

JUNGFRAU RAILROAD

LINE BEING BUILT TO TOP OF HIGH ALPINE PEAK.

Greatest Mountain-Climbing Feat Ever Attempted—Stations Hewn Out of Solid Rock—Survey Daring in Itself.

Luzerne.—An electric railway is being laid out to the top of the Jungfrau, that great Alpine peak of the Bernese Oberland which towers with its eternal snows 14,000 feet above the level of the sea. It is the greatest mountain-climbing feat ever attempted by a railroad. Already the railroad is in operation up to Elmeier station, which is at an altitude of more than ten thousand feet. The work on the completion of the line is being pushed steadily, all the engineering problems having been solved, and before long the traveler, with no physical effort



of his own, will be able to stand on the summit of the Jungfrau and see the Alps below and around him.

This daring project really is an extension of the Wengernalp railroad which for some time has run from Interlaken up to Schmeldegg, a station more than six thousand feet above the level of the sea. The projector of the enterprise was Adolf Guyer-Zelber, who died in 1889, leaving his work to others. When the project first was laid before the Swiss government it was thought that it might be dangerous to health if not to life to transport tourists in so short a time as the railroad would take to make the trip to such an altitude as the top of the Jungfrau, on account of the rarefied state of the atmosphere at such a height. This sudden change was feared to be perilous, but experts were called in who decided that a short stay at the altitude of the peak of the Jungfrau would not affect the ordinary man in good health. So the concession was granted.

Beyond the station where now the trains stop at Elmeier the line of the road runs for nearly all the way through a great arched tunnel cut in the solid rock. A considerable portion of this tunnel has been completed, and along it have been excavated great rock stations, some of considerable size.

The survey for the Jungfrau line was a task wonderful and daring in itself. It was in the construction of the great tunnel that the chief problems came in. Some places which had to be surveyed for this tunnel were absolutely inaccessible and the engineers resorted successfully to a process known as photogrammetry, or laying out the section accurately from photographs taken from a distance.

As the line of the road beyond Elmeier glacier is through a region of perpetual ice and snow, glaciers and avalanches, the railway could not of course be built in the open. As it was impracticable to go over the mountain side the engineers determined to go through it and so laid out and have partially completed a covered route above which the avalanches can thunder, the snows accumulate and the glaciers move all they want without damage to the railway. From the station at Scheidegg to the Elger glacier the railway runs in the open with the exception of one short tunnel, and as the train skims along the top of the

pass a magnificent view is presented of the mountains and valleys, the snowy peaks, the deep gorges, the gleaming ice fields of the Alps. The number of huge and well-known mountains which can be seen from this section of the railway is remarkable. At Elgerwand, the next station on the line, one is fairly out upon the great slopes of the Eiger and seems to have entered a region of arctic snow and ice. All around is the Alpine solitude, broken only by the rumble and crash of some distant falling avalanche may be, or the sound of some stream issuing from the glaciers. This station at Elgerwand, like all those which follow it on the route, is a large room hewn out of the living rock.

At Elmeier is the largest of these rock-hewn stations. It not only is a station, but a hotel, for there are bedrooms for tourists who care to undergo the strange experience of passing a night there. The hotel windows, cut through the mountain side, overlook the valley. These windows open onto balconies, temporary affairs that can be taken in and stowed away when the storms of winter stop operations on the railroad.

WIRELESS TO STEER TORPEDO.

Young Bostonian Harnesses Ether Waves for Duty Under Water.

Boston.—An ingenious young man of Charlestown, the district of Boston that produced the inventor of the electric telegraph, is confident that he has discovered just how to harness Hertzian waves, so as to employ them in making submarine torpedoes dirigible and dischargeable at the behest of an operator aboard ship or on shore. Patent rights have been applied for by this young experimenter, whose name is Charles A. Logue, Jr.

Mr. Logue, who is a student at Boston college, and 21 years old, has for years been interested in scientific



CHARLES A. LOGUE, JR.

inquiry, and since the first practical achievements in wireless telegraphy has devoted a great deal of attention to the study of ether waves and their possibilities. After months of diligent effort he succeeded, some months ago, in influencing the course of a mock torpedo in a tank of water. After many trials he succeeded at last in steering the tiny craft in the tank in any desired direction, and when the attention of William J. Doolan, a torpedo expert at the Charlestown navy yard, was directed to it, Mr. Doolan made an examination and decided to take a working model of the apparatus to Washington.

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Every time the owner of a pocket knife sees a grindstone he thinks it is up to him to get busy.

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