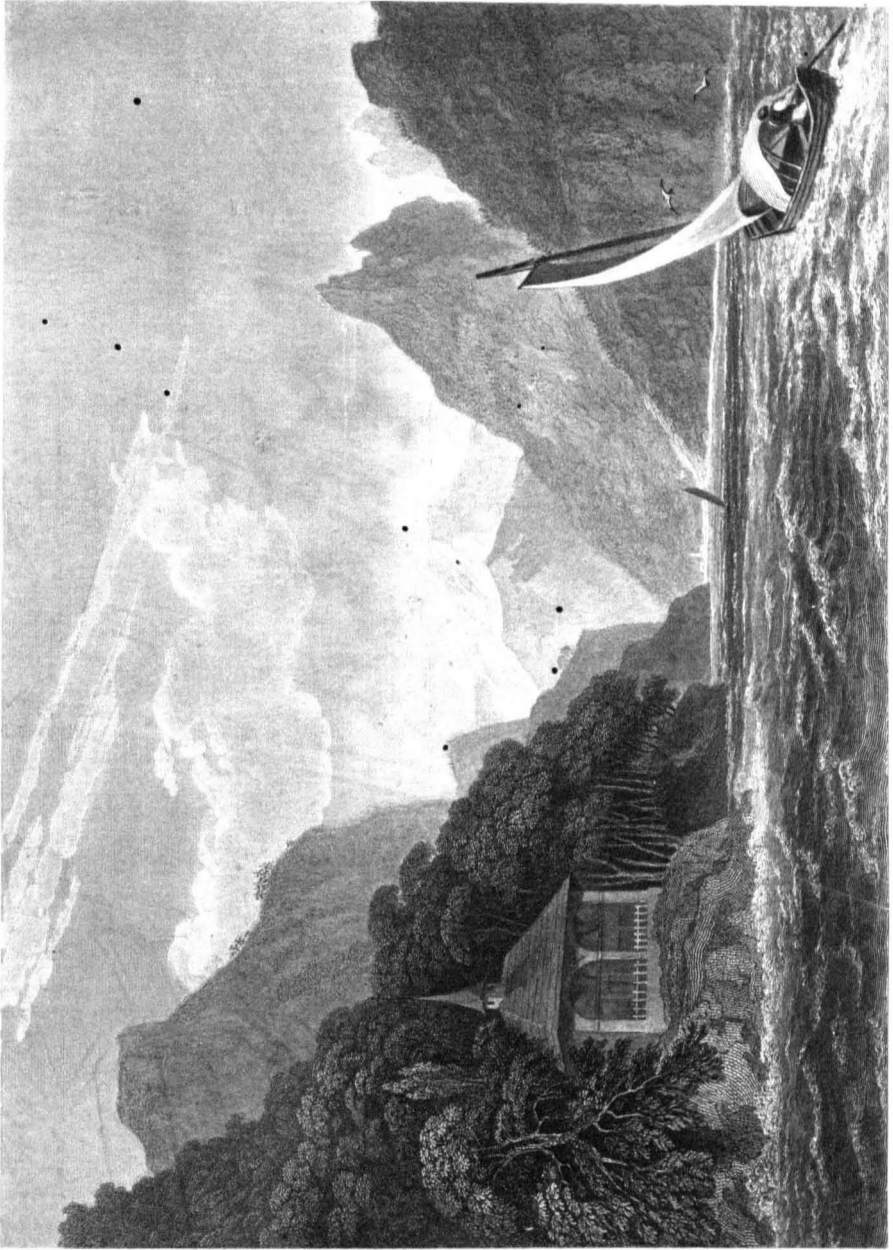












Engraving by J. B. Goussier