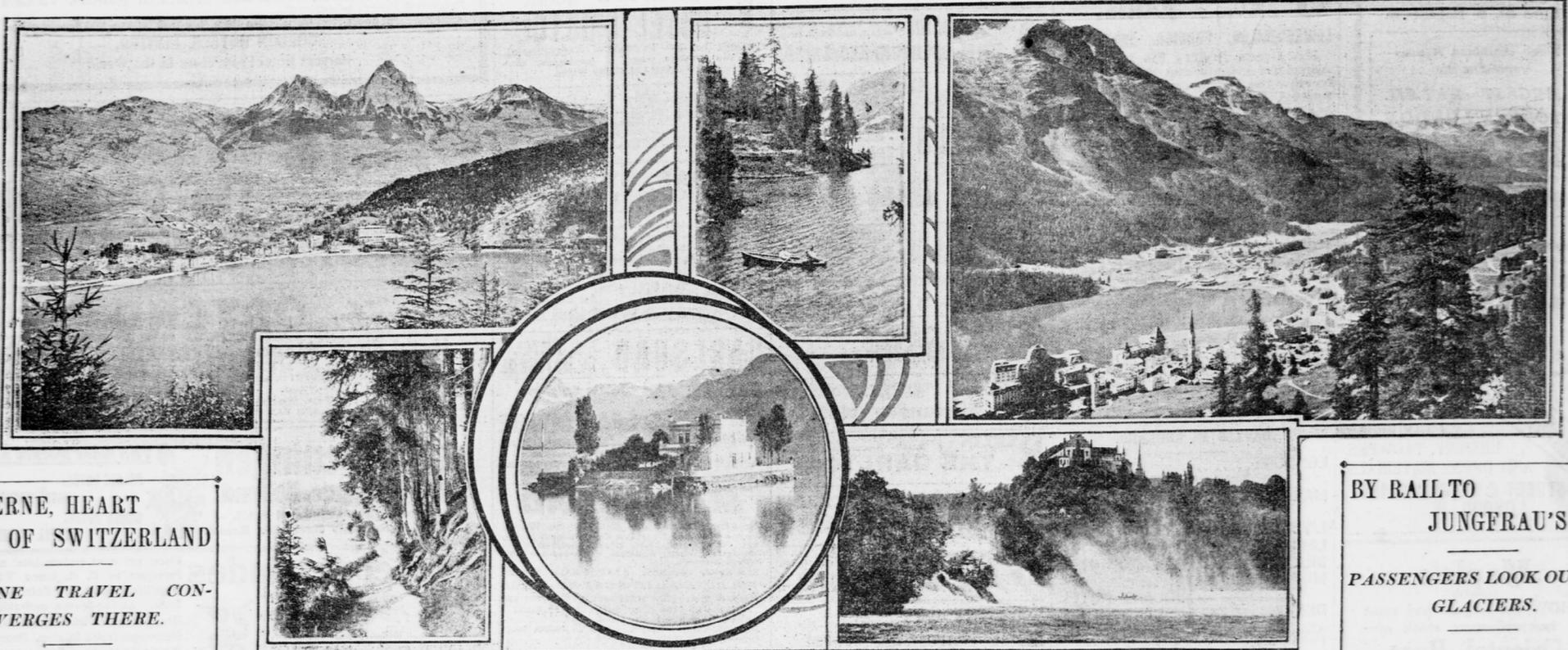


# The Mountains and Lakes of Switzerland

THE FINE OFFICES OF THE SWISS FEDERAL RAILWAYS - BERNE



## LUCERNE, HEART OF SWITZERLAND

ALPINE TRAVEL CONVERGES THERE.

Within Easy Reach of Some of Nature's Most Magnificent Works—Rigi and Pilatus.

Lucerne is situated in the heart of Switzerland and within striking distance of the most magnificent scenery in the Alps. It is a point to which the thousands of travellers converge at some time or other, whether they be north or south, east or west. From Constance and Zurich, Basle and Oten three main lines of railway bring the traveller to Constance or take him from it. Constance is the northern terminus of the St. Gothard Railway, which brings the tourists from the sunny south. Between 250,000 and 300,000 travellers visit Lucerne each year, and not a few of them spend all their time amid its surrounding scenic beauties. On one side stands the Rigi, on the other Pilatus, while between them lies the Lake of the Four Cantons, which brings the tourists from the sunny south. Between 250,000 and 300,000 travellers visit Lucerne each year, and not a few of them spend all their time amid its surrounding scenic beauties. On one side stands the Rigi, on the other Pilatus, while between them lies the Lake of the Four Cantons, which brings the tourists from the sunny south. Between 250,000 and 300,000 travellers visit Lucerne each year, and not a few of them spend all their time amid its surrounding scenic beauties.

The moment the tourist steps from the station he sees on his left the green slopes of the Rigi. In front is the lake and the town, with its picturesque towers, and on the right the rugged summit of Pilatus. That part of Lucerne which fringes the lake has a modern aspect, with its hotels, villas and country houses interspersed among luxuriant gardens. The quay is the fashionable promenade at Lucerne, with its lake view and border of shade trees. There are more than seventy hotels in Lucerne, which give accommodation for all classes of tourists. The wealthy find the luxury to which they are accustomed, and those of leaner purse comfortable surroundings at moderate expense.

On the quay is a toposcope indicating the names of the various peaks that are to be seen in the distance and of the villages and chateaux on the lake shore. On the quay, too, are swimming baths, where a plunge may be taken into the cool waters of the lake. In the Kurhaus there is a band of thirty performers, a theatre where light comedies are produced and where dancing may be enjoyed.

One of the shortest railways in the world is to be found at Lucerne. It is a cable railway 166 yards in length, but the gradient is 33 in 100. It takes the tourist to the top of the Grotto, from which is obtained a superb view of the scenery surrounding Lucerne.

Two miles distant from Lucerne, and reached by electric tramway, is the village of Kriens, nestling among the orchards at the foot of Pilatus. This trip gives a delightful view of the Rigi. If one is a golfer, he gets on an electric train at Kriens and goes to the Kurhaus Sonnenberg, beneath which are the Lucerne links and clubhouse, covering 272 acres.

Rowing, sailing and motor boats can be hired for trips on the lake, and one can make excursions to various points on the Lake of the Four Cantons. Lucerne abounds in walks and drives and the handiwork of nature that is at once beautiful and awe-inspiring, and there are delightful excursions to be made, occupying a day or a half day, as one chooses, to the picturesque little towns on the right and left banks of the lake.

**THE RIGI.**  
The Rigi, one of the most famed of Switzerland's peaks, is like an island peak, situated, as it is, between three lakes. A day spent on the Rigi may well mark a red letter occasion on the tourist's calendar, even though he is not a devotee of mountain climbing. There are a number of footpaths leading up the Rigi, for not only every steamboat station at the foot of the mountain, but all the St. Gothard Railway stations in this district have their own particular path to the heights. The shortest but steepest of these routes leads the climber to the Kulm from Küssnacht or Immensee in three hours. All the others, with the exception of the Vitznau path, take half an hour longer. The paths from Weggis and Goldau are the most used, easy to find, and are kept in the best of condition. With railways at hand, however, it is no wonder that comparatively few tourists essay the climb. The mountain railways of Switzerland stand among the world's greatest achievements in engineering, and those of the Rigi are in the front rank.

The Vitznau-Rigi line, the first of the Swiss mountain lines, attains an elevation of 4,285 feet above the lake, with a mean gradient of 19 in 100. As seated in the comfortable chair, the tourist leaves chestnut groves behind. When Rigi-Staffel is reached there is spread before the eyes the panorama of the hill country of Northeastern Switzerland, with its lakes, stretching northward as far as the Jura, Black Forest and Vosges mountains. Rigi-Staffel is the center of the Rigi traffic, with two large hotels. Here the Arth-Rigi line joins the Vitznau line, and runs side by side with it to the summit. The Arth-Rigi, an electric road, starting from Goldau, ascends the sides of ravines, plunges into tunnels and crosses bridges and viaducts, until it reaches the grandeur of the mountain heights, until it reaches Rigi-Staffel, stopping on the way at Rigi-Klätterli, where, in a delightfully sheltered valley, tourists who intend to spend some time on the Rigi find ample accommodations.

peaks. Once here, there are numerous short climbing trips to be made, easily within the power of the average traveller, in which the scenic beauties are brought closer to his eye. One of the most southerly of these is the ascent of the Rigi Hochfuh, 5,584 feet, the southernmost summit of the Rigi. This trip occupies two hours and a half.

Mount Pilatus is another steep which attracts the traveller who stops at Lucerne. The ancient Swiss people, the peaks and gorges of this monster rock with good and evil spirits, and few of them essayed to conquer its dizzy heights. The modern, however, can ascend it by foot or by railway from Alpnachstad. There are eight or nine summits on Pilatus, but the one which commands the finest view is the Esel, 6,902 feet. The ascent of Pilatus is generally made from Hergiswil or Alpnachstad,

although there are two other routes. Lucerne town and hills leading to the chain of the Jura mountains with its violet hues. On the Savoy side forests clothe the mountain sides, which approach nearer to the shore.

A tour of the lake begins at Geneva, divided into two unequal parts by the river Rhone. In the distance are the Alps, the Mont Blanc and the Juras. Worthy of the tourist's attention in Geneva are the Academy, St. Peter's Cathedral, the theatre and conservatory of music, the old arsenal and the English garden.

### A TRIP TO ENGELEBERG.

One of the trips Swiss tourists cannot afford to miss if they are at Lucerne is that to the canton of Unterwalden and the famous Engleberg. Steam-

er is taken to Stansstad, and there an electric railway, unless one prefers foot (four hours) or carriage (three hours). The first station is Stans, the birthplace of the Swiss patriot Arnold Winkelried, whose heroic death at Lempach enabled his countrymen to gain a brilliant victory over the Austrians. The Buchsberhorn, on the left, and the Stanserhorn, on the right, guard the valley of Engleberg, which the road next enters, and the Walenstock and Titlis are seen rising in the background.

The scenery becomes more and more picturesque, and, after passing through a beautiful wood, heights are reached from which are revealed the Titlis, the Spannörter and the romantic valley set in snow-crowned mountains. At its further end is the village of Engleberg, famous for its pure air and

bracing climate, and its mountain panorama. Here that beautiful sky painting of nature, the Alpine glow, is observed with great frequency.

The ascent of Titlis, though the peak is 10,658 feet high, requires seven hours of strenuous climbing, but the ascent to the snowy crest is not a dangerous one. The start is generally made late in the afternoon, and the Pfaffenwald is climbed by evening. The night is spent on the Tribsealp in a small inn or chalet, and Titlis conquered in the early hours of the morning. The summit commands a panorama extending from the Sants to the Matterhorn and from Monte Rosa to the Vosges and Black Forest, thus embracing the Swiss Alps, the north of Switzerland and part of South Germany.

### ZERMATT AND THE MATTERHORN.

Among the snow-capped giants of the Bernese Oberland stands out the Matterhorn, of world-wide fame, the heart's desire of the most daring mountain scalars, and the grim reaper who has taken toll in the lives of many daring spirits who have essayed to conquer its dizzy heights, glaciers and couloirs. The Matterhorn has made Zermatt famous as a mountain resort, not only for climbers, but for tourists in general. Zermatt is only sixteen hours from Paris, and two hours and a half of this ride is spent on the mountain railway from Viège, at an elevation of 2,155 feet, to Zermatt. The distance is short, twenty-one and one-half miles, but the train gradually mounts 3,300 feet higher than its starting point. On leaving the Rhone Valley, the road follows the right bank of the River Viège and crosses a 221-foot viaduct 144 feet above the ravine of Mühlebach, before reaching Kalpetran, which lies in a green valley expanse.

As the journey is resumed the mountains rise more abruptly, and presently St. Nicolas, 2,678 feet, is reached. Many tourists spend several days here before going to Zermatt. Randa, 4,741 feet, will focus the attention of the student of glaciers, for here are the Bies Glacier, descending from the Wetshorn, and the Fests Glacier, on the slopes of the Dôme, and the Nadelhorn. "A little village, surrounded by green pastures, many colored rocks and the dazzling whiteness of eternal snows," thus one enthusiastic tourist has described Zermatt. Its larchwood chalets, burned brown by the sun, are being surrounded by modern structures, and the traveller who wants his London newspaper or his cocktail can get it. The Matterhorn, however, is the lodestone that draws tourists to Zermatt, even as the Jungfrau attracts them to Interlaken.

The mountain excursions furnished by Zermatt are many in number and variety. There are lesser peaks for the timid and unskilled, and those which try the skill and courage of the most ambitious and adventurous. One of the highest electric railways in the world takes the tourist to an elevation of 10,289 feet up the Gornergrat. This is a journey of an hour and a half from Zermatt.

## BY RAIL TO JUNGFRAU'S TOP PASSENGERS LOOK OUT ON GLACIERS.

Sunset and the Alpen Glow at Eiger-gletscher—Searchlight Reveals Distant Peaks.

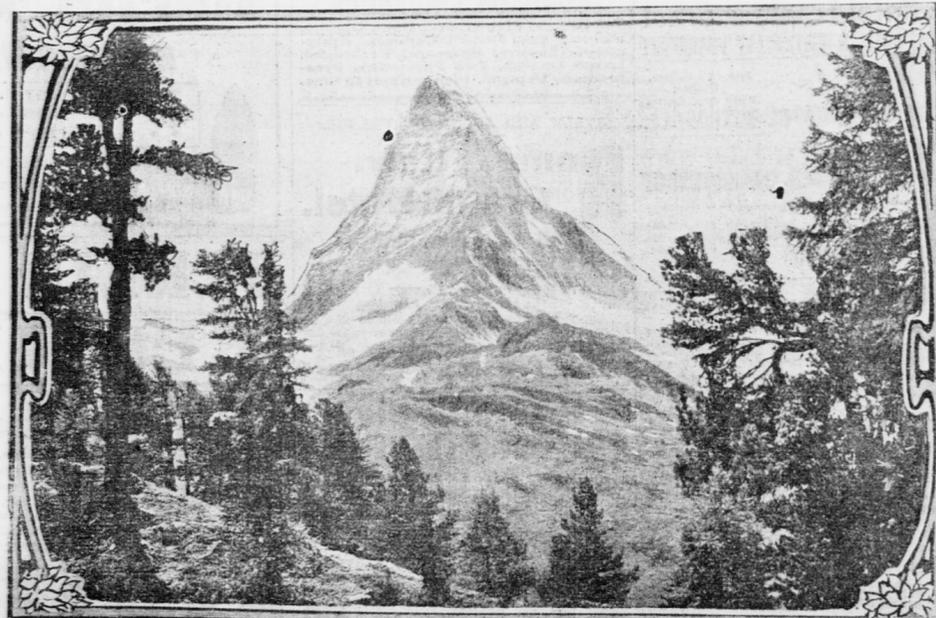
To many who have travelled through all the high ways and byways of Switzerland the Jungfrau, in the Bernese Oberland, is the mountain par excellence for splendor of view. Like the Rigi, it has yielded to the ingenuity of man, and points which a few years ago were inaccessible even to the most skillful and daring climbers are now, thanks to the Jungfrau railway, within reach of the tourist whose alpenstock has served only as a den ornament. It was in 1890 that three projects for a Jungfrau railway were put forth. Trains from Interlaken, whence the excursion to the Jungfrau may still be said to begin, had already made their way to Grindelwald and Lauterbrunnen by the valleys of the Zuel-Lütchlinen, taking tourists to the feet of the giants of the Bernese Oberland. It was not until 1892, however, that a feasible plan was put forward and carried to execution. This was to start the Jungfrau railway where the Wengernalp railway reached its greatest elevation on the Wengernalp. This railway, opened in 1893, runs over a ridge connecting Lauterbrunnen with Grindelwald by the Wengernalp (Kleine Scheidegg Pass).

The highest point of the Wengernalp railway is Kleine Scheidegg, in itself one of the gems of the High Alps, and here the railway trip up the Jungfrau begins. Green and flowery meadows far up the surrounding valley and the blossoms of the blue and yellow gentian, alpenrose, arnica solanella, Alpine asters, primulas and campanulas undulate in the breeze. At the bottom of the undulate is the village of Grindelwald, and in contrast to the wooded heights of the Jungfrau, the Jungfrau begins. Green and flowery meadows far up the surrounding valley and the blossoms of the blue and yellow gentian, alpenrose, arnica solanella, Alpine asters, primulas and campanulas undulate in the breeze. At the bottom of the undulate is the village of Grindelwald, and in contrast to the wooded heights of the Jungfrau, the Jungfrau begins. Green and flowery meadows far up the surrounding valley and the blossoms of the blue and yellow gentian, alpenrose, arnica solanella, Alpine asters, primulas and campanulas undulate in the breeze.

Not infrequently the Wengernalp railway has carried more than three thousand tourists to Kleine Scheidegg in a day. Eigergletscher, Eigerwand and Eismeer are the first objective points. The electric locomotives are said to be the finest mountain engines in the world. Whether ascending or descending, they cannot exceed a speed of five and a half miles an hour. If this speed is exceeded automatic brakes bring the train to a stop. Each train is made up of a locomotive and two cars, each seating forty passengers. The start keeps the Valley of the Lauterbrunnen on the right and that of Grindelwald on the left. Emerging from a short tunnel, the glaciers and ice covered slopes of the Eiger, the Mönch and the Jungfrau are seen only a stone's throw away. Perhaps the tourists will see a huge mass of ice detach itself from one of these slopes and fall with thunderous crash into the valley of Trimmleten. When the Eigergletscher station is reached the travellers may descend a moraine to the Eiger glacier and visit a grotto eighty-seven yards in length which has been excavated in it and is illuminated by candles. Or perhaps they are led by guides to a verge of crevasses 150 feet deep. Though tourists may be the hottest day of the summer, some tourists are riding in hand sleighs on the glacier and others are trying to maintain their dignity and equilibrium on the slippery surface.

Sunset at Eigergletscher is one of the unsurpassed beauties of Switzerland. The golden disk is seen gradually gilding the summit of the Schilthorn and then disappearing behind it. Suddenly from this mountain rays of fire shoot out, following the lines of the horizon. Superb are the color tints, a thousand variations of red, yellow, orange and violet standing out distinctly, yet merging into a harmonious whole. By degrees the light fades into a uniform gray tint. The snow takes on a roseate hue, while blue mantles the depths and valleys. The roseate shade gives way to a light blue, and soon a ghostly pallor spreads over all. But not for long. From the Schwarzhorn, from the Faulhorn and the Wetterhorn, comes the alpenraube, or Alpine glow. The Eiger, Mönch and Jungfrau stand out in fiery red.

Soon after leaving Eigergletscher the train enters the great illuminated tunnel, six miles long through the solid rock. The tunnel, expanded into the station of Eigergwand, 8,419 feet above the sea, a station blasted out of the very heart of a mountain. In the north wall of the station are apertures twenty feet wide, commanding an extensive view of the surrounding mountains. With telescopes enlarging 108 times, furnished by the railroad company, the traveller can see the hotels on the Rigi, Pilatus, Stauserhorn and Faulhorn, and can even discern the tourist's around them. In the evening a searchlight of 84,000,000 candle-power throws its beams on the neighboring peaks, which also have searchlights, and there is an exchange of salutes. In reaching the next station, Eismeer, 10,319 feet above sea level, the train, still in the tunnel, describes a curve of 555 feet radius, and here the station was hewn out of the solid rock, and here the traveller can mail a picture postal card. Here he sees at close quarters the eternal snow of the great peaks.

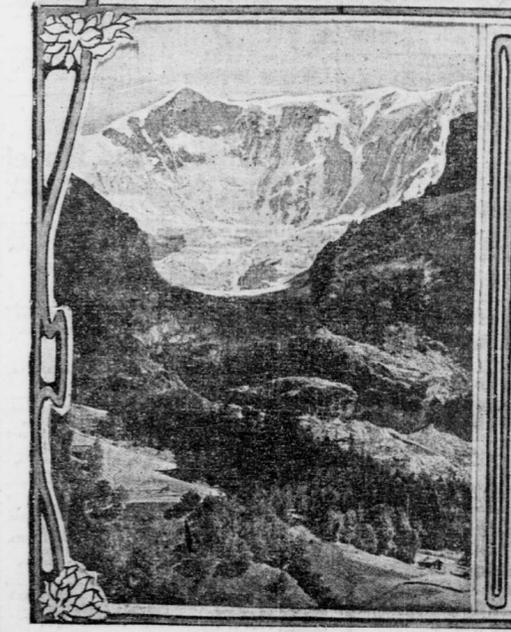


THE MATTERHORN.

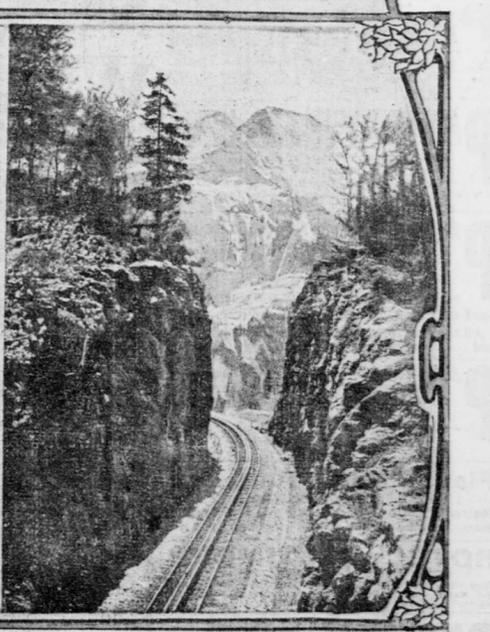
lists, for the most part, choose the Hergiswil path, reaching that station either by the Brunig Railway or by one of the lake steamers. The path winds upward past farmhouses, meadow lands and fir woods, and leads to the Hotel Kilmsenhorn. Here a path, partly cut in the rock, takes the traveller to the precipices of the Oberhaupt. Then he climbs a ladder in a curious natural cavity and reaches the crest of the mountain, where rest and refreshment await him at the Pilatus-Kulm, or Bellevue Hotel. From either of these the Esel is only seven minutes distant.

Practically the same route is followed by the Pilatus railway. The road is 5,000 yards in length, and reaches Pilatus-Kulm an hour and twenty-five minutes after the start. The tourist is at a loss as to which most deserves his admiration, the daring of the builders of this road or the mountain fastnesses through which they tunneled and the rocky chasms which they bridged. One mounts a staircase from the Pilatus-Kulm, and in five minutes stands on the open summit of the Esel, which rises like a tower from the rocky ridge below. The majesty of the scene almost stuns one. Stretched out in long, ragged lines are the peaks of the Bernese Oberland. Rearing their heads among them like the monarchs that they are are the Mönch Eiger and Jungfrau.

From the Pilatus-Kulm a balustraded path, partly blasted from the solid rock, leads in three-quarters of an hour to the Tomschhorn, 6,588 feet, the highest part of the mountain, and commanding a more extensive view than the Esel.



LOWER GRINDEWALD GLACIER (BERNESE OBERLAND).



BRUEMIG PASS (BERNESE OBERLAND).