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COOK'S  
TOURIST'S HANDBOOK  
FOR  
SWITZERLAND.



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- Cook's Tourist's Handbook for Galilee and Syria.** Price 6s. With Maps.
- Cook's Guide to Burma.** Price 1s. With Map and Illustrations.

## P R E F A C E.

THE present Edition of our HANDBOOK FOR SWITZERLAND has been carefully revised. The notices of the principal towns have been brought up to date, and descriptions given of the many mountain railways and side tours most popular with visitors.

Concise information is afforded as to the main routes and principal places of interest, but, naturally, every little town or village is not described with the minuteness of larger and more expensive guide-books.

Special care has been taken to make this Handbook as simple in its arrangements as possible; and to print it so that it may be readable. Guide-books, however good, are comparatively worthless unless the information sought can be found without difficulty, and can be read while walking, or travelling in the railway-carriage. This book has been printed, therefore, in clear, legible type, with all objects of interest marked conspicuously, so as to readily catch the eye.

The Editor will esteem it a favour if those who use this book will kindly point out any inaccuracies they may detect, or alterations they may deem advisable; and any suggestions of a practical nature, for insertion in future editions, will be gratefully acknowledged.

THOS. COOK & SON.

LUDGATE CIRCUS,  
LONDON.

1908.





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### SPECIMENS OF TOURS.

*See* "Cook's Traveller's Gazette," published monthly, and "Cook's Programmes of Conducted or Independent Tours."

*N.B.—All railway, steamer, or diligence times and fares are subject to alteration without notice.*

A

# COOK'S HANDBOOK FOR SWITZERLAND.

## INTRODUCTORY.

**Best Time for Visiting Switzerland.**—From May to October. Mountain climbers will find the end of July and the months of August and September most suitable for their excursions.

**Luggage.**—As conveyance of luggage forms an important item in the expenses of a Continental tour, this “necessary evil” should be condensed as much as may be. If possible (for comfort), the tourist should only take a small trunk or valise, that he can carry in his hand. To those who cannot do this, a strong *leather* portmanteau is recommended. It should be of simple construction, and possess a good lock, so that it can be opened in an instant for Customs’ Examination. In France, as a rule, each passenger is allowed 66 lbs. of luggage free, in Holland and many parts of Germany 56 lbs., but in some districts of Germany, and in Switzerland, Belgium, and Italy, all luggage must be paid for (except that which the passenger carries in his hand), unless stated otherwise upon the ticket.

**Baggage Forwarding Department.**—Baggage, cargo, etc., will be collected by Thos. Cook & Son from any address, and stored, shipped, or forwarded to any part of the world. Baggage or effects of any description despatched by *Grande* or *Petite Vitesse* to all parts of the Continent at the lowest possible rates. Full particulars may be obtained from the Baggage Department, Ludgate Circus, and all Branch Offices.

**Passengers’ Baggage Insurance.** — Travellers using tickets issued by Thos. Cook & Son can have their baggage insured on payment of a small premium at their offices in Great Britain. The insurance covers all risks of the loss of passengers’ baggage, including loss by fire, theft, and pilfering whilst travelling by sea and land, also whilst staying at hotels



or travelling between hotels and railway stations, etc. Insurance can be effected for amounts of £20 and upwards. Jewellery, *if not placed in the registered baggage*, is covered by this insurance. Special insurance can be effected for jewellery of greater value. Full particulars can be obtained at any of the offices of Thos. Cook & Son in Great Britain.

**Custom House Examinations** are generally made at the station nearest the frontier. Passengers must always be present at the Custom House Examinations, and hand their keys to the examining officer. The Customs' Examination is one of the greatest drawbacks to the pleasures of foreign travel, but passengers will do well to remember that civility costs nothing, and may obtain much, and that the Custom House Officers are merely performing a *duty*, perhaps as disagreeable to themselves as to the traveller. The following is a list of some of the stations at which baggage is generally examined:—

Bâle, Switz.	Domodossola, It.	Lugano, Switz.
Bellegarde, Fr.	Flushing, Holl.	Modane, Fr.
Brigue, Switz.	Geneva, Switz.	Paris, Fr.
Chiasso, Switz.	Hook of Holland.	Schaffhausen, Switz.
Constance, Baden.	Iselle, Italy.	Splügen, Switz.
Delle, Switz.	Lausanne, Switz.	Vallorbe, Switz.

And the various Sea and Channel Ports.

**Passports** are not at present really required by British travellers on the Continent (except for visiting Russia and Turkey), but at the same time a passport is frequently useful, in order to obtain admission to certain Museums, to obtain letters from the *Poste Restante*, and to establish identity whenever required. The cost of passports is very trifling, and they may be obtained, if desired, through Thos. Cook & Son.

*Note.*—Travellers who intend residing at any one point in Switzerland for a *month or more* must, however, provide themselves with a passport, in order that they may take out a "Permis de Domicile," costing 3 fr. Children sent to school in Switzerland must be provided with passports.

**Language.**—So many thousands flock annually over most of the routes described in this book, that nothing save the mother-tongue is absolutely essential. English is spoken in all the principal hotels, and interpreters may be met with at the principal railway stations. Of course a knowledge of French

and German will prove of great advantage, and those who explore remote regions will find it indispensable; but no one need hesitate to visit Switzerland on the score of not knowing anything save English. An hour or two spent in learning French and German numerals and a few phrases will enable them to combat cab-drivers and others who might be disposed to impose upon them. "The Tourist's Shilling Conversational Guide," in English, French, German, and Italian, by Dr. J. T. Loth, will be found useful. (Sold by Thos. Cook & Son, Ludgate Circus, and at any of their Branch Offices.)

**German** dialects are spoken in about three-fourths of Switzerland. In Geneva, Vaud, Neuchâtel, and parts of Berne, Fribourg, and Valais, **French** is the language (written and spoken) of the educated classes. (Holiday Courses for instruction in French, mostly in the summer months, are held at Geneva, Lausanne, Neuchâtel, and Berne.) In Ticino, and some of the southern valleys of the Grisons, **Italian** is spoken. The dialects known as Romansch and Latin prevail through about half the Grisons.

**Money.**—Messrs. Thos. Cook & Son issue Letters of Credit and Circular Notes of the value of £20, £10, or £5 sterling, which are accepted at all their agencies, hotels, and correspondents in every part of the world. The chief advantages are safety, as they cannot be cashed without the holder's endorsement, and convenience, as they can be cashed at any hour, in small sums of the currency of each country at the full rates of exchange. Foreign money can also be obtained of Thos. Cook & Son.

The following tables will be found useful:—

SWITZERLAND.

*Monetary Unit—the Franc of 100 Centimes.*

Bronze—1 centime, 2 centimes		s.	d.
Nickel—5 centimes	... ..	=	0 0½
„ 10 „	... ..	=	0 1
„ 20 „	... ..	=	0 2
Silver—50 „	... ..	=	0 4¼
„ 1 franc	... ..	=	0 9½
„ 2 francs	... ..	=	1 7
„ 5 „	... ..	=	4 0
Gold—20 „	... ..	=	16 0

## INTRODUCTORY.

Notes of 50, 100, 500, and 1,000 francs are issued by the Federal Bank under arrangements with the Government, and are available throughout Switzerland.

The silver coins bearing the figure of Helvetia in a sitting position, with the exception of the 5-franc pieces, are no longer current.

## FRANCE.

*Monetary Unit—the Franc of 100 Centimes.*

				s.	d.
Bronze—	5 centimes	...	...	=	0 0 $\frac{1}{2}$
"	10 "	...	...	=	0 1
Nickel—	25 "	...	...	=	0 2 $\frac{1}{2}$
Silver—	50 "	...	...	=	0 4 $\frac{3}{4}$
"	1 franc	...	...	=	0 9 $\frac{1}{2}$
"	2 francs	...	...	=	1 7
"	5 "	...	...	=	4 0
Gold—	10 "	...	...	=	8 0
"	20 "	("Napoleon" or "Louis")	...	=	16 0

Notes are issued by the Bank of France for 50, 100, 500, and 1,000 francs and are legal tender, and at par with gold.

## ITALY.

*Monetary Unit—the Lira of 100 Centesimi.*

				s.	d.
Copper—	5 centesimi...	...	...	=	0 0 $\frac{1}{2}$
"	10 "	...	...	=	0 1
Nickel—	20 "	...	...	=	0 2
"	25 "	...	...	=	0 2 $\frac{1}{2}$
Silver—	1 lira	...	...	=	0 9 $\frac{1}{2}$
"	2 lire	...	...	=	1 7
"	5 "	...	...	=	4 0
Gold—	5 "	...	...	=	4 0
"	10 "	...	...	=	8 0
"	20 "	...	...	=	16 0

The money in general use is a paper currency in notes of 5, 10, 25, 50, 100, 500, and 1,000 lire. Gold is invariably at a small premium.

## GERMANY.

*Monetary Unit—the Mark of 100 Pfennige.*

						s.	d.
Copper—	1 Pfennig,	2 Pfennige					
Nickel —	5 Pfennige	...	...	...	=	0	0 $\frac{1}{2}$
"	10 "	"	...	...	=	0	1 $\frac{1}{4}$
"	20 "	"	...	...	=	0	2 $\frac{1}{2}$
Silver —	50 "	"	...	...	=	0	6
"	1 Mark	...	...	...	=	1	0
"	2 Marks	...	...	...	=	2	0
"	3 "	(Thaler)	...	...	=	3	0
"	5 "	"	...	...	=	5	0
Gold —	10 "	"	...	...	=	10	0
"	20 "	"	...	...	=	20	0

Notes of 5, 20, 50, 100, 500, and 1,000 marks are issued by the State, and are at par with gold.

**Time-Tables.**—The official time-tables of the railway companies, sold at most of the railway stations in Switzerland, should be consulted at every available opportunity, as alterations are constantly taking place; and, though such alterations are carefully watched, it is impossible for any general timetable to guarantee complete accuracy. "Cook's Continental Time-Tables, Tourist's Handbook, and Steamship Tables" is published monthly at 1s., post free 1s. 3d.

**Railway Time in Europe.**—In Switzerland, Germany, Austria-Hungary, Italy, Servia, Denmark, Norway, Sweden, and W. Turkey, railway time-tables are made out in Mid-European Time (one hour *in advance of* Greenwich time); in Holland, Belgium, and the United Kingdom, in W. European (Greenwich) time; in Bulgaria, Roumania, and E. Turkey, in E. European time (one hour *in advance of* Mid-European time, or two hours *in advance of* Greenwich); France still has Paris time\*; Norway, Christiania time; Greece, Athens time; Russia, Petersburg, Moscow, or Warsaw time.

**Postage.**—The postage on letters from England to any country in the Postal Union on and after October 1, 1907, is 2 $\frac{1}{2}$ d. not exceeding 1 oz.; Post Cards, 1d.; Reply Post Cards, 2d.; Newspapers,  $\frac{1}{2}$ d. per 2 ozs.; Books,  $\frac{1}{2}$ d. per 2 ozs. The return postage is the same, as nearly as the moneys and

\* About 9 minutes *in advance of* Greenwich, although French Railway Time is only 4 minutes *in advance of* Greenwich.

weights of the country will allow. For example, letters from Switzerland are 25 c. for 30 grammes. Post Cards are 10 c. ; Newspapers are 5 c. for 50 grammes. Within the Union, prepayment by postage stamps of the country from which the letter is sent is compulsory. If a letter be insufficiently prepaid, the extra charge is double the deficiency. English stamps, etc., can be used only in the United Kingdom ; in Switzerland, Swiss stamps must be used, and so on. For Registered Letters *2d.* extra is charged. New International Reply-Coupons (value  $2\frac{1}{2}d.$ ), with which to prepay *replies* to letters between any two countries in the Postal Union, came into use on 1st October, 1907.

**Letters** from friends in England to persons travelling on the Continent should be sent to Cook's Offices or to hotels previously arranged, at fixed dates, in preference to the Postes Restantes. The Poste Restante is a very useful institution, but Messrs. Cook & Son have had brought to their notice many cases of letters and valuable parcels having been lost when directed to the Postes Restantes.

All letters should be addressed very legibly, particularly the *Christian Name* and *Surname*, which latter should be UNDERLINED, omitting "Esquire," "Bart.," or other title, which Officers of Foreign Post Offices are apt to take for a name. As foreigners often find great difficulty in reading English writing, and especially in the pronunciation of English names, persons applying for letters should present their *cards* with their names printed or written plainly.

**The Swiss. Postal Authorities** will not accept any responsibility with regard to Registered Letters, Remittances, etc., which have been delivered against proper receipt to Hotel-keepers, to be handed to Travellers. It is desirable that those who may be recipients of Registered Letters, Remittances, etc., should be provided with a document to prove their identity. There is nothing better than a Passport for this purpose (see p. 2).

**Telegrams.**—The tariff for a telegram within Switzerland is  $2\frac{1}{2}$  c. for each word, plus a fixed charge of 30 c. each message ; to England, 29 c. for each word ; to France, 10 c. for each word ; to Italy, 10 c. to 17 c. for each word : to Austria, 10 c. for each word ; to Germany, 10 c. for each word, and 50 c. for the telegram ; to the United States, 1 fr. 50 c.

and upwards for each word. Some 2,000 telegraph offices are now open, but telegrams may be handed in at *any* post-office, or at any railway stations on payment of an additional charge of 50 c.

**Gratuities** are given by some English and Americans with far too lavish a hand, and this practice is the cause of much annoyance to other travellers, and demoralizes the people in the countries visited. Porters carrying luggage will generally make extortionate demands. Ask Cook's Interpreter or the Hotel proprietor to pay them what is a fair sum. When visiting churches and galleries half a franc is quite enough for a couple of persons, as a rule, although this may sometimes be increased to a franc. A *sou*, or any small coin, is sufficient for the legions of beggars besetting one's way; and probably one franc put into the box of a local society for relief of the poor would be better spent than two francs distributed among them in *sous*. Make it a rule never to go out without a supply of small coins, however, but never use them lavishly. Let the Traveller make a favour of giving a *sou*, and he will be respected. Never give a *sou* to one beggar in the presence of another.

**Hotels** abound, and, as a rule, are good. Unfortunately, a system prevails abroad of charging fancy prices, and Hotel-keepers are not different from their brethren in other branches of business. An agreement should always be made, and even then it is well to have the bill every other day or so, in order to see how things are going.

**Cook's Hotel Coupons** now in operation on the Continent of Europe consist of four distinct series, specially arranged in order to meet the requirements of travellers of various nationalities, and in accordance with the system of hotel management, which varies in different parts of the Continent.

Series **A** provides for bedroom, lights, and service, plain breakfast or tea, and dinner at table d'hôte, at the uniform rate of 8s., or 10 fr. per day.

Series **B** provides for bedroom, lights, and service, meat breakfast, dinner at table d'hôte, at the rate of 8s. 9d. or 11 fr. per day.

Series **C**, or full board series, provides for bedroom, lights, and service, plain breakfast or tea, lunch at table d'hôte, and dinner at table d'hôte, at the rate of 10s. 6d. or 13 fr. per day.

Series **V** (16s. per day) and Series **W** (12s. per day) also provide for full board, but at a superior class of hotel to that of Series **C**.

Series **R** also provides for full board, but at hotels of the second class. These coupons are issued at 7s. 6d., or 9 fr. 25 c. per day, and particulars, together with the separate list of hotels at which they are available, are given in the Appendix.

The Table d'Hôte Lunch Coupon issued with Series **C** provides for the usual table d'hôte lunch at hotels where such is served, or for a lunch to the value of the Coupons at other hotels on the list.

These are the ordinary features of Continental hotel life, all else being regarded as extras, and as such they are left to be paid for by cash.

Special coupons are issued for high-class hotels in Paris, Vienna, Rome, and other cities, at rates which may be obtained on application at any of the offices of Thos. Cook & Son.

**Cook's Pension Tickets** enable the holder to select any class of accommodation at rates based on a minimum stay of five days at pensions in all parts of Great Britain and the Continent. The tickets are accepted at their full value in payment of accommodation at any of the boarding-houses or pensions named in the tariff-book supplied with them.

**Cook's Travelling Coupons** are now so well known and universally used that they need but little description. Suffice it to say, that if there are advantages in knowing of cheap, comfortable, and well-recommended hotels wherein to rest, there are a hundredfold more in having all the difficulties of travel made smooth. The most inexperienced may avail themselves of them without fear of not being able to get on, and the most experienced take them as the simplest and cheapest means of travelling.

**Guides.**—Certificated Guides may be found at all the principal centres for excursions on application to Cook's Agents or the hotel proprietors. The fee is regulated by official tariffs in all the Cantons. Guides are altogether unnecessary for such well-beaten tracks as the Rigi, Pilatus, Grimsel, Scheidegg, etc.; but for glacier routes, or difficult passes, they are invaluable. 'Twenty pounds' weight of baggage may be given to the guide to carry; but this is the limit, and it is best to give him as little as possible. The chief stations

for guides are Interlaken, Lauterbrunnen, Grindelwald, Meiringen, Martigny, Chamonix, Courmayeur, Zermatt, and Pontresina.

**Diligences, Carriages, Horses, or Mules.**—The Government diligence system of Switzerland is well organised. The fares are moderate, the coaches are fairly commodious and comfortable, the conductors and drivers civil. As a rule the coaches are composed as follows:—A *coupé* in front (for which a supplementary charge is made), holding two or three persons; the *intérieur* at the back, accommodating four or six passengers; and, in summer, the outside or *banquette*, for two persons. Additional carriages are supplied when the diligence is full and travellers are waiting. Each passenger is allowed from 22 lbs. to 33 lbs. of luggage, according to the nature of the route, and only small articles of baggage may be taken into the diligence.

A horse or mule generally costs from 8 to 12 fr. per day, plus a gratuity of 1 to 2 fr. for the attendant; but in some districts the man often costs as much as the horse or mule. On ordinary mountain ascents many travellers prefer walking to riding, and others avail themselves of the mountain railways now found in many parts of Switzerland. (See also p. 18.)

**Cycling.**—Swiss roads vary considerably in condition, but, generally speaking, are well constructed. Along the shores of the larger lakes and in the valleys cycling is easy and very enjoyable, but on the mountain roads and passes much walking and pushing one's machine is necessary. Every cycle must be provided with a bell and a brake. Lamps must be lighted at sundown. The machine should show maker's name or bear some means of identification, and should also bear a number stamped on the frame for the purpose of registration by Customs. The rule of the road is to pass to the right, the same as in France; but there are exceptions, and in Geneva, for instance, the rule of the road is to pass to the left. On Swiss railways cycles are treated as luggage, the charge being 6 centimes per 100 kilos per kilometre. Pamphlets containing information and notes for cyclists, with specimens of Independent Cycling Tours in Switzerland, may be obtained at any of the offices of Thos. Cook & Son.

**Churches** should be visited in the morning, as they are then open free, and can be viewed with greater pleasure on



account of the light. Moreover, it is a great saving in expense, as later in the day a fee is demanded or expected by the sacristan who opens them for visitors. It will not be taken unkindly by the tourist to be reminded that the many attractions in Continental churches sometimes cause him to forget that they are places of *worship*; and if for his own convenience and pleasure he visits them at times when they are frequented by worshippers, he should be careful to abandon the use of opera-glasses, guide-books, and other accessories, if they are likely to prove a hindrance to the devotions of others. Unfortunately this has been disregarded so much—and notably by English and Americans—that it has been found necessary in some churches to write over the entrance, “Honour is due in God’s house.”

**English Churches** are not specially mentioned in this work, as in every hotel frequented by the English notices are abundant in which the time and place of service are recorded. Changes are often made, too, both as regards the place and the time, according to the season of the year, but no difficulty will be found in obtaining accurate information.

*Railway, Diligence, and Steamer fares and time-tables are given subject to alteration without notice.*

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# SWITZERLAND.

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## ROUTES TO AND IN SWITZERLAND.

**Routes** should be carefully selected, and plans well digested, before starting; and in order to assist in this matter, all necessary information will be supplied at the offices of Thos. Cook and Son. Travellers will do well to consult Cook's "Traveller's Gazette," and Cook's "Programmes of Conducted and Independent Tours." Times of trains, &c., given are subject to alteration; the latest information both as to trains and steamers will be found in Cook's "Continental Time Tables, Tourist's Handbook, and Steamship Tables." (See also p. 5.) It will be sufficient to mention here the principal routes.

### (1) VIÀ PARIS.

- London to Paris, *viâ* Dover and Calais, Amiens, &c.  
" " *viâ* Folkestone, Boulogne, and Amiens.  
" • " *viâ* Newhaven, Dieppe, and Rouen (p. 14).  
" " *viâ* Southampton and Havre (p. 15).

There are three principal routes from Paris to Switzerland, namely:—

- Paris to Bâle, by Troyes, Chaumont, and Belfort or Delle.  
" to Neuchâtel, or to Lausanne, by Tonnerre, Dijon, and Pontarlier.  
" to Geneva, by Dijon and Mâcon.

### (2) VIÀ BOULOGNE, LAON, BELFORT, AND DELLE.

London to Folkestone, steamboat to Boulogne, thence *viâ* Laon, Belfort, and Delle, either to Berne or to Bâle.

### (3) VIÀ HOLLAND, BELGIUM, AND THE RHINE.

- |                    |                                 |
|--------------------|---------------------------------|
| London to Harwich, | Steamer to the Hook of Holland. |
| " Harwich,         | " Antwerp.                      |
| " Queenboro',      | " Flushing (Vlissingen).        |
| " Dover,           | " Ostend.                       |

- Or by Steamer direct from London, Leith, Hull, Grimsby, to Rotterdam.
- Or by Steamer direct from London, Leith, Hull, Grimsby, to Antwerp, or from Hull to Zeebrugge.
- Or by Steamer direct from London to Ostend (G.S.N. Co.),

The routes from either Rotterdam, Antwerp, Flushing, Zeebrugge, or Ostend are various. Those who wish to get quickly and cheaply into Switzerland should travel by the Luxembourg route or *viâ* Holland and Cologne direct to Bâle or Zürich.

For the Rhine journey the steamboat should be taken at Cologne or Bonn, and quitted at Bingen or Mayence.

Travellers who wish to combine a visit to the Black Forest with the Rhine trip should proceed from Cologne to Heidelberg, thence to Baden, and by the Baden State Railway to Singen and Schaffhausen ; or continue by rail from Baden to Freiburg, and then on foot, by carriage, or rail, through some of the most charming scenery of the Forest to Titisee, Waldshut, and Bâle.

For travellers going direct by the shortest route to one of the principal towns and tourist centres of Switzerland, the following details as to the journey will prove useful :—

From London—

- (a) **Geneva** is reached by the South-Eastern and Chatham 11 a.m. train from Victoria or Holborn Station *viâ* Dover, Calais, Amiens, Paris, Dijon, Mâcon, Culoz, &c., in 20 hours. Through first-class carriages and lits-toilette from Calais during the summer months. On landing at Calais, about 2.15 p.m., the traveller will find an excellent refreshment room and buffet, and as a rule there is time to take a meal before the train starts at 3 (French time), otherwise refreshments can be purchased, or baskets with hot or cold luncheons can be obtained and taken in the carriage. Similar baskets may be obtained at Amiens by sending a telegram from Calais. The train is due at Paris (Nord) at 6.40 p.m., where there is time for dinner at the station buffet. Continuing the night journey in the same carriage, coffee, etc., is to be procured in the early morning at Culoz, and Geneva is reached at 7.28 a.m. Baggage is examined at Calais and Geneva in the winter, but at Bellegarde only in summer.

- (b) **Lausanne** (for **Montreux**, Martigny, Visp, Zermatt, etc.), by the before-mentioned train at 11 a.m. from London, is a journey of 21 hours. The route is the same, and the opportunities of obtaining refreshments or meals are the same as those described for Geneva as far as Dijon—route (a). The train leaves the main line from Paris, and proceeds to Pontarlier (junction for Neuchâtel), time for breakfast, and on to Vallorbe, due at Lausanne at 7.57 a.m. Sleeping-car Paris to Lausanne. The examination of baggage takes place at Calais and Lausanne. A very convenient and equally quick route is that *viâ* Folkestone, Boulogne, **Bâle**, Olten, and Neuchâtel, and passengers leaving London (Charing Cross) at 2.20 p.m. are due at Lausanne the following day at 11.35 a.m. There is a sleeping car from Boulogne to Bâle, and dinner can be obtained in the restaurant-car which runs to Laon. Breakfast is obtainable at the Bâle buffet. Luggage can be registered from London to Bâle, where the Customs' examination takes place.
- (c) **Interlaken** is reached from London by the 2.20 p.m. service as above (b) in 22 hours, during the winter months; and, *viâ* Boulogne, Laon, **Berne**, and Thun, in 20 hours during the summer season (July to the end of September). An alternative route is by the 1 p.m. service *viâ* Dover, Calais, Paris, Neuchâtel, **Berne**, and Thun, in 23 hours. Sleeping-car from Paris to Interlaken during the summer. Meals as on route (b). From Berne, Thun is distant one hour, and the journey terminates at Interlaken in time for lunch.
- (d) **Lucerne** is reached by the 2.20 p.m. express from London by route (c) as far as **Bâle** (then *viâ* Olten) in 19 hours. The opportunities for refreshments are described under route (c). The train is due at Bâle at 6.34 a.m., and breakfast may be comfortably taken during the stay. Carriages are changed and the St. Gothard train starts at 7 a.m., due at Lucerne 8.59 a.m. The Customs' examination of baggage is made at Bâle. Through lavatory carriages from Boulogne to Bâle, and sleeping-car.
- (e) **Zürich**, *viâ* Boulogne, Laon, **Bâle**, etc. (for Davos or the Engadine), is exactly the same route as (d) to

Bâle, and is reached in 19 hours from London. The train leaves Bâle at 7.55 a.m., due at Zürich at 9.40 a.m. For particulars of route to Davos Platz, St. Moritz, and the Engadine generally, see pp. 295-317.

*Note.*—Travellers who prefer the shortest sea passages and take routes (c), (d), or (e) mentioned above, can travel by way of Dover and Calais by leaving London (Victoria) at 11 a.m., and Calais at 2.50 p.m., due Laon 7.40 p.m., where the connection with the through train from Boulogne is made, which train leaves Laon at 9.39 p.m., giving ample time to passengers by the 11 a.m. Dover and Calais service to dine at the buffet. There is a through first and second class carriage from Calais to Bâle, with compartment of lits-toilette.

### Viâ Newhaven and Dieppe.

To travellers not anxious to avail themselves of the mail route to Switzerland, the Newhaven and Dieppe route affords an opportunity for seeing some of the finest scenery in Normandy, which is especially enjoyable during the summer months. The tickets allow the option of travelling *viâ* Brighton and breaking the journey there, or proceeding direct from London or any station on the Brighton and South Coast Railway to Newhaven, and thence by one of the splendid steamers of the London, Brighton and South Coast, and Western of France Railway Companies to Dieppe, and by railway *viâ* Rouen to Paris.

There are two services daily, one leaving London at 10 a.m., reaching Paris (St. Lazare) 6.43 p.m., the other leaving London 9.10 p.m., reaching Paris (St. Lazare) 7.5 a.m. In connection with the morning service there are through first and second class corridor carriages with restaurant car to Paris (Gare de Lyon). There are also through carriages between Dieppe and Lausanne, Montreux, Domodossola, and Milan, using the Paris Ceinture Railway. Passengers for **Bâle** and Northern and Eastern Switzerland leave Paris from the East of France Station, in the Boulevard Strassburg, where baskets of provisions may be obtained. Restaurant-car on day express between Paris and Bâle. Passengers for Southern and Western Switzerland leave by the Paris, Lyons, and Mediterranean Railway (Gare de Lyon), situated in the Boulevard Diderot, where there is an excellent dining-room and buffet.

**Viâ Southampton and Havre.**

An alternative route as far as Paris is that *viâ* Southampton and Havre. This service leaves Waterloo every night (Sundays excepted) at 9.45 p.m. in connection with the steamer leaving Southampton at midnight, reaching Havre the next morning about 8. Passengers are due to reach Paris (St. Lazare station) 11.11 a.m. This is a convenient route for travellers proceeding from the South or West of England. Paris to Switzerland *see* pp. 12-14.

**Bâle** is the great centre for trains from the north of Europe to different points in Switzerland.

In addition to the direct route from London (*d*) already mentioned, *viâ* Laon, etc., in 19 hours, Bâle is also reached, *viâ* Paris and Delle, in 19½ hours; from Ostend, *viâ* Brussels, Luxemburg, Metz, and Strassburg, in 20 hours; *viâ* Holland, Cologne, Mayence, Strassburg, or Freiburg, in 24 hours.

From *Bâle* the traveller may reach :

Berne in 2½ to 3 hours.

Coire in 6 hours.

Constance in 3½ hours.

Davos Platz, *viâ* Landquart, in 8½ hours.

Geneva, by Berne and Lausanne, in 8 hours.

Grindelwald in 8 hours.

Innsbruck in 11 hours.

Interlaken in 5½ hours.

Landquart in 5½ hours.

Lausanne, *viâ* Olten and Neuchâtel, in 4½ hours.

Lucerne in 2 hours.

Lugano, *viâ* the St. Gothard, in 6¼ hours.

Martigny (for Tête Noire and Chamonix) in 8½ hours.

Milan in 8 hours.

St. Moritz in 11½ hours.

Schaffhausen in 2 hours.

Thun in 4 hours.

Visp (for Zermatt) in 10 hours.

Zürich in 2 hours.

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From other parts of Europe Switzerland may be entered as follows :—

Geneva from Turin, by the Mont Cenis, in 9 hours.

Geneva from Lyons in 4 hours.

Lucerne from Milan, by the St. Gothard, in 6½ hours.

Zürich from Vienna, by Innsbruck and the Arlberg, in 18½ to 20 hours.

For detailed information of the above-named routes, see "Cook's Continental Time-Table, Tourist's Handbook, and Steamship Tables," or apply to the offices of THOS. COOK & SON.

In returning from the Continent to London, *viâ* Dover, hand baggage is examined on board between Calais and Dover, or in the train before leaving Dover. Luggage registered to Charing Cross, Victoria, or Holborn, is examined at destination. To Herne Hill or St. Paul's at Dover. To Cannon Street at Dover.

By the Dieppe-Newhaven route all baggage from the **Continent**, whether registered to Victoria or London Bridge, is examined by the Customs' officers at Newhaven. Hand baggage is also examined there.

Registered luggage by the Havre-Southampton route is examined on arrival at Southampton.

*Railway, Diligence, and Steamer fares and time-tables are given subject to alteration without notice.*

## GENERAL INFORMATION.

**Area, Population.**—Switzerland, or Schweiz (Germ.), Suisse (Fr.), Svizzera (Ital.), Helvetia (Latin), includes an area of nearly 16,000 square miles, being about 206 miles in length, by 139 at its greatest breadth. Its boundaries are, in most places, grandly defined by river, lake, or mountain. The population in 1901 was 3,313,000.

The most populous towns are Zürich, about 170,000; Bâle, about 125,000; Geneva, about 115,000; Berne, about 75,000; St. Gall, about 50,000; Lausanne, about 56,000; and Lucerne, about 35,000.

**Surface.**—The surface of Switzerland is very varied, rising from 678 feet on the shore of Lago Maggiore, or 800 feet on the banks of the Rhine at Bâle, to 15,782 feet at the summit of Mont Blanc, on the borders in France. More than half the extent of Switzerland is occupied by the Alps; between these and the Juras to the west is a plain, with a hilly country to the northward.

The Alps are ranged about a central spot west of the St. Gothard Pass, where about 100 square miles of rocks, etc., lie above the limits of perpetual snow, and the Galenstock, Gletscherhorn, Dichterhorn, and other important peaks, rise to a height of 10,000 or 12,000 feet. The waters from this elevated region pass by the Rhine to the German Ocean, by the Rhône to the Mediterranean, by the Po to the Adriatic, and by the Inn to the Danube and the Black Sea.

From this mountain knot a chain extends northward towards the Lake of Lucerne, including the Titlis (10,627 feet), and the Uri Rothstock (9,620 feet). Southward runs a chain of mountains averaging from 6,000 to 7,000 feet in height. Westward run the Bernese and Lepontine Alps, whilst the two branches of the Rhaetian Alps diverge to the east.

The basin of the Upper Rhone (Canton Valais) and the valley of the Rhône, 92 miles in length, are important features of the map of Switzerland. As far as Brigue, the Rhône Valley is about half a mile wide. Near Visp it widens, and several very interesting lateral valleys join it. The river finally debouches into Lake Lemman, through about 8 miles of swampy ground very little higher than the level of the lake.

The Bernese Alps north of the Rhône Valley form one of the grandest features of Switzerland. Six hundred square miles of ice and snow and savage mountain scenery lie between the valley of Hasli and the valley of Saander. The district is intersected by two or three fine valleys, and bounds in numerous lofty peaks, splendid glaciers, mountain passes, torrents, etc., etc. The more striking of these attractions will be found fully noted in subsequent pages of this volume.

The Pennine Alps lie west of the Simplon Pass, stretching southward to Monte Rosa (15,365 feet), and then westward to Mont Blanc (15,782 feet). They include the Matterhorn or Mont Cervin (14,705 feet), and several other peaks of somewhat less altitude. Towards the east and south the ascent is steep, and cultivation creeps up the base of lofty mountains; but towards the north for many miles the elevation is above the line of perpetual snow.

Nothing in the world's history is more impressive than the story of the Alps. Ten or twelve million years ago, possibly far more, a long unseemly line of weakness, a crack or fissure in the earth's crust, stretched away from France eastwards hundreds of miles. On this line followed huge volcanic outbursts. Next ensued a vast slow subsidence, which went on through great geologic epochs, until where Mont Blanc now rears its head (15,782 feet) was a sea linging an old continent. Large rivers emptied into it. Deposits of mud, sand, gravel, were laid one on another as the sinking went on, until the layers became 50,000 feet, nearly 10 miles, thick. Then it lastly commenced a great uplifting; the struggling subterranean forces resisted the huge load. For ages this went on, until the rocks, crumbled, rushed, contorted, rose above the waters, and continued to rise, forming ridges of mountain chains and making Switzerland a tableland. Every hour since then rain and snow, river, glacier, and avalanche have been sculpturing its peaks and carving into lakes and valleys that vast platform with its recent sedimentary covering and primeval granite core. The result is a land of unequalled beauty and grandeur.

The MOUNTAINS are an unfailing source of enjoyment. General views of mountain scenery can be obtained from two or three points in the city of Berne, from the Dôle and the Salève, near Geneva; the Faulhorn, the Vengern Alp, Mürren, near Grindelwald; Weissenstein, near Soleure; Pilatus, the Rigi, and Stanserhorn, near Lucerne; Generoso, near Lugano;



Schynige Platte, near Interlaken, etc., etc. Nearer views of mountain scenery are obtained from the Flegère, Brévent, and various points in the Mont Blanc and Monte Rosa districts, also in the Bernese Oberland, etc. The grand views from the Belalp by Brigue, the Brévent by Chamonix, the Eggenhorn by Visp, the Riffelalp and Gorner Grat near Zermatt, the Piz Languard by Pontresina, the Sidelhorn near the Grimsel, and many others, are within the reach of moderate climbers without serious difficulty. The most important headquarters for mountaineering are Grindelwald, Chamonix, Zermatt, Courmayeur, Macugnaga, and Pontresina.

A visit to Switzerland is now incomplete unless it includes ascents of some at least of the mountains commanding noble panoramic views which the railways place within easy reach of non-climbing tourists. In some cases the fares appear somewhat high, but in reality the Mountain Railway is cheaper, quicker, and safer than a carriage or mule would be for the same excursion.

Since 1890 more than twenty such railways have been opened as follows:—

- 1890. Rack-and-Pinion Railway from CAPOLAGO to MONTE GENEROSO, near Lugano, 5½ miles (p. 327).
- 1891. Adhesive and Rack-and-Pinion Railway from VISP to ZERMATT, 21½ miles (p. 269).
- 1891. Cable Railway from LAUTERBRUNNEN to GRÜTSCHALP, 2,199 ft.; Electric Railway GRÜTSCHALP-MÜRREN, 3 miles (p. 148).
- 1892. July.—BRIENZER ROTHORN Cogwheel Railway, the loftiest in Europe, 5 miles (the centre of Switzerland) (p. 140).
- 1892. July.—GLION and the ROCHERS DE NAYE from the MONTREUX TERRITET Station. Cable Railway to GLION (978 ft.), thence to the ROCHERS DE NAYE by Rack-and-Pinion Railway, 5 miles (p. 231).
- 1892. December.—Electric Railway to the SALÈVE (TREIZE ARBRES) *via* ETREMBIÈRES and VEYRIER, from Geneva (p. 211).
- 1893. June.—Railway along the south shore of the LAKE OF THUN, shortening the time between Berne and Interlaken by 1½ hours (p. 152).
- 1893. June.—WENGERN ALP Rack-and-Pinion Mountain Railway from GRINDELWALD to LAUTERBRUNNEN, 12 miles (p. 150).
- 1893. July.—SCHYNIKE PLATTE Cogwheel Railway from INTERLAKEN, 5 miles (p. 146.)
- 1893. August.—STANSERHORN Cable Railway from STANS, 4,587 ft. (p. 116).
- 1898. August.—GORNER GRAT Electric Rack-and-Pinion Mountain Railway from ZERMATT to the GORNER GRAT, 6 miles (p. 263).
- 1899. June.—JUNGFRAU Electric Rack-and-Pinion Mountain Railway, 3 miles; LITTLE SCHEIDEGG to EISMEEER (Eismeer Station opened 1905) (p. 151).
- 1899. December.—SCHATZALP Funicular Electric Railway from DAVOS PLATZ to SCHATZALP, 988 ft. (p. 299).

- ( Electric Tramway from ROLLE to the SIGNAL DE BOUGY and GIMEL (p. 216).  
 Electric Railway from BEX to GRVON and VILLARS (p. 193).  
 Electric Railway from AIGLE to LEYSIN, 4½ miles (p. 192).  
 Funicular Railway from VEVEY to MONT PELERIN (p. 226).  
 1900 } Electric Railway from VEVEY to CHAMBY (Les Avants) (p. 226).  
 to } (p. 226).  
 1905 } Electric Railway from VEVEY to CHATEL-ST.-DENIS, BULLE  
 (pp. 157, 231); MONTBOVON to CHATEAU D'ŒX, SAANEN and ZWEISIMMEN  
 (pp. 156-7).  
 RHËTIAN Mountain Railway from DAVOS to LANDQUART,  
 COIRE, THUSIS, and ST. MORITZ, 105½ miles (p. 291).  
 1906 } Simplon Tunnel Railway from BRIGUE to DOMODOSSOLA  
 (p. 281).  
 Vernayaz Mountain Railway from MARTIGNY to CHAMONIX,  
 opened as far as CHÂTELARD (p. 197).  
 Electric Railway to the HEIMWEHFLUH (p. 145).  
 1907 } Funicular Railway - SCHÖNEGG to the ZUGERBERG (p. 81).  
 Funicular Railway to the BRAUNWALD (p. 76).  
 Electric Railway to the HARDER (p. 145).  
 Funicular Railway to the MONT BLANC (p. 247), completed as  
 far as Mont Lachat.

The **Lakes** of Switzerland are another prominent natural feature. The Lake of Geneva, with its diversified scenery and varied associations, literary, legendary, and historic; the Lake of Lucerne, surrounded by the sacred ground of Swiss history—at one point charming with its tranquil beauty, at another awe-inspiring with its rugged grandeur; the Lakes of Zürich, Wallenstadt, Neuchâtel, Bienne, Zug, Thun, and Brienz, so thoroughly characteristic of Switzerland; and the frontier and Italian Lakes of Maggiore, Lugano, Como, etc., which may easily be included in the tour, are amongst the principal.

**WATERFALLS** are very numerous. The fall of the Rhine at Schaffhausen, that of the Aare at Handeck (fall, lofty, and grandly situated), the misty Staubbach, Schmadribach, Reichenbach, Giessbach, Trümmelbach, and many others, will be duly noted at their proper places.

The **MOUNTAIN PASSES** are of three kinds:—1. Carriage Passes, such as the St. Gothard, the Furka, Grimsel, Simplon, Brünig, Tête Noire, Splügen, Maloja, Bernina, Flüela, Albula, Julier, etc. 2. Mule Passes, as the Col de Balme, the Great Scheidegg, Gemmi, Joch Pass, etc. 3. Glacier Passes, as the Strahleck, Col du Géant, the Mönch Joch, the Sandgrat, the Weisssthor, the Tschingel, St. Théodule, etc. Surpassingly grand are the ravines by which some of these passes are approached, as, for instance, the Schyn Pass, Via Mala, Gasterenthal, the Lukmanier, the gorges of Pfäfers. The sloping meadows seen in crossing these lofty elevations are called "ALPS," whence the appropriation of the name to the mountains themselves. Here and there are the rude structures for dairy purposes known as CHALETS, where refreshments can generally be obtained.

The **GLACIERS** are perhaps the most wonderful of Alpine marvels. Around the loftiest peaks the snow, falling and accumulating in the adjacent ravines, becomes crystallized by ever-increasing pressure into solid ice, and is forced downward by constant accumulation towards the valleys.

At Furka, Belalp, Grindelwald, Chamonix, Zermatt, etc., these Glaciers can be inspected at the extremities of the off-shoots thus thrust downwards towards the cultivated districts. But to realise their true wildness and grandeur the traveller must venture to explore the SEAS OF ICE (*Eismeer*, *Mers de Glace*) from whence they spring. Of these Ice Seas the most remarkable are those surrounding Mont Blanc, Monte Rosa, and the Finsteraarhorn. The latter is one of the largest ice-fields in Europe, covering over 120 square miles, and sending out more than a dozen branches towards the valleys below. By the constant pressure, alternate melting and freezing, and other causes, these Glaciers are kept in constant motion, disappearing to feed the rivers at their bases, whilst afresh supplied from the regions of eternal snows at their summits. Down the middle or along the sides of the Glaciers are the huge accumulations of rubbish thrown up by the glacial motion, and known as MORAINES. The deep fissures common in most Glaciers are called CREVASSES. The AVALANCHES, as probably most readers will already be aware, are huge masses of snow and ice, disengaged by the heat of the sun, and rolling down the mountain side. They are of several kinds, and of those seen and heard by summer tourists, the most impressive are those from the sides of Mont Blanc and the Jungfrau.

The VALLEYS of Switzerland are exceedingly beautiful. The Haslithal, Simmenthal, Vale of Oberwalden, and many others, will be found to afford much enjoyment, especially to those who prefer tranquil and yet romantic loveliness, without the fatigue and difficulty of ascending great heights.

**Geology.**—In all the loftiest Alpine chains granite is found mostly in conjunction with gneiss and mica slate. In many parts, especially on the Great and Little St. Bernard, and south of the St. Gothard, granular limestone is abundant; the celebrated mountain limestone appears on the Diablerets, Dent du Midi, etc.; and Jura limestone has become a term descriptive of a special variety. Particles of gold are found in the sands of several Swiss rivers, but not in sufficient quantity to make extraction profitable. In the Grisons are some abandoned lead and copper mines. Iron is widely diffused through the whole country. Rock salt is found in Vaud; alabaster, marble, sulphur, and gypsum are also named among Swiss productions; and the asphalté (from the Val de Travers, etc.) has become a prominent object in the streets of London and other great cities. There are many mineral springs, as at Leuk, Ragatz, Tarasp, St. Moritz, etc. Coal of an inferior quality is found in the Cantons of Fribourg, Vaud, Bâle, and Thurgau.

**Vegetation, Agriculture, etc.**—Few countries present a greater variety in this respect than Switzerland. Seven distinct regions mark the differing circumstances under which cultivation is carried on:—

- I. Up to 1,700 or 1,800 feet the vine flourishes.
- II. The hilly or lower mountain region, up to about 2,800 feet, contains abundance of walnut-trees and good meadows.
- III. The mountain district, up to 4,100 feet, is chiefly distinguished by its forest timber. The pastures and fields of barley and oats are good.
- IV. The sub-Alpine region, up to 5,500 feet, is characterised by pine forests and good grass land. A few kitchen vegetables are grown.

- V. The lower Alpine region extends to 6,500 feet, and is the region of  
 • the celebrated Alpine pastures.
- VI. The Alpine region, where, in proximity to glaciers, etc., only a stunted vegetation is found. Summer lasts about five or six weeks.
- VII. The region of perpetual snow, above 8,000 feet.

**Animal Life.**—The horned cattle of Switzerland exceed a million in number, a large proportion of which are milch cows. The chief game are the chamois, hare, marmot, and partridge. Fish, especially trout, abound in the lakes and rivers; the salmon is found in the Aare, the Rhine, and Lake Zürich.

“**The Swiss People,**” says Laing, “are the Dutch of the mountains; the same cold, unimaginative, money-seeking, yet vigorous, determined energetic people.” In the parts most frequented by tourists the Swiss are certainly notorious for their efforts to obtain money from the travellers; but probably other tourist-haunted spots nearer home might furnish instances of similar rapacity. The Swiss are great lovers of freedom, and at the same time display an unbounded reverence for antiquity; and amongst the upper classes they are exceedingly reserved and exclusive in their social arrangements.

The GOVERNMENT of Switzerland consists of a Federal Assembly comprising a National Council of 145 members, and a Council of States of 44 members—the former containing one delegate for every 20,000 inhabitants, the latter having two members for each canton. This assembly elects a supreme Federal Council of seven for three years, under a President and Vice-President, elected annually, seated at Berne, where the Foreign Ministers reside. A judicial body, or Federal Tribunal, is nominated for three years. Every adult male in Switzerland has the franchise at the age of 20, and is bound for military service.

The country consists of 22 political divisions, called cantons, of which the Grisons, containing 2,900 square miles, is the largest, and Zug, containing 85 square miles, the smallest. The Swiss population for the whole country is 209 to the square mile, or 144 to the square mile if Alpine Switzerland be excepted. Geneva is the most densely populated canton, having about 1,250 to the square mile; whilst in the Grisons, the least populous, there are only 38 to the square mile.

WRESTLING MATCHES (*Schwingfeste*) between the men of various cantons and the TIR FÉDÉRAL, or general rifle-shooting contest, held once in two years, and similar to our annual Volunteer gathering at Bisley, are interesting occasions. The dates of some of the more important of these events will be found in the Traveller's Calendar at the end of this volume.

**History.**—Not in the pages of the historian, but beneath the surface of her lakes, are found the earliest records of human existence in the country now called Switzerland. As we shall have occasion to show hereafter, the earliest inhabitants seem to have been a mysterious race, who dwelt in houses reared on piles above the waters of the lakes, and who used stone where we should now use metal.

But leaving this primeval race, history shows us the Rhæti, of supposed Etruscan origin, retreating before the advances of the Celtic-Helvetii, into the mountainous regions of Eastern Switzerland. Then, in the first century of our era, Rome comes upon the scene; brings Helvetii and Rhæti alike into subjection, founds colonies, constructs roads, and spreads Latin civiliza-

tion. Save only during the brief rebellion of A.D. 69, promptly suppressed by Cæcina, the country remained subject to the Roman power till the downfall of the latter.

And now, as in other outskirts of the Roman Empire, the native population, led to rely on Roman protection, and enervated by Roman luxury, became speedily subjected to the fierce, barbaric tribes that were swarming from the overcrowded regions to which Roman prowess had hitherto confined them. The Burgundians occupied Western Switzerland, and made Geneva their capital, the fierce Alemanni settled on the banks of the Rhine, and Theodoric with his Goths seized mountainous Rætia.

The Franks next appear under Clovis, driving out the Alemanni in A.D. 496, defeating the Burgundians in A.D. 534, becoming masters of all Helvetia, and, as the Italo-Gothic kingdom declined, conquering Rætia also. These conquests culminated in the great Empire of Charlemagne, who introduced the feudal system. Meanwhile, Christianity had been disseminated amongst the Burgundians in the fifth century, and amongst the Alemanni by Columban and his disciples in the seventh century. These monks preached the Gospel, destroyed the idols, built the chapels at St. Gall, Disentis, Zürich, and elsewhere, introduced the cultivation of the vine and corn, and in other ways aided in the culture and enlightenment of the people.

At the dissolution of the Frank empire, Eastern Switzerland became united to Suabia, and Western Switzerland to the kingdom of Burgundy. Early in the eleventh century the Burgundian power declined, and Rudolph III, in 1016, made over his kingdom to the Emperor, Henry II of Germany: for the German Emperors the Dukes of Zaringia acted as vicegerents; and these latter found it their policy to protect the towns, in order to curb the old Burgundian nobles, who continued troublesome. From this period, Berne, Fribourg, and other important places date their origin. But the feudal lords of the soil, in course of time, grew more powerful and less mindful of the Imperial rule; and to preserve their liberties, the Swiss free towns were compelled to treat with the nobles. One of the most important of these was Count Rudolph of Hapsburg, with whom Zürich and the three cantons of Uri, Schwyz, and Unterwalden entered into alliance. He assisted the towns in maintaining their independence, and, after becoming Emperor, continued the same policy.

His son Albert pursued a different line of conduct—attempted to make Switzerland an integral part of the Hapsburg possessions, and sent Austrian bailiffs to oppress the country. The Swiss rose in revolt. The three forest Cantons, led on by Arnold, and Fürst, and Stauffacher, confederated to protect their liberties in 1307. To this period belong the Tell legends.

For more than 200 years Switzerland maintained a struggle for independence, defeating the Austrians on the memorable fields of Morgarten in 1307, Sempach in 1386, Näfels in 1388, and at the Stoss in 1405. Equally important were the victories over the feudal nobles at Laupen in 1339, and over Charles the Bold and the Burgundian forces at Granson and Morat in 1476.

In 1499 the Swiss having refused to aid Maximilian in his war with France, that Emperor struck the final blow at Swiss independence in what is known as the Suabian War. But 6,000 confederates defeated 15,000 Austrians at Dornach, and henceforth the country was only nominally subject to the Emperors, and even this connection was formally relinquished in 1648.

During these long external struggles Switzerland had increased and internally developed. Lucerne joined the confederacy in 1322, Zürich and Glarus in 1351, Zug and Berne in 1352, in which year a Federal Diet was established. In 1422, Valais allied herself as an independent State. Soleure and Fribourg came in in 1481, and Bâle and Schaffhausen in 1501. In 1513 Appenzell was received, thus completing the 13 Cantons which constituted Switzerland till the French Revolution in 1798.

The Reformation of Religion was commenced in Switzerland by the proclamation of the new doctrine at Zürich in 1523; and under the teachings of Zwingli, and subsequently of Calvin and Farel, a large proportion of the population of the country embraced Protestantism, and in 1532 the Helvetic Confession of Faith was put forth. Unfortunately, for a long period Catholics and Protestants would not agree amicably to differ, and no less than three sanguinary religious wars ensued, viz., in 1531, in 1653, and in 1712, the last being ended by the Peace of Aarau (*see* pp. 53, 82).

After the cessation of the wars for independence, the Swiss became satiated by their conquests. Swiss valour became individual rather than national, and her soldiers were notorious as the mercenary champions of any cause that could afford to pay for their services. Swiss Guards were the last prop of the expiring Bourbon monarchy at the close of the eighteenth century; and by a stroke of bitter irony, the country of those brave hirelings became very shortly the prey of the very people whose rising aspirations for freedom they had been paid to suppress. Vainly at Rothenthurm and Stans did Aloys Reding, and other patriots of the ancient stamp, essay to stem the progress of the French Republicans. The country was conquered, and, in reality, annexed, though a so-called Helvetic Republic was established.

In 1802, Buonaparte restored the Cantonal system, under the protection of France. In 1815 the Allied Sovereigns acknowledged the independence of Switzerland. The Cantons, now 22 in number, were united under a Constitution providing that a Federal Diet should be held alternately at Berne, Zürich, and Lucerne. In 1830, several Cantons introduced important changes in a democratic direction. These changes, especially the suppression of monasteries and ejection of the Jesuits, were opposed by other Cantons, who, in 1841, joined in the league known as the Sonderbund. This organised opposition had to be put down by force in 1847. In the following year a new Constitution, of a more Liberal and Protestant character, was adopted, and Berne was made the permanent seat of Government. Since that time the history of Switzerland has been a record of peaceful and rapid progress, large development of the national resources, and facilities of intercommunication.

**Religion.**—Calvinistic Protestantism predominates, the proportion being two-thirds Protestant and one-third Catholic, but there is no State Church, and all religions are tolerated. Since 1847 some of the religious houses have been suppressed.

**Manufactures, etc.**—There are manufactures of silks, lace, ribbons, crape, and cotton goods, in various parts of Switzerland, the principal being at Zürich, Glarus, and Winterthur. Bâle exports silk ribbons to a large extent, also leather, paper, and tobacco. Geneva is famous for its jewellery, watches, and musical boxes. Watches are also largely manu-

factured in Locle and La Chaux-de-Fonds. Embroidered cotton goods at St. Gall and Appenzell. Preserved fruits and milk, cheese, liqueur, and toys, are amongst the other articles of industry and commerce.

## BÂLE, BASLE, OR BASEL.

(Hotels.— See Appendix.)

**Cook's Correspondent.**—Messrs. De Speyr and Co. (for Hotel Coupons).

**Railway Stations.**—There are **two** Railway Stations at Bâle, and they are about 40 minutes' walk from each other. Tram, 20 c. Carriage, 1½ fr.; 2 fr. 50 c. if more than two persons. Local Railway from one station to the other; trains at intervals during the day.

The **Swiss Station** is on the south side of the town, a mile from the Middle Bridge and Hôtel des Trois Rois. Trains for the Swiss and Alsace lines start from this station (*see* p. 29).

The **Baden Station** is in Klein-Basel (Little Bâle), on the right bank of the Rhine, nearly a mile from the Middle Bridge. Trains for Baden, Black Forest, etc., start from this station.

**Post and Telegraph Offices.**—In the Freie-Strasse, in the Johannes suburb, at the Schützengraben, and at the Railway Stations.

**English Church Service** in a chapel at the Hôtel des Trois Rois.

**British Vice-Consul**, E. Paravicini.

**United States Consul**, George Gifford; **Vice and Deputy Consul**, Samuel Hollinger.

**Cabs.**—Per course, from either station to the town, one or two persons, 1 fr. 20 c.; three or four persons, 1 fr. 80 c. From one station to the other, 1 fr. 50 c., or 2 fr. 50 c. (luggage extra). By the hour, 2 fr. for one or two persons; 2 fr. 80 c. for three or four persons. Taximeter cabs, one or two persons, ¼ hour, 1 fr., 10 c. per 3 minutes beyond.

**Electric Tramways.**—1. From the *Central Station* *viâ* the *Markt-Platz* to the *Baden Station* every six minutes from 6 a.m. to 11 p.m.; fare 20 c. (no luggage carried). 2. From the *Central Station* *viâ* the *Wettstein-Platz* to the *Baden Station* every six minutes from 6 a.m. to 10.30 p.m.; fare 10 c. 3. From the *Missions-Strasse* *viâ* the *Barfüsser-Platz* to *Birsfelden* (20 c.). 4. From the *Clara-Platz* to *Klein-Hünningen*

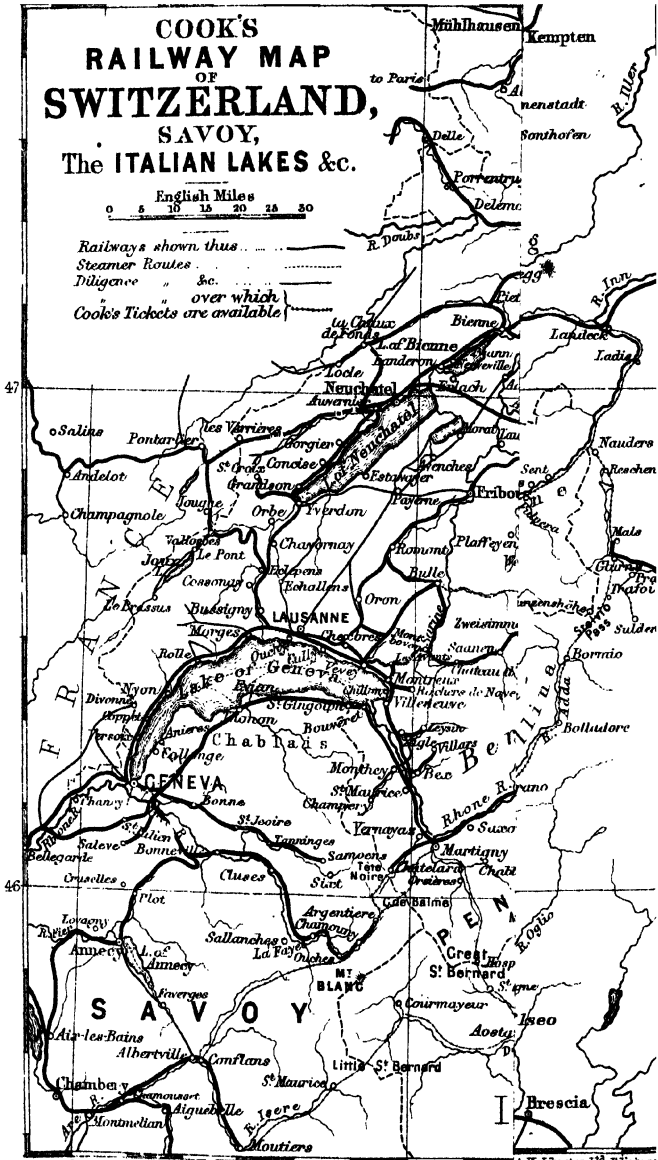




# COOK'S RAILWAY MAP OF SWITZERLAND, SAVOY, The ITALIAN LAKES &c.

English Miles  
0 5 10 15 20 25 30

Railways shown thus .....  
Steamer Routes .....  
Diligence " &c. ....  
Cook's Tickets are available over which



(20 c.). 5. From the *Barfüsser-Platz* viâ the *Au-Strasse* to the *Alschwyler-Strasse* (20 c.). 6. From *St. Ludwig* viâ the *Markt-Platz* and *St. Jakob-Strasse* to the *Güter-Strasse* (30 c.).

**Theatre** opened in 1875 (seating 1,500 persons). Opera and Drama from September to Easter.

**Baths** in the Rhine, entered from the Pfalz behind the Münster; 1 fr. Warm baths, various.

Bâle (population about 125,000) is of Roman origin; its name is derived from Basilea, or Basilis, a "queen"—probably on account of its wealth and importance, and splendid situation on the Rhine. The town is divided by the river into two parts—Great Bâle on the left bank, and Little Bâle on the right.

The geographical position of Bâle is very interesting; until the Franco-German war it was at the junction of Switzerland, France, and Germany. There was a spot near Klein-Hüningen where it was said a man might plant his foot in all three countries at once.

The inhabitants of Bâle have always had the character of being thrifty traders, and the charge of usury has been laid at their door; they also earned the notoriety, in ancient times, which attaches to the quarrelsome; and, as late as the year 1833, the city Bâle and the country Bâle were engaged in a civil war on so small a scale as would have rendered it ridiculous but for the bloodshed and death in which it resulted. Since that time the belligerent canton has been divided into two parts, by order of the Swiss Diet. Each half canton has an independent vote.

Bâle has been the scene of several important treaties of peace: between the Prussians, Spanish, and French, in 1795, and in the same year between Spain and France, when the latter gave up the provinces south of the Pyrenees in exchange for a portion of the Island of St. Domingo, since lost to them. One or two important Councils have been held at Bâle, notably that in 1431, convened by Pope Martin V, to suppress the heresies of the Hussites.

Among the celebrated men for whom Bâle is famous may be mentioned: *John* and *Charles Bernoulli*, the mathematicians; *Buxtorf*, an eminent professor of Oriental languages; *Æcolampadius* and *Gyrnus*. *Holbein* commenced his career in Bâle; *Erasmus* resided here in the house *Zur Lust*, near the Münster (Cathedral); and *Euler*, the celebrated mathematician, was born in Bâle.

The best starting-point for a tour of the town is the Hotel des 'Trois Rois (**Three Kings Hotel**), a place of historic interest, if the following statement may be accepted :—

“Bâle, was founded by the Romans at an early period (perhaps already in the second century). The Allemanni however, destroyed it about the beginning of the fifth century ; but when that savage nation was itself subjugated by Clovis, Bâle passed likewise under the sceptre of that prince, and remained under the dominion of the Frank monarchs till 912, when Rodolphus II, sovereign of the newly-established kingdom of Little Burgundy, offered Bâle his protection against the ferocious Normans and Hungarians, who infested the German empire at that time. Notwithstanding this promised support, the town was entirely devastated and burnt down by the Hungarians.

“In the year 1004 the rebuilt city was restored to the German empire by Rodolphus III, who bequeathed his kingdom of Little Burgundy to the Emperor Henry II, and gave the town of Bâle as a pledge of his promise. In 1024 Henry's successor, Conrad II, and the son of this monarch, Henry III (already elected as German Emperor), had an interview with Rodolphus III, King of Burgundy, in a field near Muttensz, in the neighbourhood of Bâle ; after which deliberation the three sovereigns entered the town together, and are said to have alighted and signed their agreement at the old inn which stood on the spot where this house now stands, and which from this circumstance took the name of ‘*Hotel of the Three Kings*.’”

Maximilian Misson, who visited Bâle in 1690, says, in his “Instructions to Travellers” : “At Bâle, lodge at the ‘Three Kings,’ where you will be well entertained.”

Close by the Hotel is the new **Stone Bridge**, completed 1905 (280 yards), on the site of an old (13th century) wooden bridge connecting Gross-Basel with Klein-Basel. This and the two other bridges are favourite resorts on summer evenings ; the views up and down the river are good. The tourist will watch with interest the rafts coming down the river, and note the dexterity with which they are shot under the bridge. No boat can force its way against the mighty current here save one, and that is ingeniously contrived to propel itself by the current. It is a curious but simple contrivance, and is worth the price of the fare just to cross and recross.

The **Münster**, or Cathedral, one of the finest Protestant churches in the world, is but a short distance from the Three Kings Hotel; its two tall towers (220 feet high) are conspicuous. It was built by the Emperor Henry II (1010-1019), and has several times since been rebuilt or restored, the last time in 1880-90. The west front presents a very striking appearance. On the left side is a statue of St. George, and on the right one of St. Martin. By the doorway are representations of the Emperor Henry, who founded the church, and Helena, his wife. Above, the Virgin and Child. The northern entrance is graced with a curious representation of the parable of the wise and foolish virgins.

The **interior**, thoroughly restored and redecorated in 1855, contains some objects of interest. *Open free, Mondays and Wednesdays, 2 till 4.* At other times, one person 25 c.; to steeples 25 c. The **organ** (performance once or twice a week in the summer, between 6 and 7, 1 fr.) was built in 1858, and is a very fine instrument. It is supported by the old rood loft of 1381. Stone **pulpit**, date 1324. **Font**, 1465. **Monument to Erasmus**, the learned editor of the New Testament, and one of the harbingers of the Reformation. **Choir.** Tomb of Empress Anne, wife of Rudolph of Hapsburg. Stained-glass windows by Swiss artists. A stairway leads from the choir to the **Concilium Saal** (Council Hall). It was the scene of the councils held between 1431 and 1445, and remains now exactly as it was then. It contains, among other curiosities, the fragments of the Dance of Death, commemorating the plague. The frescoes were not painted by *Holbein*, as was formerly supposed. Beneath the Council Hall, in the chapel of S. Nicholas, is a collection of antiquities, among which are some very remarkable objects. Here also was the **Lällenkönig**, a curious head which formerly stood on the old bridge, and every time the clock struck it protruded its tongue, in contempt of the inhabitants of Klein-Basel, with whom the people of Gross-Basel were on unfriendly terms (*see* p. 29). The **cloisters** are extensive, and were used as a burial-place for many centuries. Close by is the **Pfalz**, a pleasant promenade, planted with chestnut trees; it is between 70 and 80 feet above the Rhine, and commands fine views of the hills of the Black Forest.

In the cloisters of the Cathedral may be seen a very fine armoury, consisting of weapons used in the Swiss wars.

Between the old bridge and the Münster, in the Augustiner-gasse, is the

**Museum.** (Open free, Sundays 10 to 12.30, Wednesdays 2 to 4; other times, 50 c.) Catalogue 1 fr. On the

**Ground Floor**, to the right, are the Library and the Osteological Collection; to the left are the Ethnographical and Prehistoric Collections, found for the most part in **Augst**, the site of an old Roman colony, *Augusta Rauracorum*, six miles from Bâle. On the staircase are modern frescoes. On the

**First Floor** are the *Aula of the University*, with portraits of 107 scholars of Bâle; also the Natural History Collections. In the ante-room, marble busts of recent professors.

The staircase from the first to the second floor is adorned with cartoons and paintings.

The **Second Floor** contains, in 18 rooms, the

**Picture Gallery**, a large collection of paintings, engravings, and drawings, of which should be specially noted the paintings and drawings, in Room VII, of the younger **Holbein**, who died in London in 1543. The other rooms display numerous examples of the German, early French, Italian, and modern Swiss painters.

Near the Spalen Thor are three modern buildings belonging to the **University**—the **Vesalianum**, or institute for anatomy, the **Bernoullianum**, for chemistry and astronomy, and the **Library**, containing nearly 250,000 volumes, and a collection of 4,000 MSS., including writings of the Reformers. Open daily 10 to 12.30 and 2.30 to 5. Reading Room 10 to 12.30 and 2.30 to 7. The **University** was founded in 1460. Bernoulli and Euler were professors here. 350 students.

In the market place is the

**Rathhaus** (Town Hall). Built 1504, restored 1824-28 and 1903. The arms of the canton Bâle adorn the façade, and in front of the inner court is a statue of Munatius Plancus, the supposed founder of Bâle and Augst.

Near here, in the Freie-Strasse, is the

**Post Office**, a very old building, restored, and in the immediate vicinity are several buildings dating from about the sixteenth century.

The **Arsenal** (Zeughaus) contains a collection of armour, Burgundian cannon, etc. The principal curiosity is a suit of chain armour worn by Charles the Bold at the Battle of Nancy.

A short distance from the Arsenal is a very beautiful **Fountain**, the Spahlenbrunnen, representing a bagpiper,

designed, probably, by Albert Dürer. The **Spalenthor**, or Gate of St. Paul, built in the fourteenth century, is very fine.

The **Künsthalle**, in the Steinenberg, near the Theatre, contains a permanent exhibition of paintings by living artists, adjoining are a garden and a restaurant, the walls of which are decorated with paintings. Open 9.30 to 12.15; 1.45 to 5. Admission, 50 c.; Sunday mornings and Wednesday afternoons free.

The churches of Bâle are

The **Cathedral** (p. 27).

The **Barfüsser Church**, fourteenth century. (Not used now as a place of worship.) It contains the—

**Historical Museum**, one of the best Collections of Antiquities in Switzerland, including sculptures, weapons, Gothic furniture, coins, medals, ecclesiastical objects of value, embroideries, fans, ivories, enamels, porcelain, glass, pottery, etc. Admission, free on Sundays (10.30 to 12.30 and 2 to 4) and Wednesdays (2 to 4); other days and times, 50 c. Catalogue, 1 fr. Closed on holidays. The **Lällenkönig** (*see* p. 27) is now in this museum.

The **Church of St. Elizabeth**, the most magnificent modern building in Bâle. It is in the Gothic style, and is the gift of one Christopher Merian, a merchant of Bâle, who left an enormous sum (nearly half a million) for its erection. Good stained-glass windows. Open work tower, fine view; fee, 25 c.

**Church of Sta. Clara** and the **Church of Sta. Maria**, for Roman Catholics.

**Church of St. Martin**, where Œcolampadius preached the doctrines of the Reformation. The English Church Service is performed here.

**Church of St. Matthew**, in Klein-Basel, a handsome modern Gothic Church, built in 1896 by Henry of Breslau.

The **Central Railway Station**, on the south side of the town, is being rebuilt, and pending its completion trains start from a temporary station. Bâle time and Paris time differ by 22 minutes. Much interest attaches to the time in Bâle, as the following will show:—

“Everybody knows how, until the end of the last century, it was a part of the religion of the people of Bâle to keep their clocks an hour in advance of those of the rest of the world,

It is somewhat remarkable, however, that the origin of so singular a practice should not be more clearly traced. One theory accounts for it by the supposition that the people of Bâle were an hour lazier than other people, and required this notable device in order to keep them up to the mark. Another is that the town clock, having been struck by lightning, and the hand forced an hour forward, the superstition of the people prevented them from interfering with what they considered to be the act of Heaven. A third is, that the attempt of an enemy to surprise the town at a certain appointed hour was defeated by the town clock—which was to have given the signal—striking an hour in advance, and thus deceiving them into the belief that they were too late; in grateful commemoration of which this tribute of respect was paid to bad clock-making—like that of the Romans to the geese which saved the Capitol. A fourth theory—and that which finds favour in the eyes of the respectable traveller, Coxe—is, that it is owing to the fact of the choir of the cathedral being built at a little deviation from the due east, which consequently produced a corresponding variation upon the sundial which was affixed to it. Whatever the origin of the practice might be, it was considered by the people of Bâle as an integral part of their constitution; and every proposition made in the council to alter it met with a signal defeat.” In 1799 they were put right, however, and Bâle now keeps “railway time.” 27691

Near the railway station is the

**Strassburg Monument**, erected in 1895, a marble group by *Bartholdy*, of Paris, in memory of the aid rendered by Switzerland to the inhabitants of Strassburg during the siege of 1870.

Bâle has long been celebrated for its philanthropists, and there are at the present time, in admirable working order, a number of good institutions for the social, moral, and religious welfare of the people. Among them are the Protestant Missionary and Bible Society, Missionary Schools, Society for the Promotion of the Public Welfare, besides asylums and other benevolent institutions.

Bâle is rapidly rising in the estimation of tourists, and two or three days may be spent here with pleasure. There are good Swimming Baths, a Reading Club, a Theatre, and a Musiksaal. The **Zoological Gardens**, on the Tiergartenweg, planned on an extensive scale, are a great attraction. They contain a fine

collection of animals, and concerts are given on Sunday afternoons; admission, 50c. Pleasant promenades have been made around the town by the removal of the fortifications which formerly surrounded the city.

The **Summer Casino** is a fine garden, where the town orchestra plays about four days a week, from 6 to 9 p.m. Admission, 50 c.

## ENVIRONS OF BÂLE.

In the environs of Bâle are some charming walks and drives, viz. :—

The **Langen Erlen** (one mile), a fine park, with animals.

The **Battle Field of St. Jacob** (one mile), where, on August 26, 1444, 1,200 Swiss withstood an army of 30,000 French, under the command of the Dauphin of France, at that time a confederate of the Austrians. The former army perished, and the Battle of St. Jacob is still referred to as the Thermopylæ of Swiss history. The number of Swiss engaged in the battle varies in different accounts from 1,200 to 1,600. Some authorities state that 200 survived; others that every man was killed. We quote the following from A. Vieusseux's *History of Switzerland*, &c. :—

“Out of 1,200 Swiss, who fought on that day, ten alone escaped by flight, and these were shunned and driven away with scorn in every part of Switzerland, for not having shared the fate of their comrades. The fight lasted ten hours . . . Eneas Silvius Piccolomini, afterwards Pope Pius II, who happened to be at Basle at the time, mentions in his epistles several circumstances of that memorable combat . . . Two days after the battle the Dauphin granted a safe-conduct to the citizens of Basle, that they might bury the dead and carry away the wounded: 1,158 Swiss were found dead, and 32 wounded.” The vineyards near here produce a red wine called Schweizer Blut (Swiss Blood). It was not till 1872 that a **monument** was erected to the memory of the brave Switzers who fell in the Battle of St. Jacob. It is a very fine one by *F. Schloth*, and bears the following inscription: “Unsere Seelen Gott, unsere Leiber den Feinden” (Our souls to God, our bodies to the foe). Well worth seeing.

**Arlesheim** (six miles). Formerly summer residence of Bishops of Bâle. Fine English Park surrounding the ruined castle of Birseck.



**Benedictine Convent of Mariastein** (six miles). Very picturesque.

**Hünigen** (three miles). A great establishment for pisciculture.

The **Hardt** (two miles). A beech forest, with fine walks and views of the Rhine and Black Forest.

**Kaiser-Augst** (six miles). Amphitheatre, Roman remains; etc.

**Liestal** (Hotel—see Appendix) is in the fine district known as Bâle-Campagne (see p. 85), and an excursion can be made to the Château de Schauenberg, at which place is an excellent establishment known as Bad-Schauenberg.

There is a **Steam Tramway** from Bâle to **Flühen**, a village with a chalybeate spring, situated in a defile at the foot of the Blauen. An agreeable ride of 50 minutes, fare 1 fr. 50 c., starting from the Steinenthor-Strasse, through the valley of the Bersig, to *Binningen*, *Bottmingen*, *Therwil*, *Ettingen*, etc., to **Flühen**. The journey may be continued by road to *Mariastein* and *Burg*, a pleasant village with a mineral spring. The *Blauen* may be ascended from Ettingen or Mariastein in less than two hours.

## BÂLE TO SCHAFFHAUSEN.

Station of the Baden Railway in Klein-Basel (p. 24). Time, two to three hours.

Stations passed: *Grenzach* (a good wine grown here), *Wylen*, *Herthen*.

**Rheinfelden** (population about 3,400), on the left bank of the Rhine, is a little walled town, thoroughly Swiss; it is partly built with the ruins of the old Roman settlement, *Augusta Rauracorum*, founded by Munatius Plancus (p. 28). Basel-Augst (p. 52) is about three miles from here. Rheinfelden was one of the border forts of the Holy Roman Empire: many battles were fought around it during the Thirty Years' War; it sustained numerous sieges, until, in 1744, it was taken by the French, and all its fortifications levelled. It has formed part of Switzerland since 1801. The Covered Bridge, the Upper Gate, and the Storks' Nest Tower, are curious and interesting (Hotel—see Appendix). In the vicinity of the town are some famous salt works and baths. The Rhine here narrows, forming a foaming torrent—the *Höllenhaken*.

**Säckingen**.—A fine old abbey church, Historical castle,

*Klein-Laufenburg*.—A covered bridge connects it with **Laufenburg** (from *Laufen*, cataracts).—Lofty church. Ruined castle. The Rhine is here very picturesque, passing through a rocky channel, where it forms a series of cataracts impossible for loaded boats to pass. Good salmon fishing.

**Waldshut** is a walled town and a railway junction (population 1,100) on the margin of the Black Forest.

Höchenschwand, the highest village in the Forest, and commanding a magnificent view of the Alps (*see* "Cook's Handbook for the Rhine and the Black Forest"), is about 10 miles distant.

Waldshut to Zürich (p. 54), Waldshut to Winterthur, 32 miles.

**Erzingen** is the last station in the Baden territory. Wilschingen, the first in the Canton of Schaffhausen; then follow Neunkirch, Beringen, and

## NEUHAUSEN.

(Hotels.—*See* Appendix.)

This is the best station for alighting to visit the **Falls of the Rhine**.

The Rhine, above the Falls, is about 370 feet wide; the height of the Falls is about 80 feet on one side, 60 feet on the other, and the water rushes in three leaps, with a volume of about 80,000 cubic feet per second, and then falls into a large basin. To visit the Falls many people start from the Schweizerhof Hotel to the *Schlösschen Wörth*, and to *Schloss Laufen*, etc., but by taking this route the grandest views are seen first, instead of last. The better plan is to start through the village, then, by a shady path to the left, past the Gun Factory to the Railway Bridge (210 yards long), from the footway of which an excellent view of the Falls is obtained. To the left a path leads to the *Schloss Laufen*, beautifully situated immediately above the Falls—affording a grand sight of the rapids. Admission to the grounds, 1 fr.

Passing through the rooms, in which will be found a good collection of Swiss carvings, photographs, water-colour drawings, and curiosities, the traveller enters the enclosed grounds, and sees first a Pavilion, from which a good general view is obtained (with or without stained glasses). Descending by a pleasant path, he then enters a small tunnel in the rock, against which

the waters are booming, and it seems as if the rocks shook. This leads to the **Kanzli**, a wooden platform beside the Falls. There descend again, and enter through a doorway to the **Fischetz**, an iron platform, overhanging the troubled sea of waters. (Waterproofs are kept, and are often needed, as the spray continually dashes over.)

Returning to the grounds of the *Schloss Laufen*, those who do not wish to go back by the Railway Bridge can obtain a ferry boat (50 c.) to the *Schlösschen Wörth*, and those so inclined can procure a boat (by agreement) to visit the middle rock in the midst of the turbulent waters, and ascend to the Pavilion by a path protected by a railing; then proceed by the same boat to the *Schlösschen Wörth*. The passage is short, and there is no danger, but to reach the rock the boat will toss violently, and nervous travellers should go by ferry direct to *Schlösschen Wörth*, where a camera obscura, stall of fancy goods, and restaurant will be found. Then, crossing a bridge, the beautiful and extensive grounds of the *Schweizerhof Hotel* are reached. Here an English Church has been erected. Sunday services 10.30 a.m. and 3.0 p.m.

A description by John Ruskin will be read here with pleasure:—

“Stand for an hour beside the Falls of Schaffhausen, on the north side, where the rapids are long, and watch how the vault of water first bends unbroken in pure polished velocity over the arching rocks at the brow of the cataract, covering them with a dome of crystal 20 feet thick, so swift that its motion is unseen except when a foam-globe from above darts over it like a falling star; and how the trees are lighted above it under all their leaves at the instant that it breaks into foam; and how all the hollows of that foam burn with green fire, like so much shattering chrysopras; and how, ever and anon startling you with its white flash, a jet of spray leaps hissing out of the fall, like a rocket bursting in the wind and driven away in dust, filling the air with light; and how, through the curdling wreaths of the restless, crashing abyss below, the blue of the water, pale by the foam in its body, shows purer than the sky through white rain cloud; while the shuddering iris stoops in tremulous stillness over all, fading and flushing alternately through the choking spray and shattered sunshine, hiding itself at last among the thick golden leaves which toss to and fro in sympathy with the wild waters, their dripping

masses, lifted at intervals, like sheaves of loaded corn, by some stronger gush from the cataract, and bowed again upon the mossy rocks as its roar dies away."

The Falls should be seen in the early morning, when the rainbows are around them, or by the light of the sunset. They are illuminated with magnesium and Bengal lights every evening during the summer, from July 1st. The best time in the year for witnessing a mighty rush of waters is in June or July, when the snow of the Alps is melting, but the Falls are always grand. On a moonlight night the effects are exquisite.

**Schaffhausen** (population 16,440) is the capital of the Canton of the same name. (Hotel—*see* Appendix.) The name Schaffhausen is derived from the "skiff-houses" which were once ranged here along the river bank when it was a mere landing-place for goods, and was principally peopled by boatmen. It is a remarkably picturesque town, and retains some good specimens of the Suabian style of the sixteenth century. Notice the frescoes on some of the houses, especially the House Zum Ritter, opposite the Krone Hotel.

The **Cathedral**, founded 1052, was once an Abbey Church; the style is Romanesque, very massive. The famous old bell (cast in 1468) which suggested to Schiller his exquisite "Lied von der Glocke," was replaced in 1898 by a new one bearing a similar inscription. It runs as follows:—"Vivos voco, mortuos plango, fulgura frango." (*cf.* p. 92.) The old bell (cracked) is still preserved as a curiosity.

The **Castle** of Munot (or Unnot), with a thick, bomb-proof wall and a round tower, was built 1564; visitors may inspect it, enjoy the view, and enter the subterranean passages for a trifling fee. This round tower is 150 feet in diameter, with walls 16 feet thick. On the **Promenade** (Fäsenstaub) is von Müller's monument. A good swimming bath in the river. The **Imthurneum** (named after its founder, M. Imthurn, a native, who presented it to the town), situated in the Herrenacker, contains a good Theatre, Concert and Ball Room, Picture Gallery, etc. Opposite is the **Museum**, with antiquities and natural history specimens, and the Town Library, celebrated for the works of Johann von Müller, the Swiss historian. Important Waterworks have been erected, which supply motive-power for factories, electric lighting, tramways, etc.

Electric tramway to Neuhausen every 10 minutes, 20 c. Carriages to Neuhausen per person as per tariff. Train several times a day. Two miles.

Steamboat from Schaffhausen to Constance. Charts of the journey, price 30 c., are sold on board the steamboats. (See p. 37.)

### SCHAFFHAUSEN TO ZÜRICH.

(Time,  $1\frac{1}{2}$  hours.)

There are two routes from Schaffhausen to Zürich, viz., (a) *viâ* Eglisau, and (b) *viâ* Winterthur. The route *viâ* Eglisau is shorter, quicker, and cheaper, with more express trains; but for business people going to Winterthur the alternative line is more convenient.

#### (a) *Viâ* Eglisau.

The distance is 30 miles, and the line leaving Schaffhausen skirts the Fäsenstaub Promenade, and passes below the Villa Charlottenfels to the station of Neuhausen (p. 33). It then turns to the left through the grounds of the Schweizerhof Hotel in view of the Falls, and, soon losing sight of the river, passes several small stations to the quiet town of Eglisau, crossing the Rhine by a huge viaduct to the station of the same name (junction for Waldshut). The remaining stations are *Glattfelden*, *Bülach*, *Glattbrugg*, *Niederglatt*, *Oberglatt* (branch line to Niederwessingen), *Rümlang*, *Oerlikon*, and Zürich. (See p. 54.)

#### (b) *Viâ* Winterthur.

(Distance, 36 miles.)

The line skirts the Fäsenstaub Promenade, a long tunnel is entered, then the great bridge over the Rhine is crossed, and another tunnel, passing under the Castle of Laufen, on emerging from which a glance at the Falls may be obtained. The scenery is very beautiful in the neighbourhood of Dachsen (Hotel—see Appendix), after which there is little to call for special attention until Winterthur (p. 78) is reached. The stations after Dachsen are *Marthalen*, *Andelfingen*, *Henggart*, *Hettlingen*, *Winterthur*.

Winterthur to Zürich, 17 miles, thirty minutes to one hour.

### SCHAFFHAUSEN TO CONSTANCE.

(By Rail. Time,  $1\frac{1}{4}$  hours.)

The first station of any importance is **Singen**, a junction for Donaueschingen and the Black Forest Railway (branch

ine to Etwilen). Near Singen is the fortress of **Höhentwiel**, celebrated in the history of the 'Thirty Years' War, partly destroyed by the French in 1800. Magnificent view from the tower.

**Radolfzell**, a walled town, with a fine Gothic Church (1436). A good view of the Lower Lake is obtained here, in the centre of which is the Island of Reichenau. (*See below.*)

The journey from this point is on the margin of the lake, past stations *Markelfingen, Allensbach, Hegne, Reichenau*. The Rhine is then crossed by a handsome bridge thrown across that part of the lake, which is here contracted to a river, to Constance (p. 38).

*An alternative route from Schaffhausen to Constance is via Etwilen. The following stations are passed:—Feuerthalen, Langwiesen, Schlatt, Diessenhofen, Schlattingen, Etwilen, Stein, Eschenz, Mammern, Steckborn, Berlingen, Mannenbach, Ermatingen (Hotel—see Appendix), Tägerwilen, Emmishofen, Constance.*

By steamer. (Time, four to five hours; reverse journey,

Constance to Schaffhausen, three hours). Charts of the journey, price 30 c., are sold on board the steamboats.

On the right, **Paradies**, formerly a nunnery. The Austrian army, under the Archduke Charles, crossed the Rhine here in 1799. **Diessenhofen**, where the French army in 1800 effected its passage before the battle of Hohenlinden. **Stein**, on the left, a fine old town, Abbey of St. George, now an interesting museum. Ruined Castle of Hohenklingen, with a good view.

Soon after leaving Stein the river widens, and the **Untersee** (Lower Lake) is entered. The Castle of Freudenfels is seen on the right, and below it the village of *Eschenz*. To the left, *Oberstaad*, near which are the Quarries of Oehningen, remarkable for fossils; on the right, *Mammern, Wangen, and Steckborn*. At *Berlingen* the **Island of Reichenau** is seen to advantage. Steamers call twice daily. It is 3 miles long and  $1\frac{1}{2}$  miles broad. In the Church of the Benedictine Abbey, Charles the Fat, great grandson of Charlemagne, is buried. To the right of Berlingen is the Castle of Eugensberg, built by Eugene Beauharnais; the Castle of Salenstein; *Mannenbach*, on the right, above which is *Arenenberg*, where Queen Hortense died, and now the occasional residence of the Ex-Empress Eugénie, widow of Napoleon III (admission, 1 fr.; each additional person, 50 c.): *Reichenau*, on the Island of Reichenau. Soon after leaving *Ermatingen*, the narrow

passage connecting the Untersee with the Lake of Constance is entered. On the right is the castellated Monastery of **Gottlieben**, where John Huss and Jerome of Prague were imprisoned by order of the Emperor Sigismund and Pope John XXII. It was a curious coincidence that Pope John XXII should have himself been confined in this very castle a few years later, by order of the Council of Constance (p. 40). The remainder of the journey is somewhat uninteresting, and passing under the handsome railway bridge, passengers are landed at—

### CONSTANCE (BADEN).

(Hotels.—See Appendix.)

The population of Constance was once over 40,000; it is now about 25,000. The town is on the Swiss bank of the Rhine, but was, by the Treaty of Pressburg (1805), ceded to Baden.

There is not much in Constance for the mere sightseer; it is rich, however, in historical associations. As Geneva is the city of Calvin, and Zürich the city of Zwingli, so Constance is the city of Huss.

The **House of Huss**, in which he was arrested in 1414, in the St. Paulsstrasse, is adorned with his effigy. The **Dominican Monastery** of Gottlieben, where he was imprisoned, is on an island near the town (*see* above). The place where he stood to receive the sentence of death is pointed out in the **Münster**.

The **Kaufhaus**, in which the Council met who condemned Huss, may be visited; and the **field** at Brühl, where the last act in the tragedy was performed, is still to be seen; and here the visitor, as he stands on the very spot where the stake was planted, will be asked to buy an image of the Reformer, made from clay taken from the place above which the flames crackled.

It is not necessary here to tell the story of Huss again; but as the visitor looks at his prison at Gottlieben, it may not be uninteresting to recall one of his dreams, as related by D'Aubigné in his "History of the Reformation":—

"One night the holy martyr saw in imagination, from the depths of his dungeon, the pictures of Christ that he had had painted on the walls of his oratory, effaced by the Pope

and his bishops. This vision distressed him ; but on the next day he saw many painters occupied in restoring these figures in greater number and in brighter colours. As soon as their task was ended, the painters, who were surrounded by an immense crowd, exclaimed, 'Now let the popes and bishops come! They shall never efface them more!' 'And many people rejoiced in Bethlehem, and I with them,' adds John Huss. 'Busy yourself with your defence rather than with your dreams,' said his faithful friend, the Knight of Chlum, to whom he had communicated this vision. 'I am no dreamer,' replied Huss ; 'but I maintain this for certain, that the image of Christ will never be effaced. They have wished to deface it, but it shall be painted afresh in all hearts by much better preachers than myself. The nation that loves Christ will rejoice at this ; and I, awaking from among the dead, and rising, so to speak, from my grave, shall leap with great joy.'

Nor can the visitor walk out to the suburb of Brühl, on the Zürich road, where Huss was burnt at the stake, without thinking of the remarkable pun and prophecy he made, as he was entering the flames, in allusion to his own name, which signified in the Bohemian tongue a goose. He said : "Are you going to burn a goose? In one century you will have a swan you can neither roast nor boil." And in one century came forth Luther, who had a swan for his arms.

The **Münster**, or Cathedral, was founded 1052, but did not assume its present form till the beginning of the sixteenth century. The Gothic tower at the west end was erected during the years 1850-57. From the platforms round the open-work spire a magnificent **view** is obtained of the town, the lake, the valley of the Rhine, and the mountains of the Tyrol. The **oak doors** of the chief entrance are decorated with reliefs by *Simon Haider* (1470), in 20 sections, representing scenes in the life of our Lord.

In the **interior** observe the 16 monolith pillars which support the nave ; the **choir stalls**, with old carvings ; the **Tomb of Robert Hallam**, Bishop of Salisbury, made of English brass. In the nave is a light-coloured stone, marking the spot **where John Huss stood** when the cruel sentence of death was delivered, July 6th, 1415, and where he knelt before his accusers, and cried, "Lord Jesus forgive my enemies!" It is affirmed that this stone always remains dry when those surrounding it are damp. The **sacristy** contains



some curious missals, miniatures, plate, and other relics. A good collection of stained glass, by *Vincent*, may be seen in the **Chapter-room**. The **Crypt** below the church is very old, and contains a representation in stone of the Holy Sepulchre. The **Cloisters**, though now much dilapidated, exhibit some excellent workmanship.

The **Hall of the Kaufhaus** is where the Council of Constance held its sittings, and condemned Huss and Jerome of Prague. Many memorials of the former are preserved here (admission, 20 pf.), and in a kind of museum (admission, 20 pf.) is a collection of Indian and Chinese curiosities.

In the **Wessenberg-Haus** may be seen a good collection of engravings, pictures, and books, also some pictures and engravings left to the town by a lady artist named Ellenreider.

The **Stadt-Kanzlei**, or Town Hall, erected in 1593, in the Renaissance style, contains the municipal archives, charters, &c., of the Reformation period. In 1864 the façade was decorated with frescoes describing the history of Constance.

The **Rosgarten Museum**, in the old guild-house of the butchers, is a fine collection of natural history specimens, antiquities of Constance, and prehistoric remains. Admission free Wednesday 2 to 5, and Sunday 10.30 to 12; at other times, 50 pf.

The walks in the neighbourhood of Constance, and the **promenades** surrounding the town, are very pretty. In the **Stadt-Garten**, by the lake, a band plays every evening in summer. The **pier** is attractive, on account of the good views it commands. There is an excellent **Swimming Bath**.

In the **environs** of Constance are several very interesting places, among them the **Abbey of Kreuzlingen**, or rather the building which once bore that name, for it is now an agricultural school. The present structure has been erected since the 'Thirty Years' War, as the former one was destroyed during that time. In one of the chapels is a marvellous piece of wood carving, adorned with many hundreds of miniature figures, the work of a Tyrolese; also an embroidered vest, adorned with pearls, presented by Pope John XXII on his journeying to Constance in 1411.

Very pleasant walks, embracing charming lake and mountain views, are those to the Loretto-Kapelle, the Tabor, the Jacob, and the Kleine Rigi.

**Mainau**, the beautiful seat of the Grand Duke of Baden, is situated on a small island, about four miles from Constance.

The island is connected with the mainland by a bridge. No pleasanter day's excursion than this can be undertaken in the vicinity of Constance.

The **Field of Brühl** is outside the town, on the road to Zürich, and possesses the melancholy interest of being the place where Huss was burnt in 1415, and Jerome of Prague a year after. The spot is marked by a rough monument of stones, upon which is an inscription.

## LAKE OF CONSTANCE.

(Latin, *Lacus Brigantinus*. German, *Boden-See*.)

This spacious reservoir of the Rhine is over forty miles in length and eight in width; it is a glorious sheet of water in fine weather, but rather turbulent in storm, being at an elevation of about 1,300 feet, and not protected by lofty mountain embankments. It is by no means an uncommon thing for tourists to suffer from sea-sickness when being rocked on its bosom. There are some fine views from it, especially of the Appenzell Alps, including the snow-clad Sentis and the Vorarlberg Alps. Lake Constance would probably be considered very beautiful, were it not in Switzerland; but being there, it suffers from comparison with its fairer neighbours. The lake abounds in fish, of which *felchen* and trout are the best. Some seventy species of birds frequent the lake.

The position held by the lake is curious, as it forms the boundary of five different states, viz., Baden, Würtemberg, Bavaria, Austria, and Switzerland, a portion of the coast belonging to each.

For **steamers** to all parts of the lake, *see* local timetables.

**Friedrichshafen**, nearly opposite Constance, is the principal bathing place on the lake, and the views from here are among the finest in the neighbourhood. It is a pleasant town, with about 4,600 inhabitants. The **Schloss** is the summer residence of the King of Würtemberg. Friedrichshafen is the terminus of the Stuttgart Railway.

**Lindau**, a pretty town on an island at the east end of the lake, is the terminus of the Bavarian S.W. Railway. Population, about 5,800. It was once a fortress, and an imperial town, and was probably the site of a Roman fort.

The **Town Hall**, erected in the early part of the fifteenth century, and restored in 1887, contains a Museum of Antiquities. Open daily, 11 to 12; Sunday, 2 to 5. In the same *Platz* is the handsome **Reichsbrunnen**, with bronze figures, erected in 1884. At the end of the wooden bridge is part of a Roman Wall, and a War Monument for 1870-71.

Delightful walks along the bank of the lake lead to well-kept parks, and villas with lovely gardens. At **Lindenhof**, the Villa Gruber and its beautiful grounds, hothouses, etc., may be visited except on Sunday. On Friday admission is free, but on other days a charge of 1 mark is made.

**Bregenz**, in the Vorarlberg, is a good starting-point for the Tyrol. It is pleasantly situated at the east end of Lake Constance, and in the old town are traces of Roman occupation. The principal excursions to be made from Bregenz are to the *Gebhardsberg* (1,970 feet), and to the *Pfander* (3,490 feet), which can be visited on foot, or by carriage.

Bregenz to Nauders, over the Arlberg, by railway to Landeck 91 miles, in three to five hours, diligence from Landeck to Nauders, 27 miles in five hours.

## CONSTANCE TO COIRE (CHUR).

The journey may be made by boat to Rorschach, and thence by rail, or the whole route by rail, the line skirting the bank of the lake as far as Rorschach. In either case the principal places passed will be *Kreuzlingen*, *Münsterlingen* (with a large lunatic asylum, formerly a monastery), *Altnau*, *Güttingen*, *Kesswil*, *Uttwil*, **Romanshorn** (a steamboat station, eight miles from Friedrichshafen, on the opposite side of the lake, and a junction with line to Winterthur), *Egnach*, *Arbon* (once the Roman Arbor Felix), *Horn* (with its good bath), and then *Rorschach*.

### Rorschach.

(Hotels—See Appendix.)

Behind this prosperous town (pop. about 9,000), is a hill called the Rorschacher Berg, commanding a view of the entire length of Constance and the Alps of the Grisons. There are some old castles dotted about on hills, some good baths

not far off from the town, and very pretty walks and drives, and the air is said to be very beneficial to invalids. It is not, however, a place to choose for a lengthened stay.

A large traffic passes through here or by the coast steamers from Romanshorn across the lake to Lindau, where it is transhipped from steamer to railway for Bavaria, Austria, etc.

It was a busy place during the last Franco-German war, as it was the route selected for traffic from the eastern line from France.

Agreeable excursions over good roads may be recommended to the old Abbey of **Mariaberg**, now a school; to the **Rossbühl** (2,930 feet), commanding a view of the Rhætikon and Vorarlberg Mountains; to the **St. Anna Schloss**; to the **Martinstobel**, from the highest point of which the view is one of the most charming on the lake. The Duke of Parma's château of **Wartegg**, and the summer residence of the Prince of Hohenzollern (**Schloss Weinberg**), with their beautiful parks, will well repay a visit.

Less than five miles from Rorschach is the pleasant and healthy village of

**Heiden** (pop. 3,890) frequented by travellers who are seeking the Molken-Kur or Whey-cure, made of goats' milk. Carbonic acid and brine baths, electrotherapy, massage, etc. (Hotels—see Appendix.) Heiden is reached by a rack-and-pinion railway starting from the harbour. The line ascends through orchards, passing châteaux and stone quarries, and over viaducts, disclosing beautiful views of valleys, mountains, and of the Rhine.

Lodgings are easily obtained, and good hotels, some with baths and gardens, exist, whose charges are moderate. The visitor's tax is 30 c. per day; whey-cure tickets 5 fr. per week, or 1 fr. per day. English Church service during the season. There is a pretty Kurhalle. At the upper end of the village, and from the grounds of the Freihof, good views are obtained. Among the many charming walks around Heiden mention may be made of the *Bellevue*, the **Krahenwald**, the **Hasenbühl**, the **Chapel of St. Anthony**, the **Gabris**, and the **Kaien**.

Leaving Rorschach the lake is skirted, and the Valley of the Rhine is entered. The line traverses a fertile plain to *Staad*, a picturesque village; good baths; and on to

**Rheineck**, a small town surrounded by vineyards. Omnibus at the station for *Thal*, situated at the foot of the *Buchberg*. Diligence to *Wolfshalden* and *Heiden* three times daily.

From Rheineck there is a cable railway of three miles to the village and health resort of

**Walzenhausen.** Good hotels and pensions. The district abounds in beautiful scenery, the best views being those from the *Rosenberg* (2,570 feet), and the *Gebhardshöhe* (2,920 feet). From the **Meldegg**, a rocky promontory, there is also a splendid view of the Rhine Valley, the Lake of Constance, and the Alps.

To Bregenz and Lindau from Rheineck there is frequent communication by steamer.

About three miles from Rheineck is the station of

**Margrethen**, in the neighbourhood of which important engineering works have been carried out at a cost of about £650,000 by the Swiss and Austrian Governments for the regulation of the Rhine, by cutting off its windings so as to lead the river straight into the Lake of Constance. One cutting was finished in 1900, another and longer one is between Altstätten and Diepoldsau (see below).

**Au**, prettily situated at the foot of the *Meldegg* mentioned above, is favourably placed for various mountain excursions. Electric tramway to Altstätten.

**Altstätten** has a population of nearly 9,000. Beautiful neighbourhood. Good roads from here to Appenzell, St. Gall, and a pleasant footpath to Heiden. The manufacture in this neighbourhood is a muslin fabric known as St. Gallen muslin, the handiwork of all the women of the villages round about. Electric railway 12 times daily to Berneck. From Altstätten to Coire the scenery is extremely picturesque.

**Oberriet**, a ruined castle (Blatten) is seen to the right, and below it is a defile known as the *Hirschsprung* (Stag's Leap).

**Rüthi**.—A pathway from here leads to Weissbad, by the Kanor Pass, the views from which are magnificent. Sennwald, at the foot of the Kanzel, or pulpit, is near here.

**Haag**.—Railway from here to Feldkirch, for the Tyrol. At **Buchs** is a castle, once the residence of the Counts of Werdenberg. Custom-house examination for travellers to or from Austria.

At **Seveler** is the ruined castle of Wartau, and on the opposite bank of the Rhine, Vaduz, to which place a coach runs from Trübbach. Ascent of the Alvier (7,753 feet).

**Sargans** (Railway restaurant).—Inquire here if a change of carriage must be made. Sargans is the junction with the railways from Wallenstadt and Zürich. In this neighbourhood are the mountains of the Kurfürsten chain, Falknis, Scesaplana,

and the Fläscherberg, affording fine views from the train all the way to

### Ragatz.

(Hotels—See Appendix.)

On the Tamina, annually crowded with thousands of visitors, sometimes as many as 50,000 in a season, on account of the Baths, the mineral water which supplies them being conveyed from Pfäfers by tubes or wooden pipes made of hollow pine trees, and reaching a distance of 12,500 feet. Ragatz has numerous fine hotels, some pensions, a **Wurmsaal**, and charming environs. The principal attractions are the **Quellenhof**, and the **Hof Ragatz**, and the **Kurgarten**, where the band plays three times a day. The **Trinkhalle** and the **Baths** are situated near pleasure grounds with a whey establishment.

There are four establishments with 90 baths. **Mühlebad**, **Helenabad**, and **Neubad**, on the right bank of the Tamina, and **Dorfbad** in the middle of the village of Ragatz. The swimming bath is 80 feet long by 30 feet broad.

The charge for baths is 2 or 2½ fr. per hour; for the swimming bath, 2 fr. in the morning, 1 fr. in the afternoon, clothes extra. Open for ladies, 11 to 1 and 4 to 6.

**Visitors' Tax**, 3 fr. per week per person.

**English Church Service** in summer.

**Zander Institute** in the Kurgarten.

**Carriages**, per drive, consult tariff.

**Omnibus** from the station, 75 c.; heavy baggage, 25 c. each article.

**Post Office**, opposite the Dorfbad.

**Telegraph Office**, opposite the Krone Hotel.

**Bad Pfäfers**, up the gorge of the Tamina, should on no account be missed; it is one of the most curious spots in Switzerland. (Hotel—see Appendix.) It is an easy walk of three miles from Ragatz. The old baths are between frowning rocks above the torrent of the Tamina. The **Gorge** is traversed by a wooden pathway above the torrent, and with gloomy walls of rock overhanging. In many respects it resembles the Gorge du Trient (p. 195), although, probably, that remarkable spot is more than equalled by the savage grandeur of Pfäfers. In one part of the Gorge (the *Schlucht* or abyss) the rocks are not more than 20 feet apart. The journey from Ragatz to the baths and back may be made with perfect safety, either by carriage (two hours) or on foot (three hours).

The **Bathing Establishment** is well placed at the mouth of the ravine amidst bracing air. The temperature of the water is 96° Fahr., and the season lasts from June 1st to the middle of September. The charge for public baths is 50 c., and for private baths, 1 fr. The spring that supplies the baths was discovered in 1038, and the first bath-house was erected in 1242. The principal diseases for which the mineral waters of Ragatz and Pfäfers are used either internally or externally are chronic rheumatism and gout, chronic diseases of the joints and muscles, neuralgia, sciatica, nervous dyspepsia, bladder and kidney complaints, diseases of the respiratory organs, etc.

The hot springs above the baths are reached through the bath-house, whence a wooden stage, fastened by iron stanchions, is carried along the narrow chasm to the springs. This stage or platform, with the rushing torrent below, and the overhanging rocks above, is furnished with a handrail, and although the passage, 700 feet, of this darkened ravine, never visited by the sun, is, to say the least, striking in its effect, it is nevertheless perfectly safe. A charge of 1 fr. is made to each person, and a guide accompanies the visitors. Those who have time at their disposal will do well to visit also the village of

**Pfäfers**, which has a fine Benedictine Abbey, now used as a Lunatic Asylum. It is reached by a steep climb in 1¼ hours.

A **Cable Tramway** ascends from near the Hof Ragatz to the **Hotel Pension Wartenstein**, a pleasant health resort, in 12 minutes—single fares, 2nd class, 1 fr. ; 3rd class, 60 c. ; return ticket, 1 fr. 30 c. and 80 c. The ruined Castle of Wartenstein and the Chapel of St. George are close by.

Innumerable pleasant excursions may be made in this neighbourhood, among which may be mentioned the **Guschenkopf** (2,463 feet) to the right of the Tamina Gorge ; **Luziensteig**, a fortified pass 4½ miles beyond the Rhine ; **Pizalun** (4,860 feet), a splendid point of view—guide advisable ; the **Piz Sol** (9,347 feet), the highest point of the Graue Hörner ; to **Valens** (3,018 feet), from which may be made the ascent of the **Vasenenkopf** (6,675 feet), and **Monteluna** (7,955 feet) ; to **Reichenau** over the **Kunkels Pass**, 20 miles by diligence, or on foot seven to eight hours ; the **Falknis** (8,410 feet), good bridle path ; the **Scesaplana** (9,738 feet), a charming excursion occupying two days.

Resuming the railway journey, the Rhine is crossed, and the

traveller, leaving the Canton of St. Gall, passes into the Grisons.

**Maienfeld.** Fine views. An old tower of the fourth century, built, it is said, by the Emperor Constantius, is seen here; also the Convent of Pfäfers.

**Landquart** (Railway Restaurant). (Hotel—*see* Appendix.) Train to **Klosters** and **Davos Platz** (p. 298).

The district is very fertile and celebrated for its wine, called Completer. Beyond the town are the ruins of many feudal castles, and the ancient borough of

**Zizers**, to the left of which is *Mölinara*, the country seat of the Bishop of Coire, and on the right, at the base of the **Calanda** (9,215 feet), are the ruined castles of *Liechtenstein*, *Krottenstein*, and *Haldenstein*, and proceeding along the valley the train arrives at **Coire** (*see* below).

Besides the direct railway a narrow-gauge line, constructed in 1896 to connect the lines from Davos to Landquart and from Coire to Thusis, runs from Landquart to Coire (8 $\frac{3}{4}$  miles, in 30 minutes). Stations: *Igis*, *Zizers*, *Untervaz*, *Trimmis*, *Haldenstein*, and *Coire*.

## COIRE.

(German, *Chur*; Romonsch, *Cuera*.)

(Hotels—*See* Appendix.)

Coire (population, 12,460) is the chief city of the Canton of the Grisons (*Graubünden*), whose history is quite as eventful as that of the Forest Cantons, and equally as interesting. Some of the principal inhabitants of the country called Canton Grisons met together in a forest near the village of Truns, to form a league and concert measures by which they might throw off the oppressive tyranny of the petty lords and barons who had so long held them in subjection. In May, 1424, they met at the village of Truns, and there established "The Grey League" (*Graubund*), so called from their being dressed in grey. Two similar leagues were formed: One called "The League of God's House," and the other "The League of the Ten Jurisdictions." These three leagues, known as the Grison Confederacy, warred against the barons to such good purpose, that, had not the Episcopal lords directed their movements, it is likely that their oppressors would have been forced to flee the land. As it was, however, they contented themselves with



forming their country into a number of small republics, each with a perfectly independent government and machinery. The result of this was an endless storm of petty feuds and quarrels between the citizens, which did not really end until, in 1814, they became a canton of the Swiss Confederation. Since then a new set of laws concerning the administration of the canton has been put in operation, by which all the old landmarks connected with the earlier form of government have been obliterated, and it has now settled down to the ordinary peace and prosperity of the rest of the Swiss Cantons.

The language of the Grisons is Romansch, divided into two different dialects; the inhabitants, however, can nearly always supplement their own tongue with German or Italian. The tourist will be interested in perusing a newspaper published in Coire, in Romansch, entitled "Amity del Pievel," the "Friend of the People."

The canton is very large, occupying about one-sixth of the whole of the Swiss territory, and has a population of about 100,000, of which 53,000 are Protestants, and 44,000 Roman Catholics; of this total 45,000 are of Romanic, and 52,000 of Teutonic race. The scenery is very beautiful throughout the canton, consisting of barren mountains and fertile valleys, and every charm that variety can give.

There are several places of interest for the fleeting tourist to note as he passes by, although the town of **Coire** does not hold out sufficient inducement for any lengthened stay. The situation of the town is extremely picturesque; the old streets are narrow and irregular, but abounding with good views; broad new streets have been built from the station to the old town. The Plessur, a river flowing into the Rhine, passes through the town, part of which is surrounded with walls.

The **Cathedral**, or Church of St. Lucius, is the most remarkable building in Coire; it dates from the eighth century, and is a good specimen of the Early Pointed Gothic. St. Lucius is of doubtful origin; but the legends say he was a King of Scotland, who came as an evangelist to Switzerland, and suffered martyrdom. Observe the portal of the entrance court, representing Christ as the Lion of the tribe of Judah. In the **interior** are many objects of interest—

Tomb of Bishop Ortlieb de Brandis.

Madonna ... .. *Stumm (pupil of Rubens).*

High Altar, with fine carved work *Jacob Russ.*

Christ bearing the Cross ... *Albert Dürer.*

In the **Treasury** are many charters, reliquaries, and other valuable curiosities, including a miniature on lapis lazuli, by *Carlo Dolce*. (Open Sunday afternoons, on week days, morning and afternoon. Ticket 1 fr., at the clergy house.)

The **Episcopal Palace**, not far from the church, is also very ancient, and it is said that the chapel is one of the earliest Christian edifices extant. It is in an old Roman tower, called **Marsol**, in which tower, says tradition, St. Lucius was murdered in the year 176. Above the Cathedral is a very fine walk, commanding extensive views of the Viâ Mala and the Splügen.

The **English Church Service** is held in the Swiss Protestant Church.

The **Chapel of St. Lucius**, beautifully situated at the foot of the Mittenberg, commands a fine view, as also does the Rosenhügel, a promenade a short distance from the town, on the Julier Road. Many short excursions may be made to points giving fine views of the Rhine Valley, such as to the *Rosenhügel*, to the *Lürlibad*, etc., and longer mountain ascents to the *Spuntiskopfe* (6,360 feet), to the *Dreibündenstein* (7,060 feet), and the *Stützer Horn* (8,460 feet). The *Calanda* (9,215 feet) is ascended from *Haldenstein*, three miles from Coire. Guide necessary, 12 fr. This is a fatiguing climb of seven or eight hours, the night being generally spent in the Calanda Hut (4½ hours), and the ascent continued next morning.

In the wild valley above the gorge of the *Rabiosa*, three miles from Coire, are the mineral springs of **Bad Passugg**, the water containing carbonic acid and soda.

From Coire to St. Moritz and the Engadine by the Julier Pass, etc. (p. 289).

„ Coire to Thusis and the Engadine by the Albula Railway (p. 291).

„ Coire to Andermatt by the Oberalp (p. 274).

Andermatt and Furka Pass to Brigue, whence the railway may be taken to Geneva.

## COIRE TO THUSIS.

From Coire by the Rhætian narrow gauge railway, the continuation of the line from Davos to Landquart and Coire opened in 1896, to Thusis, 17 miles. From Thusis to St. Moritz by the new Albula Railway, 39½ miles (*see* p. 291).

Leaving Coire, the railway runs through very beautiful scenery, passing *Felsberg* and *Ems*, crossing and recrossing the Rhine until it reaches the union of the Vorder-Rhein and Hinter-Rhein.

**Reichenau** (buffet), a quiet village in view of the *Brigelser Horn*. In the old château of the bishops, Louis Philippe, then Duc d'Orléans, seeking refuge from the fury of the French Revolution, resided from October, 1793, to July, 1794, under the assumed name of Chabot. The château is now the property of Dr. Alfred von Planta, and from the garden (open to visitors) is a fine view of the meeting of the rivers.

Diligence and mule track over the Kunkels Pass to Ragatz. Diligence to Ilanz *via* Flims and Tamins.

Continuing the journey, the line ascends through rocky ground and a deep cutting to

**Bonaduz**, situated in a fertile plain, with a background of lofty mountains.

Diligence daily to Ilanz.

Ascending the valley of the Hinter-Rhein and through the long valley of *Domleschg*, the train arrives at

**Rhazüns**, with its rock castle, and its ancient frescoes in the Chapel of St. George. High above the river is

**Rothenbrunnen**, celebrated for its springs containing phosphorus, iodine, and iron; Kurhaus Pension; then passing many castles and the small station of *Rodels-Realta* and

**Catzis**, amidst magnificent scenery (diligence daily to Saru), **Thuis** (*see* p. 284) is reached.

*Thuis to the Engadine by the Albula Railway, to Samaden (for Pontresina) and St. Moritz (p. 291).*

*Thuis over the Splügen by diligence to Chiavenna. Rail to Colico for Como, Lecco, Lugano, etc. (p. 284).*

## COIRE TO AROSA.

(Through the Schanfigg-Thal.)

**Arosa** (5,900 feet), one of the highest summer and winter resorts in Switzerland, situated among pine woods, and rich in Alpine flora, is reached from Coire by diligence, 20 miles, in six hours, three times daily. Fare, 7 fr. 70 c.; coupé, extra Carriage, with two horses, 50 fr.; with one horse, 30 fr. From Arosa to Coire the diligence descends in  $3\frac{1}{2}$  hours.

Leaving Coire, the road ascends the steep slope of the *Mittenberg* to the Strela Inn, and enters the

**Schanfigg-Thal**, a well-wooded valley with the *Plessur* below. Passing in view of *Bad Passugg* and *Malix*, the *Calfreiser Tobel* is crossed near a waterfall; crossing also the *Castieler Tobel*, the finely situated village of *Castiel*, with a mineral spring, is gained. Still ascending, more rivers are crossed to *Malix* and **St. Peter**, and, further on, over the *Peister Tobel*, the largest parish in the valley is reached at

**Langwies**, whence an excursion to Davos can be recommended over the **Strela Pass** (four to five hours); guide (not absolutely necessary), 10 fr. Another easy excursion is to **Küblis**, over the **Duranna Pass** (five hours).

From Langwies, the distance to Arosa is six miles, the road leading by woods, gorges, and waterfalls to *Riiti*, whence a new road is taken by carriages, but pedestrians had better continue by the old road through woods to the hotels and pensions on the little *Unter-See*, in the lower part of Arosa. The diligence by the new road passes the *Schwarz-See* and the *Ober-See* to the post office.

Arosa is liberally supplied with good hotels, pensions, and villas, some on the high road, others in the wood, and most of them, except the Kulm, and one or two others at Inner Arosa, are open in the winter as well as summer. (Hotels, see Appendix.)

English church service is held at the Grand Hotel.

The pure air is very free from moisture, and charged with ozone; the mean temperature is from 52° to 56° Fahr. from June to August, and in winter the favourite attractions are skating, skiing, and tobogganing. Visitors' tax for the winter, 20 fr.; for the summer, 12 fr. 50 c.; or, per week, 1 fr. 25 c.

Excursions with or without guides are many and various, and information as to hotels or guides can be obtained at the Kur-Verein. The **Weisshorn** (8,710 feet), the **Schiesshorn** (8,540 feet), the **Rothhorn** (9,700 feet), the **Thiejerfluh** (9,135 feet), and the **Sandhubel** (9,080 feet), are mostly easy ascents (with guides) for those accustomed to Alpine climbing.

Davos may be reached from Arosa over the *Furkahöhe Pass*, guide, 15 fr.; and Parpan over the *Urden Fürkli*; guide, 10 fr.

## BÂLE TO ZÜRICH viâ BRUGG.

The most direct route from Bâle to Zürich is by Rheinfelden, Stein, Brugg, and Baden, 56 miles railway in two to four hours; good service of trains, namely, 15 daily each way.

Leaving Bâle, after passing *Pratteln* and *Basel-Augst* the *Ergolz* is crossed, and the train approaches the Rhine. The first station of any importance is

**Rheinfelden**, a picturesque and interesting old town formerly one of the outposts of the Holy Roman Empire. Some of the ancient towers and walls may be seen. Here the river forms the *Höllenhaken* rapids (see p. 32).

Soon the train leaves the Rhine, passing *Möhlin* and *Mumpf*, arriving at

**Stein**, opposite Säckingen, a large town, and connected with it by a bridge. (Skirting the left bank of the Rhine is a short railway (16 miles) to *Coblenz*, near *Waldshut*.)

Again leaving the Rhine, the train ascends to *Eiken*, *Frick*, *Hornussen*, *Effingen*; then, tunnelling under the **Bötzberg**, the line descends through lovely scenery overlooking the valley of the Aare, crossing the *Aare* by a lofty bridge to

**Brugg**, a pleasant and pretty place, once belonging to the House of Hapsburg; its old towers are very quaint and curious. Near here the Aare, the Reuss, and the Limmat, three of the principal rivers of the country, join and travel in company under the name of the Aare, until they reach a place called *Coblenz*, near *Waldshut*. A mile to the south-east of *Brugg* stands the **Abbey of Königfelden** (now a Lunatic Asylum), "founded by the Empress Elizabeth and Agnes of Hungary, on the spot where the Emperor Albert, husband of the one and father of the other, was assassinated two years before. How much religion went in those days to the building of an abbey we may judge by the ferocious revenge which Agnes, unable to lay hands on the conspirators themselves, took upon their families and friends when, on the occasion of the butchery of 63 guiltless victims before her at one time, she exclaimed, 'Now I bathe in May-dew!' The actual murderers succeeded in making their escape, with the exception of *Wart*, who was undoubtedly present, though his share in the deed is disputed. He was sentenced to be broken alive upon the wheel; but the usual 'stroke of mercy' was denied, and he lingered for two days and two nights before death relieved him from his sufferings. I know few stories more affecting than that of the devotion of *Wart's* wife in the hours of his long agony. During the day she concealed herself in the neighbourhood, and as soon as it was dark, eluding the guards, she contrived to climb up to the scaffold, and, kneeling by his side through the slow and terrible night, wiped away the sweat of

anguish from his brow, and whispered into his ear the consolation of faith and love. Before the morning broke she hastened away to hide herself near the spot, and to pray that when she came back again she might find him dead. There came in the morning a gay troop of knights to see the sight, and bitterly spoke one when he looked upon the unmutilated face. 'Are there no crows in your country?' was his stern demand. It was the cruel Agnes in disguise. Strange indeed it is that two such passions should have a common origin of woman's affection—that the same source should send forth such sweet waters and such bitter!"

Close to the Abbey are the remains of the Roman amphitheatre of Vindonissa, which was capable of accommodating 10,000 persons.

Brugg was the birthplace of Zimmermann, the author of the well-known book on "Solitude." Pestalozzi died at Brugg, 1827.

*Brugg to Wohlen, railway 11 miles.*

*Wohlen to Bremgarten, railway 5 miles.*

*Brugg to Olten, viâ Aarau, 20 miles.*

Three miles from Brugg, on the line Olten-Brugg, is Bad Schinznach, the station for Schinznach-les-Bains, where there are strong sulphur springs. (Hotel, see Appendix.) Close by is the ancient castle of Hapsburg (formerly the seat of the imperial family of Austria).

On quitting Brugg, the railway leaves the Aare, and crosses the River Reuss to

**Turgi** junction, with branch line to Waldshut.

**Baden** (Hotels, see Appendix) is the oldest of the watering places of Switzerland; its ancient name was *Aque Helvetiæ*. It was visited by fashionable Romans, and now fashionable cosmopolitans visit it to the number of 30,000 annually. Its springs are good for rheumatism, catarrhs, and almost everything else. A curious fact connected with this place is that it was an ancestor of Baden-Baden, that is to say, it was once a gambling resort of the Romans, if all accounts are true; for it is said the *Würfel Wiëse*, or Dice Meadow, is so named on account of the dice found in it.

The waters from 21 springs are warm and sulphurous, with a temperature of 100° to 118° Fahr., in the narrow valley of the Limmat. In the **Kurhaus**, a handsome building with good restaurant and gardens, music is given three times a day.

The season at Baden is May to September, and the principal frequenters are Swiss and French.

English Church Service in the Grand Hotel.

Roman relics are frequently found in the district, and there are many interesting walks and excursions in the neighbourhood.

Stations, **Wettingen** (branch line to Oerlikon, p. 78) **Killwangen**, **Dietikon** (where Masséna, in 1799, repulsed the Russians and took Zürich), **Schlieren**, **Altstetten** (junction, with branch line to Lucerne). Electric tram from Dietikon to Bremgarten. As the traveller draws near to Zürich he will be struck with the picturesque nature of the scenery in its immediate neighbourhood, and with the view of the great range of Alps seen on the right hand. Crossing the River Sihl, the train arrives at

**Zürich** (*see below*).

If, instead of taking the most direct route, the traveller wishes to extend his journey between Bâle and Zürich, he can do so by the two following routes:—

- (1) From Bâle to Waldshut, Turgi, Baden, Zürich.
- (2) From Bâle to Olten, Turgi, Baden, Zürich.

## ZÜRICH.

(Hotels— *See Appendix*.)

**Cook's Office.**—2 Fraumünsterstrasse.

**Railway Stations**—**Central Station**, at the lower end of the town. In the square Bahnhof-Platz is a statue of Alfred Escher (by Kissling), chief promoter of the St. Gothard Railway. **Engel Station**, on the left bank of the lake. **Uetliberg Station** and the **Sihlthalbahn**, in the Sihlramstrasse. **Stadelhofer Station**, right bank of the lake.

**Post and Telegraph Office.**—Near the Fraumünster open day and night, and branch offices in various parts of the town; also at the station.

**British Consul-General.**—Sir H. Angst, K.C.M.G.  
**Vice-Consul**, J. C. Milligan.

**United States Consul.**—A. Lieberknecht; **Vice and Deputy Consul**, Joseph Simon.

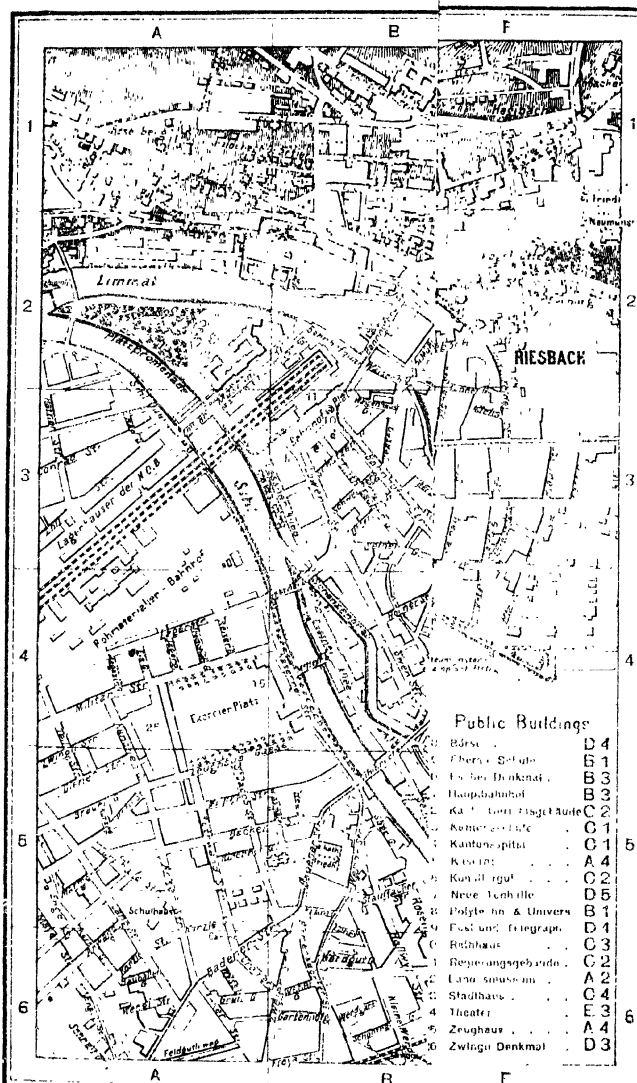
**English Church Service** in St. Andrew's, Hohe Promenade, near the Belle Vue. Services, 8 a.m., 10.30 and 5 p.m.

**Presbyterian Service** (Church of Scotland) in summer.

**Physicians.**—Dr. Zangger, Professor Dr. Eichhorst, Professor Dr. Von Wyss, Professor Dr. Wyder, Professor Dr. Haab







**Public Buildings**

Börse	D 4
Chers. Schule	B 1
Fischer Denkmal	B 3
Hauptbahnhof	B 3
Kant. Post- und Telegr. Amt	C 2
Kant. Schulhaus	C 1
Kant. Spital	C 1
Kaserne	A 4
Konst. Schulhaus	C 2
Neue Schule	D 5
Politekn. & Univers.	B 1
Post- und Telegr. Amt	D 1
Rathhaus	C 3
Residenzgebäude	C 2
Lanzensussm.	A 2
Stadthaus	C 4
Theater	E 3
Zeughaus	A 4
Zwingli Denkmal	D 3

**Cabs.**—Drive within the town, or not exceeding  $\frac{1}{2}$  hour, one or two persons, 80 c.; three persons, 1 fr. 20 c.; four persons, 1 fr. 20 c.; for  $\frac{1}{2}$  hour, 1 fr. 50 c.; 1 fr. 90 c.; 1 fr. 90 c.;  $\frac{3}{4}$  hour, 2 fr.; 2 fr. 60 c.; 2 fr. 60 c.; 1 hour, 2 fr. 50 c.; 3 fr. 30 c.; 3 fr. 30 c.; each additional  $\frac{1}{4}$  hour, 50 c., 70 c., 70 c. Each trunk, 25 c. (small articles [inside] free). From 10 p.m. to 6 a.m., double fares.

**Electric Tramways** run frequently in various directions, and from the station to the suburb of Enge, and from the **Parade-Platz**. Fare for one section, 10 c.; two sections, 15 c.; three or more sections, 20 c.

**Cable Tramways—**

- (1) From Universitätsstrasse to Germaniastrasse (fine view of the town). Fares: one section, 10 c.; two sections, 15 c.; whole distance, 20 c.; descent, 10 c.
- (2) From the Römerhof to the Dolder Restaurant and (electric tramway) the Dolder Grand Hotel. (Golf links.) Fares: ascent, 40 c.; descent, 30 c. Return 60 c.
- (3) From the Bahnhof Brücke to the Polytechnic. Fare, 10 c.; time,  $2\frac{1}{2}$  minutes.

The **Zürich and Seebach Electric Tramway** runs from the Bahnhof Brücke to Oerlikon and Seebach. Return fare to Oerlikon 45 c.; to Seebach 55 c.

Uetliberg Mountain Railway (see p. 64).

**Theatres, etc.—**

**Stadt Theater.**—Near the Uto-Quai. Open from September 15th to May 1st. One of the ornaments of the town; erected 1891 to replace a smaller building burned down in 1890.

**Pfauen Theater.**—On the Heimplatz. Comedies, folk plays, etc. Open all the year.

**Corso Theater.**—Open all the year round; two performances on Sundays. The largest Variety Theatre in Switzerland. Handsome Café Restaurant and Assembly Rooms. In the Theater-Strasse.

**Central Theater.**—Weinberg-Strasse. Comedies and dialect plays. Open all the year.

**Panorama.**—On the Uto-Quai. Battle of Murten in 1476. Open 8 a.m. till dusk. Admission, 1 fr.; teachers and children, 50 c.

**Panopticum.**—Near the Central Station, 1 fr.

**Tonhalle** (see 63). Daily Concerts. Restaurant. 0

**Music.**—Besides the concerts at the Tonhalle (see p. 63) and the organ recitals at the Gross-Münster (see p. 58), there are in the summer concerts in the Stadthausanlagen on Sunday mornings and week-day evenings, and on the lake in the Parc Belvoir, the Zürichhorn, on the Uetliberg at the Dolder Restaurant, &c. (see local announcements).

**Steamboats** many times a day to *Rapperswil*, at the end of the lake, calling at numerous villages.

**Baths** at the Stadthaus-Platz at Enge, and the Neumünster Baths at the south end of the town. Warm baths, various electric baths, etc.

Zürich (pop. 180,840) is the centre of Swiss intelligence and industry: its staple trade is the manufacture of silk and cotton. Its University is noted for the proficient medical men it sends forth, for its liberality in the matter of lady students, and for the advanced thought and ultra democratic views entertained there. Every new idea is grasped with ardour and agitated with vigour. While the University is the nucleus of enlightened views, ethical, religious, and political, the town preserves the Calvinistic character that made it a stronghold of the Reformation.

Zürich's history is ancient, rough, and not always honourable. Long before the ubiquitous Romans founded the colony of Turicum, it was a Celtic community, as remains amply proved. Excavations in the neighbourhood have furnished rich yields of antiquities, Celtic, Etruscan, and Roman. Zürich early ruled itself, and knew the horrors of civil war, dissension, and treachery. The Zürichers appear fond of fighting; their records abound in narratives of attacks and quarrels. Nor were they good Swiss; oftentimes they made secret alliances with the Austrians against their neighbouring countrymen. Afterwards they wearied of the Austrian yoke, and joined the Forest Cantons in their revolt against the Hapsburgs. When, early in the fourteenth century, Duke Albert besieged Zürich, the women donned armour, and aided the men in routing the enemy. They drove him across the frontier to his ancestral castle of Hapsburg; and near here, while he was halting to admire the exquisite view presented by the valley of the Reuss, he was treacherously murdered by his own nephew. From this date Zürich grew in importance, acquiring much land by conquest and by purchase. It was in the van of the Reformation; the Protestants banished under Queen

Mary, found a sure asylum here ; the first English Bible printed issued from its press. It was in Zürich Cathedral (see p. 58) that Zwingli thundered forth the new doctrines he had recently embraced. His eloquence converted the whole congregation, and the church has ever since been Protestant.

Zürich boasts of many distinguished names. Conrad Gessner, the celebrated naturalist, was born here, March 26th, 1516. Among his multifarious labours, he designed and painted over 1,500 plants, and left five volumes consisting entirely of figures. He was buried in the cloister of the great Church in Zürich, 1565. Salomon Gessner, the poet and painter, was born here in 1730. He was the author of "The Death of Abel." He died in Zürich (1780), and his monument may be seen in the Platz-Promenade (see p. 55). And Lavater—the thoughtful, amiable Lavater—was born and lived here. Zimmermann dwelt for some time near here on the lake, and wrote in one of his letters : "I can never recall these sublime and tranquil scenes which I have enjoyed in the company of Lavater without the most intense emotion." Lavater met his death in Zürich when the town was entered by the French Army in 1799. There are several versions of the story of his death, but the most credible is that which says he was shot by a French soldier while dressing the wounds of his dying comrade. The perpetrator of the crime had but a few hours before received the hospitality of the man he thus cruelly slew. Although Lavater knew who it was that had shot him, he refused to divulge the information, notwithstanding that a large reward had been offered by the French commander, Masséna, for the discovery of the murderer. Lavater lingered for more than a year, much of which time was spent in extreme bodily torture consequent upon his wound.

The names only of the famous men of Zurich would form a long list ; they include Pestalozzi (see p. 63), the children's friend, Orelli, Bodmer, Horner, Meyer, the friend of Goethe, not to speak of exiles innumerable, past and present—for the gates of Zürich have always been open to the politically oppressed.

The situation of Zürich is very beautiful, and its flourishing condition is manifest in the number of new buildings, magnificent quays, and in the improvements going forward. Where the ramparts formerly stood the space is covered with houses, and the banks of the lake and the adjoining hills are bright with villages, orchards and vineyards. The snow-clad Alps form a splendid background to the picture.

Zürich is divided by a rapid river, Limmat, into two parts; the Grosse Stadt (right) and the Kleine Stadt (left). **The Lake**, at the north end of which the town lies, is 26 miles long and 3 miles wide, and is one of the chief glories of Zürich, and the greatest attraction to strangers. Steamers traverse its length and breadth, stopping at the various villages, remarkable for little but their industry. An excursion round the lake is an afternoon well spent; but halting at each station to explore the neighbourhood repays the longer time occupied. (For Lake of Zürich, see p. 66.)

The principal sights to be seen in Zürich are—

The **Gross-Münster**, built in the Romanesque style of the eleventh century. It was in this church that Zwingli uttered his protests against the sins of his day (1519-31). It is a massive pile that rises precipitously above the town, approached by a steep flight of steps—an object that would have been imposing had the eighteenth century not crowned it with towers modelled after the fashion of bridecake erections. Below them, on one side, is niched an ancient equestrian figure of Charlemagne, in his time a benefactor to the foundation. Here he sits, grey, impassive, wooden, clutching his sword and sceptre, while pigeons nestle at his feet, and swallows build in his golden crown. From his elevated post he has witnessed a long period of history. Full in view spreads the lovely lake, closed in by the snowy peaks of the Tödi and Glärnisch. Close to the shore lies a tiny islet, one green mass of chestnuts, amid which a solitary poplar rears its slender head. This islet is all that remains of the fortifications that once defended the city; they are now levelled, and turned into pleasure gardens. The cloisters, dating from the thirteenth century, deserve careful attention; the fantastic ornamentation of their fan-shaped capitals, and the grotesque heads appearing between the vaulting of their arches, present architectural beauties such as the Cathedral cannot boast. It is a tall, Romanesque, white-washed building, thoroughly Protestant. The Church and the Cloisters are open daily in summer from 11 to 12, admission, 20 c.; to the tower, 30 c. Organ concerts every Monday evening, in summer, from 6 to 7, 1 fr.

The **Fraumünster**, thirteenth century, close to the Münster Bridge, has been completely modernised. The tomb of Hans Waldmann is in this church.

The **Peterskirche**, thirteenth century, the old parish church of Zürich, with its massive tower and large electric

clock, is near the Fraumünster. Lavater, who was born at Zürich, was pastor here for twenty-three years; he died at the parsonage, January 2nd, 1801, a year after having been shot by a French soldier when the town was captured by Masséna (see p. 57).

The **Augustine Church** contains two altar pieces by Deschwanden.

The **Town Library**, at the corner of the Münster Bridge, is in the building formerly the **Wasserkirche**, or Water Church, founded, it is said, by Charlemagne. It was much enlarged in 1860, by the adjacent rooms of the Helmhaus, and contains about 170,000 volumes, 4,500 manuscripts, a collection of 80,000 portraits and views, and a cabinet of antique and prehistoric coins and medals. Admission, on week days, 10 to 12, and 2 to 6, 60 c., or 2 fr. for a party (including the Zwingli-Museum and Gottfried Keller Room).

In the upper story of the Helmhaus, side by side, are the **Zwingli-Museum** and the **Gottfried Keller Room**. The former contains prints, manuscripts, pictures, coins, and medals, relating to Zwingli, Bullinger, their contemporaries and their work; autographs of Zwingli, Luther, Beza, Bucer, Bullinger, Calvin, Erasmus, Glarean, Seb. Münster, the Landgrave Philip of Hesse, letters of the unfortunate Lady Jane Grey, etc. There are also oil portraits and woodcuts of the reformers, notably that of Zwingli, by Hans Asper, a facsimile print of Luther's theses against Indulgences, etc.

The **Gottfried Keller Room** contains a highly interesting series of pictures and sketches of the time when Keller devoted himself to painting, with portraits of the poet, manuscripts and correspondence. Admission to the Zwingli-Museum, and the Gottfried Keller Room, 11 to 12 daily, fee 30 c.

The **Exchange**, situated where the Bahnhof-Strasse opens on the Seequai, was erected in the years 1876-78, the greater part of the required funds having been generously contributed by the heirs of Mr. Henry Bodmer. The principal hall is a very fine room, where every Friday afternoon the "Produce Exchange" is held; it is also used for exhibitions. In the smaller hall beneath the rotunda the *Stock Exchange* is held.

The **Rathhaus**, or *Council House*, the seat of the Cantonal Council and Cantonal Government, is an imposing building on, or rather over, the Limmat, in the centre of the town. It is in the style of the Italian Renaissance, and was completed in

1698. In the ante-chamber on the first floor are two tablets with representations of all the different kinds of fish found in the Lake of Zürich. The Council Chamber contains a fine porcelain stove presented to Zürich by the people of Winterthur at the time of the erection of the building. In another of the apartments the Peace of Zürich, by which Austria consented to relinquish its claims to Lombardy to the House of Savoy, was signed (November 10th, 1859) by the Plenipotentiaries of the Powers concerned.

The **Hohe Promenade**, under a fine avenue of trees, commands a beautiful view of the Lake. Lavater is buried in the churchyard of St. Anne, close at hand. On the Quay, near the **Gross-Münster** (p. 58), is a bronze statue of Zwingli (by *Natter*). The battle-axe used by him at the fatal engagement at Cappel, together with his sword and helmet, formerly in the **Arsenal** (*Zeuhaus*), are now in the Armoury of the **Swiss National Museum** (p. 62).

The **Botanical Gardens** contain some fine specimens of Alpine plants, bronze and marble busts of celebrated Swiss botanists and naturalists, and a high mound, called the Katz, from which there is a splendid view. Open March to September, 6 to 12 and 1 to 7; other months, 8 to 12 and 1 to 4. Closed, Sundays and holidays, between noon and 2 p.m.

The **Polytechnic** is a handsome building, erected in 1864, and was founded for the purpose of a large national school. It embraces in its curriculum all branches of national industry, and has an endowment of 25,000 fr. per annum from the State. It is built on a commanding piece of ground, and a very fine view may be enjoyed from the spot, or a still finer one from the top of the building (the *Aula*). In this same building is the **University**, which has been so deservedly noted for the home which it afforded to many eminent men who were obliged to fly their fatherland for either political or religious opinions.

It was founded in 1832, and has 700 students, with 113 professor., and of the federal Polytechnic School 900 students, with 107 professors and lecturers. The building contains Archæological, Mineralogical, Palæontological, Zoological, Ethnographical, Geological, Engineering, Mechanical, and Technical collections. For days and hours of admission, which vary, a local guide should be consulted.

Zürich's scholastic establishments, both public and private, are very numerous and of world-wide celebrity. Every subject

of instruction is provided for; and there are schools for the blind, deaf and dumb, &c.

Near the Polytechnic are the

**Observatory** (open week days 2 to 4; fee to attendant) and **Chemical Laboratory**, the latter being one of the most complete and important in Europe; the **Agricultural Department** and the building for **Physical Research**, a very palace of science; also the new **Mechanical Technical Laboratory**, in the St. Leonard-Strasse, equipped with modern inventions of every description. Close by are the **Cantonal Hospital**, the **General Clinic**, the **Ophthalmic Infirmary**, and the **Women's Clinic**.

**Urania**, in the Uraniastrasse, not far from the Bahnhofstrasse, is a public astronomical observatory, with a tower about 130 ft. high, from which an uninterrupted view may be enjoyed. Electric lift. Open until 11 p.m. Admission, including lift and use of the telescope, each person, 1 fr., day; 1 fr. 50 c., night. Reduction for schools or parties.

The **Künstlergut**, a building in the vicinity of the Polytechnic School, a short distance up the hillside, contains an interesting collection of pictures of the Zürich Artists' Union, open 1st April to end of September on Saturday 2 to 4 p.m. and Sunday 10 to 12, free; at other times, 50 c. Catalogue, 50 c. Worth noticing are:--

Awakening of Spring	...	...	<i>A. Becklin.</i>
In the Arbour	...	...	"
At Brunnen	...	...	<i>A. Calame.</i>
Historical Scenes from Swiss History	...	...	<i>Ludwig Vogel.</i>
At Barbizon	...	...	<i>O. Frölicher.</i>
Five Landscapes in Water-Colour	...	...	<i>Sal. Gessner.</i>
Portrait of Winkelmann	...	...	<i>Angelica Kaufmann</i>
Midday Rest	...	...	<i>Rud. Koller.</i>
Cattle by a Lake	...	...	"
Landscape	...	...	<i>A. Stübli.</i>
Side Chapel of St. Mark's in Venice	...	...	<i>Aurèle Robert.</i>
The Forest Brook	...	...	<i>J. J. Ulrich.</i>
The Storm	...	...	"
The Oak Forest	...	...	<i>Rob. Zünd.</i>

Drawings and engravings in the **Kunstgebäude** (Library). Sunday 10.30 to 12 free.

There is a permanent exhibition of the works of modern artists in the **Kunstlerhaus**, at 5 Thalgaasse, next to the



Hotel Baur au Lac, open daily 10 to 7. Admission 10<sup>4</sup> to 11 fr. ; 1 to 7, 50 c.

The **Swiss National** or **Landes-Museum**. This museum, opened in 1898—situated in the upper part of the “Platz-Promenade,” behind the principal railway station—which has been founded by the Federation, is a rich storehouse of antiquities. The group of buildings is very imposing. One of the special charms of the Museum is that the various rooms are fitted in a style and character corresponding to the objects brought together in it. Particular attention should be paid to the mediæval rooms, three of which are taken from the former Fraumünster Abbey, dated 1489 and 1507, and one from the Town Hall of the little town of Mellingen on the Reuss, of 1476. Other rooms date from the time of the Renaissance—for instance, those of the house of the Pestalozzis in Chiavenna (1585), of the Palazzo Pellanda in Biasca, and the Seidenhof in Zürich (1620).

The National Museum possesses, further, one of the largest and most renowned collections of heraldic windows, and also valuable collections of coins and medals, collections of ancient pottery, furniture, and country costumes, all of Swiss origin. An imposing hall contains a considerable number of handsome mediæval weapons, banners, and armour, with trophies from the Wars of Freedom of the Swiss. The weapons of the Reformer Zwingli are also preserved here. Admission daily except Monday, from June to September from 10 to 5, the rest of the year from 10 to 4. From 10 to 12 on week days entrance fee 1 fr. for adults, 50 c. for children. From 12 to 4 or 5 entrance free; also on Sundays. In the same building is the Museum of Trades and Handicrafts of Zürich with Library and Reading Room. Open all the year, Sunday included, 10 to 12, and in winter 4 to 8 p.m. also. Guide book, 1 fr.

The *Collection of Antiquities* will be viewed with much interest by those who are acquainted with Professor Keller's work, as they are relics of the Swiss lake dwellings and dwellers.

“The objects which have been recovered reveal the habits, arts, conditions of life, and much of the internal history of those who formed and used them. About the events of their external history, though much of this can be pretty well imagined, of course they are silent. Nor have they anything to tell us in reply to the questions of who the people were, whence they came, or what became of them? The information they give us begins with the time when men in Central Europe had not attained to knowledge of metals, and were using implements of bone and stone for war, hunting, and domestic purposes. Abundance of their stone tools have

been found, and also of specimens of the work done with them. For instance, some of the series of piles upon which the dwellings were placed—and these piles are found by the hundred—we see were hacked to the point which was to fit them for driving with stone chisels and hatchets. And then, in other series of piles, we pass on to the era when stone had been superseded by bronze and iron tools. It is very interesting to have thus before us the actual tools and the actual work done with them, together with ocular demonstration of the way in which, by the superiority of their work, the first metal tools superseded their perfected predecessors of stone.”  
 --Zincke.

The **Pestalozzianum**, in the Wollenhof, contains a permanent Swiss educational exhibition, also the Pestalozzi Room. Admission free, 10 to 12 and 2 to 5. Closed Sundays and holidays. There is a **statue of Pestalozzi** in the Linth Escher-Platz.

In the suburb of **Selnau** is the **Gewerbe-Museum**, comprising an industrial collection and a permanent exhibition. Admission, 8 to 12 and 2 to 5, daily, except Monday.

In the immediate vicinity of the town Zürich possesses many charming walks and promenades, such as along its broad quays, or in the Platz-Promenade, where are the new **Landes-Museum** (see p. 62), the **Aquarium**, and **Zoological Gardens**. The **Hohe Promenade**, above the Hotel Belle Vue, and the **Lindenhof**, the highest point on the left bank of the river, are worth a visit. The most popular resorts are the **Tonhalle** (opened 1895) on the Alpen-Quai, a palatial establishment, near the lake, with restaurant, and concerts every evening in the summer, also on Sunday afternoons (admission 1 fr.); the new **Theatre**, near the Uto-Quay (see p. 55); the **Pfauen Summer Theatre**, adjoining the Rämistrasse (see p. 55); the **Zürichhorn Park**, with restaurant and Nägeli's Museum of stuffed animals, admission 50 c.; the **Belvoir Park**, with restaurant at the south extremity of the Alpen-Quai; also six public tennis courts; the **Platten-Garten**, adjoining the Polytechnic, concerts, exhibition of animals, etc., etc.

To the **Zürichberg**, the mountain ridge on the north side of the valley of the Linmat, from the Quaibrücke there runs an electric tram to the Church at Fluntern, and another to the Römerhof (Hottingen), whence there is a funicular railway to the **Waldhaus Dolder** Restaurant (Hotel and Pension) on the border of the forest. On Sundays and holidays, concerts. Forest fêtes, large garden and wooded grounds. Spacious rooms, seating 3,000 people. The company which called into

being the Dolder line and the Waldhaus has also built the **Dolder Grand Hotel**, a fine establishment equipped with every modern comfort, in a splendid position on the forest edge. Electric railway to the hotel. Unequaled view of the town, lake, and Alps. Extensive park and excellent golf links.

A new bridge has been constructed over the lake, near the **Hotel Belle Vue**; electric trams are now running frequently through the principal thoroughfares: and altogether Zürich is one of the most improving cities on the Continent. The completion of the magnificent new quays, and the construction of the streets and buildings in connection therewith, places **Zürich** in the front rank of towns suited for tourist resorts.

Of **Walks** and **Excursions** in the neighbourhood of Zürich, their name is legion. The visitor will be well repaid by making a tour to the **Sihlwald**, or by a drive to the **Castle of Teufen**. The **Pfannenstiel** may be reached by carriage, and numerous excursions on and around the Lake of Zürich (p. 66) can be enjoyed by carriage, rail, or steamer.

During the season carriages leave Thos. Cook & Son's Office, 2, Fraumünsterstrasse, daily at about 2. p.m. for various excursions in the town and neighbourhood. Programme and tickets may be obtained at their office, as well as in the larger hotels.

In the **Environs of Zürich** the most interesting excursion is to the

### UETLIBERG,

one of the Albis range. It is only 2,864 feet, but commands a magnificent view. A **railway** (from the **Selnau** Station, eight trains in each direction, in summer), with sharp gradient, similar to the Rigi line, conveys visitors to its summit in half an hour. Fares: ascent, 2nd class, 3 fr. 50 c., 3rd class 2 fr.; descent, 2nd class, 2 fr. 50 c., 3rd class, 1 fr. 50 c.; return, 2nd class, 5 fr., 3rd class, 3 fr. The wise Romans erected a specula on this site, whose plateau commands the entire lake, which lies out-stretched below, a blue, narrow crescent, encircled by its fruitful hills. In the far distance, the Stockhorn, the Jungfrau, Rigi, and Pilatus uprear their splendid heads; on clear days the Vosges and the Black Forest are also plainly distinguishable. The Uetliberg is a favourite excursion, and no wonder; for to see the sun cast its last loving evening rays upon these beauties is a sight not soon forgotten. It is customary for the school-children of the neighbourhood to make an excursion up the

Uetliberg on Ascension Day, and many of the masters let their flocks plant nurseries of pines on these occasions. Little forests of various ages thus mark the flight of time, for the youth of Zürich link their lives with the mountain that overshadows their city. It becomes identified with their home, their childhood, and youth; and in old age they can seek the shelter of self-planted trees. It is a poetical fancy, and deserves imitation. On the summit of the mountain, within five minutes of the railway terminus, is a large hotel and pension, containing 150 spacious rooms—billiard, smoking, and drawing-rooms, baths of all kinds, etc.; in fact, the **Uetliberg Hotel** is one of the most comfortable in Switzerland, open all the year, cool in summer, delightful in spring or autumn. The hotel is placed in the midst of pine woods, deer park, and villas, and the various points of view are of unrivalled beauty.

A little higher than the hotel is an extensive café restaurant; also a view tower, 100 feet high, admission 20 c.

The **Uetliberg Railway**.—Early in 1872 a committee of the inhabitants of Zürich was appointed to take steps to construct a line up the Uetliberg. Messrs. Culmann and Pestalozzi, and Mr. J. Tobler, chief engineer, were consulted.

A difficulty presented itself in the formation of the ground. The incline from the town to the foot of the mountain itself was so slight as to need only the ordinary adhesion principle. But a special system was thought requisite for the ascent of the mountain. Thus it would be necessary either to proceed to the foot of the mountain with an ordinary locomotive, and continue the journey up with one adapted to incline travelling, or to continue the journey from the incline to the town with an incline locomotive. It was finally decided to use the ordinary locomotive under special precautions. The incline is at its steepest in the last 810 metres before the station of Uetliberg. In order that in the descent journey the driver may have full control over the speed, the locomotive is provided with an air brake, such as is used on the Rigi line, and which can be made available instantaneously. The brake machine is always at the lowest part of the train, to guard against accidents.

After several trials, it was concluded that the locomotives would amply fulfil the appointed conditions, which has proved to be the case. Three passenger carriages, containing forty persons, can be forwarded without any danger. These would weigh, together with the brakes, driver, and stoker, 26 tons.

*(For fares and times of starting, see local time-tables. Circular tickets to Uetliberg, returning by Sihlwald, or vice versa, are issued. Fares, 2nd class, 3 fr. 30 c.; 3rd class, 2 fr. 10 c.)*

## ZÜRICH TO COIRE.

From Zürich Coire may be reached by railway, either on the right bank *viâ* Rapperswil, Weesen, and Sargans, or by the left

bank line *via* Richterswil, Ziegelbrücke, and Glarus; but the pleasantest route is by steamer on the Lake of Zürich to Rapperswil, and thence by rail. The train does not approach the lake until it reaches Rapperswil.

### LAKE OF ZÜRICH.

The Lake is nearly 26 miles long, and about three miles broad at its widest part. It is the Windermere of Switzerland beautiful and picturesque, and although other lakes, such as Lucerne, offer grander scenery, none can present a more uninterrupted succession of charming situations. The banks rise in gentle slopes, in the midst of which are numerous pretty villas and thriving villages, and on the east side are lofty wooded hills, with the snow-clad Alps forming a striking background. The upper portion of the lake lies in the midst of more rugged scenery than the lower.

Steamers run frequently in summer, making the excursion (calling at stations on both banks of the lake) in about six hours. A drive round the lake by the right bank as far as Rapperswil, and returning by the left bank, is an enjoyable contrast to the visit by water, and gives a better idea of the prosperity, neatness, and order of Swiss villages.

The steamboat journey to Rapperswil is very interesting, and should not be omitted, unless the traveller has an important object in view in taking the train. There are two departure daily in summer; time occupied, two hours.

On the left bank, after passing the suburbs of Zürich, and the villages of *Zollikon*, *Küssnacht*, and *Erlenbach*, the first station of interest is

**Meilen.** Here, in the winter of 1853, when the water was unusually low, were first discovered those remarkable lacustrine buildings that puzzled ethnologists. Who were these lake dwellers? Whence came they? For what purpose did they isolate themselves from the mainland? Arrows, beads, hammers, spindles, grain, bones of tame animals, braided straw, seeds, and many other evidences of civilization were exhumed on this spot, and can now be seen in the Zürich Museum (p. 62). For the water once more covers the piles at Meilen—they are, indeed, 132 feet from the shore—and to see remains of such pile-buildings it is needful to go further inland, to Wetzikon, where a former lake has become a peat-moor. Imbedded herein are the remains of suc

dwellings. It certainly needs some imagination to reconstruct them; but the owner, an enthusiastic ethnologist, has assisted fancy by a little model, that shows a structure built somewhat after the fashion of a Swiss chalet, standing on an elevated platform, and connected with the shore by a rude bridge.

Meilen produces a fairly good wine; indeed, most of the low hills round the Lake of Zürich are planted with vineyards, but the wine produced is of only average quality.

Nearly opposite Meilen (steamer twelve times daily in twelve minutes) is

**Horgen**, pleasantly situated amidst orchards and vineyards. A thriving town. Church, with frescoes by Barzaghi.

**Männedorf**, known for an establishment where maniacs may be healed by prayer. The house is always full, and cures are said to be effected—chiefly, however, it appears upon hysterical and hypochondriacal patients. The Swiss are in the minority of those who seek its founders' aid, while Germans predominate. Lately the Government has taken the place under its jurisdiction, the villagers having complained of the abuses practised.

**Stäfa** is the richest and one of the largest of the lake villages. It was here that Goethe lived for a while, and wrote his little play, "Jery and Baetely," inspired by Swiss scenery. Nearly opposite lies the islet of **Ufenau**, amid whose greenery a ruined church uprears its walls. In this retired spot, the property of the Convent of Einsiedeln, Ulrich von Hutten found an asylum and a grave. When striving to regain health at the Baths of Pfäfers he was pursued, and would have fallen into the hands of his enemies, had not Zwingli shielded him, and, commending him to the care of the Ufenau pastor, directed him thither. He died in the arms of his protector, who laid the restless spirit to rest at the early age of 36. No stone marks the clod that covers the remains of Luther's friend—as trusty a champion of truth as ever enlisted in her service. His pen, some letters, and an edition of his minor works, with MS. notes, were his sole possessions on his death. They are preserved at Zürich. Ufenau, it appears, was a favourite burial place long before Christian times; its earth has yielded some curious relics—skeletons, ornaments, and pottery, dating from the very earliest times. Opposite Stäfa is

**Wädenswil**, quite a considerable place, owning a castle, elegant villas, crape and silk manufactories, tanneries, and dye-houses; indeed, it is the

chief industrial town on the lake. (Hotel—*see* Appendix.) Railway from here to **Einsiedeln**, occupying about one hour (p. 70).

**Richterswil**, built round a sheltering bay, is another favourite starting point for Einsiedeln pilgrims. Its green slopes are remarkable for the scarlet pocket-handkerchiefs, printed with Black Madonnas, or views of Einsiedeln, that appear to grow on them perennially. They are spread out to dry, and a pretty bright touch they give to the landscape. Zimmermann lived here for many years; he lauds the attractions of Richterswil as a home for philosophers in his famous book on "Solitude."

The thriving, picturesque town of

**Rapperswil** closes the extreme eastern point of the lake, a conspicuous object long before the steamer touches below the knoll on which stand its dark old houses, snugly grouped together, overtopped by a monastery, and a venerable castle, built for a Crusader lord on his return from Palestine. The paved terrace commands a fine vista of the lake, a very gentle view of water and cultivated slopes; the hills fall back here, while the Alps are behind the spectator. (Hotel—*see* Appendix.)

Rapperswil **Rathhaus** (Town Hall) deserves a visit, if only on account of its carved Gothic portal and sculpture-laden wooden roof, not to mention a stove of colossal height, decorated with allegorical, scenic, and architectural bas-reliefs, executed in a manner that stamps them contemporary with *Holbein*, and not unworthy of that master. The artistic beauty of its ancient stoves is a characteristic of Switzerland. They are generally made of porcelain tiles; this and another, preserved in the barracks at Zürich, are the only known specimens in iron.

Rapperswil has played a large part in Swiss history; its site made it important, and it has had to endure several sieges. It was here the conspirators met in 1350, before the massacre at Zürich; while, as for Zürich, their feuds with that town appear to have been chronic.

Opposite Rapperswil, on a narrow tongue of land jutting far out into the lake, lie Hurden and **Pfäffikon**. The old wooden bridge which connected Rapperswil with these two places has been replaced (1878) by a new one, constructed of stone and iron, called the Seedamm (3,250 feet long). It carries both road and rail between Rapperswil and Pfäffikon.

This bridge ends the lake of Zürich proper; the sheet of water beyond is called the **Ober-See**. It is a shallower basin, dotted with some pretty villages, little visited except by fisher-

men, and in the winter, when it regularly freezes over and becomes the skating rink of the whole neighbourhood. The larger lake rarely freezes entirely.

Leaving the steamer, the *train* is taken at

**Rapperswil** (Restaurant); the line crosses the *Jona*, skirts the lake to

**Schmerikon**, near the mouth of the *Linth Canal*, enters the valley of the same name to the manufacturing village of

**Utnach**, five miles from *Rieden*, a pleasant health resort. (Diligence to *Wattwil* four times daily in 2¼ hours.)

Passing *Kaltbrunn-Benken* the train approaches

**Schänis**, where the French and Austrians fought in 1799. The **Linth Canal** runs almost parallel with the railway between Utnach and Ziegelbrücke. This canal owes its existence to a noble-hearted Swiss, Conrad Escher. Before its formation the wide plain that extends from Rapperswil to Wallenstadt was a pestilential morass; the water meandered over the fields, carrying ague in its train; the track became depopulated year by year. To obviate this, Escher proposed to lead the water into a navigable canal that should connect the lakes usefully. He gave a large sum of money towards the undertaking, demanding help in return from the cantons. In 1822, thanks to his resistless energy, the canal was completed, the land redeemed, and rendered salubrious. Since that time the Escher family are permitted to bear the name "Von der Linth," the nearest approach to a title possible in the Swiss Republic.

At **Ziegelbrücke**, or at **Weesen**, passengers for Glarus and Linthal (p. 76) change carriages. A fine excursion is made from Weesen to the **Speer**, 4,600 feet above the lake, commanding a magnificent view. Weesen, a favourite summer resort (Hotels—*see* Appendix), English Church Service, is situated at the western extremity of the

## LAKE OF WALLENSTADT,

next to Lucerne probably the grandest lake in Switzerland; it is about ten miles long and less than two broad. The northern shore, with precipitous cliffs, crags, and precipices is rugged and almost savage in its character, while on the southern shore the scenery is fertile and pretty. On the top of the northern precipices is the village of Amden, with 3,000 inhabitants.

Leaving Weesen (pop. 760) the train passes along the southern side of the lake, through a series of tunnels, two of



which are pierced with apertures on the side nearest the lake. The views on emerging from the tunnels are magnificent, especially after the first two—the Bayerbach Waterfall, the village of Amden, the Falls of the Serenbach.

At **Mühlehorn** excursions may be made to **Mollis**, in the valley of Glarus, or boat journeys to the waterfalls, or to Weesen.

At **Murg** the traveller may be tempted to lose a train in order to enjoy the wonderful combination of mountain, lake, and valley, which here forms a grand and imposing spectacle. A visit to the Murgthal Valley (12 miles long), is recommended.

Near **Wallenstadt**, which is an uninteresting place in itself, a view may be obtained of the entire length of the lake. Many mountain excursions with guides are available.

Ascending the broad valley of the Leez, the train reaches *Flums*, then *Mels* (excursion to Vättis), and arrives at

**Sargans** (p. 44), the junction of the railway to Rorschach, Romanshorn, and Constance; the valley of the Rhine is reached.

Railway from Sargans, *via* Ragatz, to Coire and Thusis. see p. 44.

## ZÜRICH TO EINSIEDELN, SCHWYZ, BRUNNEN, BIBERBRÜCKE TO ARTH-GOLDAU.

From Zürich to Wädenswil by boat or by rail. From thence by railway to Einsiedeln in one hour.

The road winds uphill all the way. It leads for some time past rich meadow lands bordered by fruit trees, until, ascending higher, the vegetation grows scantier; blue-eyed gentians and other mountain flowers peep out from the grass, while along side the road rushes the Sihl, its cold grey colour betraying its recent glacier origin. Stations Burghalden and Samstagen (junction to Rapperswil *via* Wollerau) are passed. The scenery loses its softer character, and grows Alpine and desolate and beyond

**Biberbrücke**, the junction for the branch line (three miles) to Einsiedeln, the grand dark chains of the Glarus Alps, with their glacier-crowned summits, come full into view. The line still winds upwards till the destination is reached.

Stretched before the wanderer's eye lies a wide green table land enclosed by an amphitheatre of pine-clad hills, dotted

with patches of snow; beyond which three isolated peaks, almost dolomitic in their quaint outline, uprear their majestic heads. In the midst is

**Einsiedeln**, a clump of barrack-like houses, of which there are over 700, 500 being inns. (Hotel *see* Appendix.) No wonder they thrive; even at ordinary times the place is full of devout worshippers, and during the pilgrimage season people are glad to sleep under the shade of an awning in their carts and carriages. On a single elevation, so as to be in full view, stands the

**Monastery Church** of Einsiedeln, the *raison d'être* of the town so strangely placed in a wide, desolate, barren moorland, distant from civilization and communication. No doubt it is to these causes it owes its continued popularity; and it depends on the idiosyncrasy of the casual visitor whether his first thought on arriving is, this is the home of the miraculous Madonna, or this is the birthplace of Paracelsus (*cf.* Browning's *Paracelsus*). The air here is very healthful for a late autumn linger or an early spring outing, and is keener than that by the lake.

Einsiedeln's fame rests upon the miracles worked by its Black Madonna. The foundation of the monastery dates back to Charlemagne. Meinrad, a count of Hohenzollern and also a Benedictine monk, feeling a great craving for solitude, retired to a spot near Biberbrücke to pursue his devotions unmolested. Thither he brought his image of the Virgin, presented to him by the Abbess of Zürich, and here, by the help of another pious lady, he built a chapel to contain it. In vain did Meinrad try to live alone; people flocked from far and near to seek his advice. In despair he retreated still farther into the wilds, pitching his tent in the present village of Einsiedeln, as the most inaccessible and unfrequented spot he could find. Food being scanty, two ravens daily supplied him with the necessaries of life; and so he lived for some time in lonely peace, till robbers finally foully attacked and murdered him, fancying he owned hidden treasures. The murder was discovered by means of the ravens, who followed the men to Zürich, shrieking around their heads, and by their strange demeanour attracting attention. A chapel was built over Meinrad's grave: pious men loved to dwell in its precincts; thus, by degrees, a stately monastery and church sprang into being. In the year 946 the whole stood ready for consecration, and the Bishop of Constance was invited to perform the act. Rising at midnight to say his orisons, he

fancied he heard sweet sounds of music proceeding from the church, accompanied by all the offices customary at consecration. Next day, when about to begin the ceremony himself a voice cried three times through the church, "Brother desist; God Himself has consecrated this building." This was on September 14th, and ever since the anniversary of that day has been the grand festival of Einsiedeln. A papal bull acknowledged the miracle, and promised special indulgences to pilgrims. Einsiedeln rose in importance, until it became the richest and most influential monastery in Switzerland; its abbots were held by the Hapsburgs as peers of the realm, and to this day they are known in the Catholic cantons as Princes of Einsiedeln. Their arrogance grew so great that, even in the twelfth century, some of the neighbouring communities revolted against their pretensions. Arnold of Brescia, then preaching at Zürich against the abuses of the clergy, found willing listeners. But the priests, backed by royalty, obtained the upper hand, and the leaders of revolt had to sue for pardon on their knees. From 1515 to 1519 Zwingli was an inmate of Einsiedeln, and it was on the feast of the Angelic Consecration that he denounced the Romish errors with such vigour that all the monks left their cells, and the monastery stood empty for some time. The French revolutionists plundered the church, and thought to rob the sacred image, but that had been carried over into Tyrol for safety before their approach. The year after its return 260,000 pilgrims came to visit it. The church has many filials as well as landed possessions, vineyards, orchards, and farms, and the brothers have considerable property in America.

The present pile of buildings is the sixth or seventh erected since the foundation. Fire has been busy in its attempts at destruction, but it has always spared the sacred image. The present monastery flanks the church on either side, forming a square around it, which contains all the conventual requisites, and a valuable library of about 50,000 vols.

The **church** is in very bad taste, a rococo aberration of the very worst type conceivable, gaudy with colour, overladen with gold, jewels, and marble—an eyesore to a cultivated eye, a very vision of paradise to the ignorant peasant. It is a large building, consisting of nave and aisles, in which side chapels are niched; each of these is sacred to a local saint, whose skeleton lies beneath the altar. Near the chief entrance is the **Madonna's Chapel**, a structure of black marble,

standing quite isolated in the nave, a church within a church. The priests performing the offices enter it by gilt doors, and are enclosed like sheep in a fold, while without kneel the worshippers. Waxen *ex votos*, arms, legs, cows, bulls, horses, dogs, etc., are hung on its railings; votive candles, varying from little tapers to sturdy candles, are affixed to its spikes, injuring the marble by their constant drippings.

It is not possible to see the Madonna closely, since none but priests may enter the railed enclosure of this chapel; but seen at a distance, the colour is a rich bronze, not black, and there is something quaint and benign about the figure that lends it a curious grace. Of course it, too, is overladen with jewels and fine clothing; but the faces of the Virgin and Child are far from unattractive, despite their gaudy envelopments.

Outside the church, a little below the broad flight of steps that leads to it, is erected a semi-circle of booths, entirely devoted to the sale of rosaries, images, trinkets, devotional prints, and prayer-books. These rosaries are strung along the walls by the hundred, and one wonders how the dealers can sell enough to render the trade lucrative. Rosaries bought at Einsiedeln are, however, in great demand, and no pilgrim leaves without buying at least one for himself and every member of his family and friends as a memento. They are of every colour, shape, size, and variety, and a booth hung round with them from ceiling to floor presents quite a kaleidoscopic scene.

All Einsiedeln is devoted to the manufacture and sale of articles of this kind, and to the printing of devotional works.

A little below the booths stands a handsome **Marble Fountain**, shaped like an open-worked crown, which shelters a statue of the Virgin. The water trickles from 14 spouts. Tradition says the Saviour drank from *one* on an occasion not further particularised, and left His blessing on the waters evermore. It is the custom for pilgrims to put their mouths to each of these openings, so as to be certain that their lips have touched the right one. It is a most strange spectacle to see them, men and women, going from one to the other spout, and drinking a little of the water from each.

The chief festivals take place on January 21st and September 14th. The pilgrims number 200,000 annually.

From **Einsiedeln** a diligence runs twice daily to **Schwyz** (or the journey may be made on foot by the Hacken, a pass commanding fine views from the summit).

**Schwyz**, with a population of about 7,500, is the capital of the canton. It is pleasantly situated at the foot of the two-horned **Little Mythen**

(5,955 feet), and **Great Mythen** (6,245 feet), a grand mountain climb of five hours, guide desirable. Switzerland takes its name from this little out-of-the-way town (see p. 106). Three miles from Schwyz is **Brunnen** (pp. 101-105), on the Lake of Lucerne. Electric tramway to Seewen-Schwyz, thence railway to Zürich, Lucerne, Arth, or by the St. Gothard to Italy.

Continuing the journey from Biberbrücke (p. 70) to Arth-Goldau, the railway crosses the *Biber*, and a long plateau to *Altmatt* (road to the *Gottschalkenberg*) (3,800 feet) on to

**Rothenthurm**, so named from a red tower of defence there standing, whence a glimpse is obtained of the Rigi-Kulm, and of the Mythen. Close by a battle was fought on May 2nd, 1798, between the Swiss and the French, when the latter were defeated with a loss of 2,000 men. The route then lies through a valley and tunnels to

**Sattel Aegeri**, whence omnibus (two miles) or steamboat to

**Morgarten**, where, in 1315, a fierce encounter took place between the Swiss and Austrians. The Swiss only mustered 1,300, while the Austrians had a force of 20,000. The battle did not last two hours, but the Austrians were cut to pieces.

“It was on a clear winter morning that Duke Leopold and his army rode through this mountain pass towards the lake. The sun glistened on the bright spears and helmets of the men, who rode along jauntily, apprehending no danger, when suddenly the rocks seemed to become alive and precipitate themselves down in massive blocks upon their heads; it literally rained stones and rude missiles. The Swiss had got wind of the Austrian intentions, and hearing the Duke’s boast that he would ‘tread these peasants under foot,’ determined to be beforehand with him, and, hiding themselves in their rocky fastnesses, thus surprised and utterly routed their enemies, for escape was impossible. Many gallant knights met their death in this ignominious manner, or were drowned in the lake into which their frightened horses dashed full speed. Thus was won the famous day of Morgarten, of great importance in Swiss annals, as from that time forward the power of the Austrian was broken. A chapel on the southern shore of the lake marks the burial-place of the fallen, to whose memory an annual service is still held every November 16th. The altar-piece is a picture of the battle.”

From Sattel the line descends the slopes of the Rossberg over viaducts to

**Steinerberg**, a mountain village with a good mountain and

valley view, then passing the spot where the disastrous Goldau landslide occurred on September 2nd, 1806, when four villages, and 457 of their inhabitants, were suddenly buried, the railway joins the St. Gothard line at Arth-Goldau (pp. 82, 113).

### ZÜRICH TO GLARUS.

The railway from Zürich to Glarus and Linthal continues by the Lake of Zürich to Richterswil (pp. 66, 68). Then past stations *Bäch*, *Pfäffikon*, *Lachen*, *Siebenen*. The Linth Canal (p. 69) is then approached. After stations *Bilten* and *Ziegelbrücke* the line turns abruptly southward, omitting Weesen, and joins the Weesen and Glarus line at Näfels (*see* below).

Glarus (*see* below).

### WEESEN TO GLARUS AND LINTHAL.

The journey,  $7\frac{1}{2}$  miles, occupies only half an hour. The only Roman Catholic town in the Canton of Glarus is

Näfels, which is passed in the railway. Here in 1388 the Austrian yoke was destroyed, the anniversary of which event is still celebrated by a pilgrimage on the first Thursday in April.

**Glarus** (pop. 4,880), the capital of the canton, is in the midst of innumerable manufactories, the canton being famous for its various industries. It is situated at the foot of the Vorder-Glärnisch (7,648 feet), Wiggis, and Schild (7,500 feet). In 1861 it was almost entirely destroyed by fire. A fine view of the town and neighbourhood is obtained from the Burghügel. Zwingli officiated at the old church from 1506 to 1516. Curiously enough, the new Romanesque Church is used by Roman Catholics and Protestants in common.

In the **Town Hall** (admission free) is a good relief model of the canton. The **Law Courts** contain the Public Library, the Archives, also a small **Picture Gallery** of paintings by Swiss artists. A collection of Natural History objects, including fossil fish from the slate quarries in the Sernf-Thal, may be visited in the new **Post Office**. On the opposite bank of the River Linth is the thriving manufacturing village of Eimenda.

Glarus is celebrated for the number of pleasant places for excursions within an easy distance, among them the Frohnalpstock (7,000 feet, five hours), the Schild (7,500 feet, six hours), the **Pragel Pass**, by the **Muotathal** to Schwyz.

The **Klönthal** and **Klönthaler-See**, a very lovely little lake, 2 miles long and  $1\frac{1}{4}$  broad, are easily visited by a good road.

From Glarus the railway to Linthal passes through charming scenery with fine open views of the **Tödi** and other mountains, to *Schwanden* (see below), *Nidfurn-Haslen*, *Luchsingen-Hätzingen*, *Rüti*, crossing and recrossing the Linth many times, to the terminus at Linthal, on the left bank of the river. The village of

**Linthal** (pop. 1,890), is on the right bank, delightfully situated (Hotel—see Appendix), surrounded by lofty mountains, and within a few minutes' walk of

The **Baths of Stachelberg** (Bad Stachelberg), supplied with strong sulphurous alkaline waters from the *Braunwaldberg*. (Hotel—see Appendix.) Visitor's tax, 1 fr. per week. English Church Service in summer.

*Schwanden and Elm* (p. 77) are now connected by a light railway opened in 1905;  $8\frac{1}{2}$  miles, time occupied about 1 hour.

From Linthal numerous excursions and mountain ascents, with good guides, are available for all classes of climbers. Of excursions the **Lower Fätschbach Fall** can be reached by path or road in about half an hour; the **Braunwald** in an hour and a half, or by funicular railway (opened 1907). Of mountain passes, the expert has a choice of a dozen peaks or passes, the grandest of which is the ascent of the

**Tödi** (11,887 feet), requiring at least 12 hours, sleeping at the **Fridolin Hut** on the *Biferten Alp*. For experts only, and guides necessary, 35 fr. each.

Easier excursions, such as to the **Kammerstock** (7,100 feet), to the **Ortstock** (8,908 feet), the **Faulen** (8,935 feet), may be mentioned. Rather more difficult is the ascent of the **Gemsfayrenstock** (9,760 feet), eight hours, guide 18 fr., to the **Clariden Club Hut** and **Glacier**, the starting point for many ascents, for some of which guides are necessary; and over the *Clariden Pass* through the **Maderaner-Thal** the *St. Gothard Railway* is reached at **Amsteg** (p. 322).

From Linthal to Ilanz, over the

**Kisten Pass**, requires 13 to 14 hours, a difficult climb, sleeping at the **Muttsee Club Hut**, on the loftiest lake in the Alps (8,135 feet); guide, 27 to 30 fr.

*From Linthal to Elm* is a fairly easy excursion of 7 hours over the **Richetli Pass**; guide 10 fr.

*From Linthal to Altdorf*, on the *St. Gothard Railway* (pp. 117, 322) by the **Klausen Road** and the **Schächen-**

*Thal*, is a charming journey of 10 hours, by diligence daily in summer, to the end of the Urner-Boden, good road over the Klausen Pass to the Schächen-Thal, on to Urigen (Hotels—see Appendix), Unterschächen (Hotel—see Appendix) and Atdorf, passing Brugg and Bürglen.

### GLARUS TO TRUNS OR DISENTIS.

This route passes Mitlödi, in a picturesque valley, and Schwanden, where the Sernfthal and Linthal diverge.

Proceeding up the Linthal, Leuggelbach, with its waterfall, Luchsingen-Hätzingen, Diesbach (with fine waterfalls), are successively passed.

Near Rütli are the **Baths of Stachelberg** (see p. 76) with a powerful mineral spring, but of very limited supply. The views in the vicinity of the Selbsanft, Kammerstock, and other peaks are very good. Excursions to the Tödi mountain can be arranged from here.

**Linthal** (p. 76), hence to Disentis, in the Vorder-Rhein Valley, is an arduous 12 hours' journey by the Sand Grat Pass (9,138 feet). Magnificent views are obtained of the Piz Rusein (11,887 feet) and other summits of the Tödi group. The path joins the high road near the wonderful bridge over the Ruseiner Tobel, from which either **Truns** or **Disentis** is readily reached (p. 276).

### GLARUS TO ILANZ OR FLIMS (FOR COIRE).

Glarus to Elm by the Sernfthal.

From Elm to Ilanz by the Panixer Pass (7,907 feet). A guide is necessary, and the expedition requires 13 hours' fatiguing toil. By this route the Russian Army retreated in 1799.

At Elm a terrible landslip occurred on September 11th, 1881, which nearly destroyed the entire village.

From Elm to Flims is by the Segnes Pass (8,612 feet), under the Tschingel-Spitz (10,230 feet). The path crosses the glacier, and passes the Martinsloch, the hole through which the sun shines twice in the year—March and September (cf. p. 130). A guide is needed. This route is shorter, but more difficult than the Panixer.

Flims to Reichenau and Coire (p. 274).



## ZÜRICH TO ROMANSHORN.

Time, 3 hours. Stations, **Oerlikon**, electric tramway to Zürich, **Wallisellen**, where one line of rail to Coire diverges, *Dietlikon, Effretikon, Kempthal*.

**Winterthur**.—Junction with lines to Schaffhausen, St. Gall, Rorschach, Bauma, Singen, etc. Population about 25,000. This town was once free, but gave up its freedom and became subject to Austria. For the last 400 years it has belonged to the Canton of Zürich. Winterthur is noted for its engineering works. Handsome town hall. Good paintings in the Kunsthalle.

**U.S. Consular Agent**, Hermann Gruebler.

Beyond Winterthur are the following stations, *Wiesendangen, Islikon*. **Frauenfeld**, a large manufacturing town on the Murg. The capital of the Canton of Thurgau.

Stations, *Felben, Müllheim, Märstetten, Weinfelden, Bürglen, Sulgen, Erlen, Amriswil*.

**Romanshorn**, a small town on a promontory of the Lake of Constance. Population, 4,600.

Romanshorn to Friedrichshafen (p. 41), to Rorschach and Coire (p. 42).

## ZÜRICH TO RORSCHACH viâ ST. GALL.

Zürich to Winterthur (*see above*). Stations, *Rätenschen, Elgg, Aadorf, Eschlikon, Sirnach*. Excursion to the Hörnli, three hours. **Wil**, where a view of the Sentis is obtained. Steam tramway to *Frauenfeld* (pop. 7,360). Branch line to *Ebnat*. A long lattice bridge over the Thur, then *Schwarzenbach, Uzwil*,

**Flawil**, a large manufacturing village. After crossing the river Glatt, station *Gossau*,

**Winkeln**, narrow-gauge line, 16 miles to Appenzell, and

**Bruggen**, where there is a remarkable bridge over the valley of the Sitter.

**St. Gall** or St. Gallen (population 50,370), the capital of the Canton of the same name, is one of the great industrial towns of Switzerland, noted for its embroidered cotton goods also for excellent schools.

**British Vice-Consul**, J. J. Nef-Kern.

**U.S. Consul-General**, S. C. McFarland; **Vice and Deputy Consul-General**, Herando de Soto.

The **Abbey**, founded by St. Gallus, an Irish monk, early in the seventh century, was at one time (eighth century) the most celebrated seat of learning in Europe. It now contains the Cantonal Offices and the Abbey Library (30,000 volumes). Open daily to strangers. The **church**, rebuilt 1760, possesses some very ancient relics. In the town are a museum (containing a Natural History collection and a picture gallery—open Sunday, Wednesday, and Friday), Town Library (Tuesday, Thursday, and Saturday, 2 to 4 p.m.), and Reading Room. The Industrial Museum, open daily except Mondays, is in the Vadianstrasse. (Hotel—*see* Appendix.)

Tramway to Gais and to Trogen. Cable tramway to the suburb of Mühleck through the gorge of the Steinach, 10 c. At Dreilinden are open-air baths.

The favourite excursion from St. Gall is *via* **Herisau** (pop. 14,270) (Hotel—*see* Appendix), by rail, to

**Appenzell** (pop. 4,620) (Hotel—*see* Appendix), and thence to **Weissbad**, by diligence, by omnibus or carriage, or by tram from St. Gall, *via* Teufen and Gais (12 miles). A very pretty route. The line from Gais to Appenzell was opened in 1904.

Appenzell is the capital of the canton, where, on the last Sunday in April, the burghers who are entitled to vote meet to elect the legislators, and make laws.

In the **Schloss** is a collection of antiquities, admission 50 c.; and in the **Kur-Park**, on the *Sitter*, is a *Relief Plan* of the district, admission 50 c.

**Weissbad**, a summer health resort with Kurhaus, is about two miles from Appenzell. Omnibus from the station, 70 c.; or carriage, 3 fr., with one horse; or 6 fr., with a pair.

Whey-cure establishments abound in all this neighbourhood. Innumerable excursions can be made from Weissbad, notably to the **Wildkirchli**, a hermitage dedicated to St. Michael, where Mass is held on St. Michael's Day. Close by here is a stalactite cavern. The ascent of the **Sentis** (8,215 ft.), the highest mountain in Appenzell, can be made from Weissbad in about six hours.

Shorter excursions from St. Gall are to the *Freundenberg*, 1½ miles, to the *Vögelinsegg*, 4½ miles, to the Falkenberg, three miles, and to the Kronbühl, three miles.

From St. Gall to Rorschach, a distance of ten miles. Stations, *St. Piden*, *Mörschweyl*, are passed; frequent views of

the Lake of Constance are obtained ; and soon after the train has crossed the stone bridge over the Goldach, a very fertile region is entered, and continues to **Rorschach** (p. 42).

## ZÜRICH TO ZUG AND LUCERNE, BY RAIL.

### (a) Viâ Thalwil.

Railway, 36 miles, in  $1\frac{1}{4}$  to 2 hours.

The first station is *Enge*, then

**Thalwil**, a manufacturing well-to-do town of 7,000 inhabitants, pleasantly situated on the lake. *Oberrieden Dorf* and *Horgen-Oberdorf* are passed on the way to

**Horgen**, surrounded by orchards and vineyards, a thriving little town of 7,000 inhabitants. Kurhaus, about  $1\frac{1}{2}$  mile above the town. Steamer to *Meilen*, also to *Herrliberg*, several times a day in 10 to 12 minutes. Passing through tunnels the train turns to the left, entering the valley of the *Sihl*, to

**Sihlbrugg**, junction of the Sihlthal Railway, and the highest station on the line, situated on the right bank of the *Sihl*. A long tunnel leads to a hilly district, and the *Lorze* is crossed to

**Baar**, a considerable village, with cotton factories, near which are the extensive and remarkable

**Stalactite Grottoes of Hölle** in the Lorze Valley, consisting of four magnificent stalactite and stalagmite formations of curious and various shapes. At one time full of water, they are now rendered accessible to visitors, and are lighted by electricity. Admission, from Easter Sunday to October 15th. 1 fr. ; Sunday, 50 c. Guide and key at the restaurant *In der Hölle* close by.

Other caverns, called the **Upper Grottoes**, have lately been discovered, and are worth visiting. Admission, 70 c. Sunday, 50 c.

Traversing the Plain of Baar for  $1\frac{1}{4}$  miles, the train arrives at **Zug**, see below.

### (b) Viâ Affoltern.

This route is not quite so direct as the one previously described, being 43 miles by railway, in  $1\frac{3}{4}$  to  $2\frac{1}{4}$  hours.

Between Zürich and Zug the following stations are passed :— *Altstetten* (views of the Uetliberg), *Urdorf*, *Birmensdorf*, Bon-

tetten (views of the Bernese Alps and Pilatus), *Hedingen*, *Mifflern* (with three Kneipp cure establishments), *Mettmen-tetten* (diligence, three times daily, to Hausen), *Knonau*.

From Zug to Lucerne, *see* p. 82.

**Zug**, population 7,150, of whom only a few are Protestants. Hotels—*see* Appendix.) The town, which is the capital of Zug, the smallest canton of the Confederation, contains various objects of interest, and many mediæval buildings. Among them is

The **Arsenal**, wherein is to be found the ancient standard, stained by the blood of its gallant but unfortunate bearer, Pierre Collin, who perished at the Battle of Arbedo, in 1422, when 3,000 Swiss valiantly, but fruitlessly, strove to maintain the field against 24,000 Milanese.

The **Rathhaus**, an ancient building with Gothic carvings, contains a Council Chamber, and a museum of gold and silver work, coins, embroidery, wood-carvings, stained glass, paintings, and other treasures of Swiss art. Admission, 50 c.

The **Piscatorial Museum**, and **Apiary**, and the **Deer Park**, are worth a visit. In the Church of St. Oswald may be seen paintings by Deschwander in the choir, old and valuable ecclesiastical vestments and altar plate.

In the Church of the Capuchins is an Entombment by *Calkaert*. In St. Michael's Church is a bone-house, where hundreds of skulls, labelled and inscribed with the name, age, and place of residence of the deceased, are piled up.

Pretty villas and country houses on the outskirts of the town lead to beautiful walks, and by well-kept paths to the *Girggi* and *Bohlgutsch*, with good points of view. But the great attraction is to the **Felsenegg** (English Church Service in summer) and **Schönfels** mountain sanatoriums (Hotel—*see* Appendix), commanding a grand prospect of country between the Alps and the Jura, then to the **Hochwacht** (3,070 feet), whence may be reached in 2½ hours the summit of the **Rosberg** (5,190 feet) (Hotel Rosberg-Kulm), from which the panorama of mountain, valley, and lake scenery is equal to that from the Rigi.

**Electric Trams** run from the Railway Station past Kolinplatz, St. Michael Weiche, Waldheim, Guggithal to Schöneegg. There passengers change into the funicular railway (opened 1907) for the **Zugerberg**, near the Hotel Schönfels (*see* Appendix). The whole journey occupies 35 to 40 minutes. Return fare 2 fr.

A charming excursion can be made through the **Ägeri-Thal**. Diligence twice daily in two hours to **Ober-Ageri** and the **Ägeri-See**,

passing *en route* *Neu-Ägeri*, *Unter-Ägeri*, **Brücke**, a health resort and bathing establishment on the lake, which is skirted as far as the village of Ober-Ägeri. The lake (Ägeri-See) is  $3\frac{1}{2}$  miles long, and several times daily in summer a steamer runs on it to **Morgarten** (p. 74).

On July 5th, 1887, the lower part of the town of Zug was submerged by the lake. The

### LAKE OF ZUG,

nine miles long, three miles broad, and 1,370 feet above the level of the sea, is most beautiful, and possesses many points of interest. The adjacent country is highly picturesque—the richly wooded banks, with the distant hills, and to the south, the stately Rigi, forming a very picturesque background. Small steamers are continually plying in various directions across the lake, affording tourists every facility for visiting the more interesting portions of the surrounding shores. (*See* local time tables.)

A short distance from Zug, on the steamboat journey, Pilatus, the Ross-Stock, and the Frohnalp are seen. **Immensee** is a charming little place, and those who have left the railway and intend to ascend the Rigi on foot had better do so from this place (*Hotel*—*see* Appendix).

**Arth**, at the southern extremity of the lake, is between the Rigi and the Rossberg. Steam tramway from here to Goldau where, in 1806, a large portion of the Rossberg, penetrated by the heavy rains, was precipitated from a height of 3,000 feet into the valley below, swallowing up four villages, with upwards of 500 of their inhabitants, together with several visitors. The traces of the disaster are still to be seen at Goldau and Lowerz.

A very popular and interesting route from Zug to Lucerne, instead of going by the short direct railway, is to go by the **Arth-Goldau-Rigi Railway** to the summit of the Rigi in little more than an hour, descending by the **Vitznau-Rigi Railway** to Vitznau in  $1\frac{1}{4}$  hour, thence by steamer to Lucerne (pp. 109-114).

**Zug to Lucerne** by rail. The bank of the Lake of Zug is skirted. Stations, *Cham*, with its manufactory of condensed milk, and where we get a charming view of Zug, then *Rotkreuz* (restaurant, junction for Immensee and for Aarau, p. 322), where the valley of the Reuss is entered, after which we come to *Gisikon* and *Ebikon*; the line then skirts the *Rothsee*, crosses

the Reuss, and joins the Bâle-Lucerne and the Lucerne-Berne lines ; then, passing under the Gütisch, Lucerne is reached.

Lucerne (p. 87).

## ZÜRICH TO ZUG, BY THE ALBIS.

A very beautiful and easily-accomplished walk on the Albis range. About four hours to **Hochwacht**, whence the return journey can be made to Zürich, if desired. *via* **Unter-Sihlwald** and the Sihlthal railway, or the excursion continued to Zug, as described below.

The Albis road skirts the west bank of the Lake of Zürich as far as to Wollishofen ; then in a southerly direction to Adlischwyl, where a wooden bridge crosses the Sihl. The ascent then commences to **Ober Albis**, the highest part of the road. Near here is the **Hochwacht** (2,887 feet), and the traveller is recommended to ascend to the pavilion on the summit, where a magnificent view is to be obtained. Then descend past the Türler See, a miniature lake, to

**Hausen**, a pleasant village with villas and Dr. Paravicinia's hydropathic establishment. Then continue to

**Kappel**, a place memorable in the history of the Reformation. When the Roman Catholic cantons of Lucerne, Zug, Schwyz, Uri, and Unterwalden had declared war against Zürich and Berne, their troops advanced to Kappel, where a battle was fought, October 11th, 1531. And here Zwingli fell. "When the first ranks had fallen and the rest fled, Zwingli, with a halbert in his hand, which he stretched across their course, in vain attempted to restrain their flight, calling out to them 'not to fear, for that they were in a good cause; to commend themselves to God, and stand their ground.' He appears to have been first beaten to the ground by a stone, and afterwards, on rising, or attempting to rise, to have been repeatedly thrown down, and trodden upon by the crowd. At length he received a wound in the throat from a spear, which he supposed to be mortal; when, sinking down on his knees, he exclaimed, 'Is this to be esteemed a calamity? They can kill the body, but the soul they cannot touch.' When the soldiers came to strip the slain, he was found yet alive, lying on his back, with his hands clasped together, and his eyes lifted up to heaven. He was asked if he wished a confessor to be sent for; then if he would invoke the Virgin; and, on his declining both, he was immediately despatched. When the

body was discovered to be that of Zwingli, it was condemned by a military tribunal to be cut in quarters, and then burned to ashes, which barbarous but impotent sentence, with other indignities, was accordingly carried into execution."

The spot where the body of Zwingli was found is indicated by a metal plate in the rock, with a Latin and German inscription.

In the old Gothic Church at Kappel may be seen some good stained glass. Continuing from Kappel, the traveller will next reach

**Baar** (*see* below), where the road from Horgen to Zug is joined.

Baar to Zug, under two miles (p. 80).

## ZÜRICH TO THE RIGI AND LUCERNE, BY HORGEN AND THE LAKE OF ZUG.

There is not a pleasanter journey from Zürich to Lucern than by this route, although it takes a much longer time than by rail.

The traveller will take steamboat from Zürich to Horgen (p. 67), and then proceed on foot, by carriage, or by omnibus to Zug. The road ascends as far as to Hirzel, and then descends to the valley of the Sihl. From the covered Sihl Bridge to Baar the views are very beautiful.

**Baar** is celebrated for its charnel house, where may be seen the skulls of many generations of the inhabitants piled up in a pyramid.

Two miles and a half from Baar, in the valley of the *Lorze* are the remarkable **Stalactite Grottoes of Hölle** (*see* also p. 80).

For the **Rigi** the traveller will proceed as far as to Arth (p. 82) by steamboat on the Lake of Zug, thence by the Arth Goldau Railway (*see* p. 82).

For **Lucerne**, take the steamboat to Immensee, where carriages can be taken to Küssnacht (pp. 98, 118), and from Küssnacht by steamboat to Lucerne.

For this trip, as it is most desirable to arrange it so that steamboats and omnibuses may be found in correspondence the traveller is recommended to start from Zürich by the first boat in the morning, and consult local time-tables for the rest.

## BÂLE TO LUCERNE, viâ OLTEN.

Bâle to Olten, 25 miles ; Olten to Lucerne, 34 miles. Railway, 59 miles in two to four hours.

Soon after leaving Bâle Station, the battle-field of St. Jacob (p. 31) is passed. The whole of the journey from Bâle to Olten is through very charming country. As soon as the Rhine Valley is left the valley of the Ergolz, in the Jura, is entered.

**Liestal** (pop. 5,660), the first important station, is the capital of the half-canton (see p. 32). Baselland (p. 25) reminds the traveller of the animosity existing between it and Basleville. It is a poor town, possessing nothing of great interest except the cup of Charles the Bold, found at Nancy. Stations : *Lausen*, *Sissach*, *Sommerau*, and *Läufelfingen*.

Soon after passing the latter station the great Hauenstein Tunnel is entered. It is  $1\frac{1}{2}$  miles long. A terrible accident occurred here in May, 1857, when 72 workmen perished by a fall of the earth. The Hauenstein commands a magnificent view of the Alps, which is not seen from the railway. Many tourists, therefore, leave the train at Läufelfingen, ascend the mountain (time,  $1\frac{1}{2}$  hours), and descend to Olten, where the journey can be continued.

Beyond Läufelfingen the Bernese Alps come into view, the line crosses the Aare, and ascends the right bank to

**Olten**, junction for Lucerne, Berne, Geneva, etc. (*Inquire if carriages have to be changed here.*) The town is pleasantly situated on the Aare, in a valley of the Jura. There is nothing in Olten, except its situation, to interest the traveller. (Hotel - see Appendix.) Pleasant excursions to the *Salis Schloss*, or to the sulphur baths of *Lostorf*, are easily made in summer.

The short journey from Olten to Lucerne (34 miles) is through delightful country ; and as many travellers approach Switzerland by this route, it is a memorable one with them, as they then get their first glimpses of the glories of the Bernese Oberland. Take a seat on the left of the carriage.

**Aarburg**, the junction for Berne, is the first station after leaving Olten. The old castle (1660) was once the residence of the governors, then a State prison, and is now a gaol and arsenal. Aarburg was destroyed by fire in 1840.

**Zofingen**, celebrated, amongst other things, for two good



ball-rooms, built on the branches of some old trees, close by the Schützenhaus, and for the remains of a Roman bath and other ancient relics. Railway to *Suhr*, 10 miles. **Reiden**, the large house on the hill near the station, was once a lodge of the Knights of Malta. Stations, *Dagmersellen*, *Nebikon*. *Wauwyl* (here the first view of the Mönch, Eiger, Jungfrau and other mountains, is obtained).

**Sursee**, a pleasant old town, with some quaint architecture. The double eagle of the House of Hapsburg is still upon its gates. Omnibus to the baths of Knutwil,  $3\frac{1}{2}$  miles, 3 fr. A little beyond *Nottwyl* the Lake of Sempach is skirted. The lake is small— $6\frac{1}{2}$  miles by  $2\frac{1}{2}$  miles—and not beautiful, but well stocked with fish. The neighbourhood all around

**Sempach** is, however, very interesting, on account of its being the scene of one of the most thrilling chapters in Swiss history. The Austrians for the third time invaded Switzerland in 1386. Only 1,400 Swiss met their overwhelming army under the command of Duke Leopold. The battle would have been fatal to the Swiss but for the heroism of Arnold von Winkelried, who threw himself upon the Austrian spears—

“ Still on the serried files he pressed,  
He broke their ranks and died.”

Inspired with a new courage, the Swiss, rushing over Winkelried's dead body, slew 2,600 of the enemy, and signally defeated the Austrians. The battle took place July 9th, 1386. Four stone crosses mark the site of the engagement. In 1886 on the 500th anniversary of the victory, a column surmounted by a lion was erected near the church (see also p. 116).

Between Sempach and *Rothenburg*, good views of the Rig and Pilatus. *Emmenbrücke*, by the side of the Reuss (left) and crossing the Emme, the railway follows the Reuss, joins the Zürich-Lucerne, the Berne-Lucerne, and the St. Gothard lines and passes through a tunnel under the Gütisch (pp. 88, 96) to **Lucerne** (p. 87).

Emmenbrücke is the junction of the Seethal line (about 29 miles) to Wildegg, where the Aarau line to Zurich and Berne is joined. Principal stations, Hochdorf, Baldegg (for the Baldegg-See, a small lake), Mose (for the Hallwiler-See, another small lake), Beinwil and Lenzburg.





## LUCERNE (*Germ.*, LUZERN).

[The Hôtel du Cygne (Swan) and Rigi is delightfully situated on the Quay, close to the steamboat stations on the lake, and commands magnificent views].

**Cook's Office**, Schwanenplatz.

The **Railway Station** and the main custom house are in a handsome new building, on the left bank of the lake. The trains of the *Swiss Federal and St. Gotthard* lines run from this station.

**Hotels**—see Appendix.

**General Post Office** in the Bahnhofplatz (near the Railway). Open on week days from 7 a.m. to 8 p.m., on Sundays 10 to 12 a.m., and 4 to 6 p.m. Branch offices, Baselstrasse 15, Zürichstrasse 14, and Obergrund.

**Telegraph Office** in the General Post Office. Open 6 a.m. to 10 p.m. in summer, 7 a.m. to 10 p.m. in winter. Night service additional charge.

**Telephones**.—Call rooms at Schwanenplatz 2; Rütligasse 8; Railway Station Central Hall; Th. Bucher, "Schlossberg," Zürichstrasse; Neustadt, Neustadt Restaurant, Neustadtstrasse.

**British Consul**, Dr. L. A. Falck.

**American Consul**, Robert E. Mansfield; **Vice and Deputy Consul**, Julius Hartmann.

**English Church Service** in St. Mark's Church, 11 a.m., 5 p.m., in the Haldenstrasse.

**Scotch Presbyterian Service** in the Swiss Protestant Church in the rear of the Schweizerhof Hotel.

**American Episcopal Church** in Christchurch, on the Musegg, 11 a.m. and 5 p.m. from June to September.

**Jewish Service** in the Mariahilfergasse.

**Physicians**: Dr. Otto Stocker, Kapellplatz 9; Dr. Rob. Steiger, Hertensteinstrasse 56; Dr. A. Brunner, Seidenhof; Dr. J. Eberhard, Pilatusstrasse 7 (all speak English).

**Dentists**: Dr. Alfred Steiger, Hertensteinstrasse 56; Dr. H. Stocker, Pilatusstrasse 24.

The municipality have recently (1907) decided to establish a Kurtaxe of 25 c. per person per day. This includes free

admission to the Kurhaus and its concerts, also admission to the Museum at a reduced rate.

**Kursaal** on the National Quay. Admission, day ticket, 1 fr.; Evening concerts, prices various. The Gambling, Concert, and Restaurant rooms are on the ground floor; Reading room, etc., on the first floor.

**Baths** on the National Quay, open from 5 a.m. to dusk. Swimming bath, 20 c.; private baths, 40 c., towels extra. Felder's Baths, warm, cold, douches, medicinal, etc., open 6 a.m. to 8 p.m.; tariff various. Tivoli Baths, open 6 a.m. to sunset; private bath, 30 c.

**Rowing Boats and Steam Launches** may be hired by the hour or the day. Consult tariff.

**Lawn Tennis Court**, National Quay, opposite the new Lake Baths.

**Golf Club**, Links, with club house, on the Sonnenberg. April to October.

**Gütsch Railway** (cable), Baselstrasse. Every 10 minutes in both directions simultaneously. Double-track cable railway. Gradient 53 in 100. Single fare 35 c.; return 60 c.

**Sonnenberg Railway** (electric cable); gradient 42 in 100. Krienz-Sonnenberg. Trains every 24 minutes in each direction in 12 minutes. April to October. Fare 1 fr. 20 c. up, 80 c. down; return 1 fr. 50 c. Connected with Lucerne by tramway cars marked "Sonnenberg." Circular tickets for tramway, Gütsch and Sonnenberg funicular, 2 fr., either way, are obtainable in the tramcars, and at COOK'S OFFICE.

**Electric Tramways.** The tramways are owned by the town and worked by electricity with eccentric side trolleys. Power station at Bireggstrasse on the line to Krienz. Cars run from 6.30 a.m. till 10 p.m. every 6 minutes on the town lines and every 12 minutes on the exterior lines. The fare is 15 c. for the town lines and 20-25 c. for the exterior lines.

**Cabs.** Per course within the municipal boundaries from the town or station 1 fr., 1 or 2 persons. By time, for  $\frac{1}{4}$  hour, 1 or 2 persons 80 c., 3 or 4 persons 1 fr. 20 c.; for  $\frac{1}{2}$  hour, 1 fr. 50 c. or 2 fr. 20 c.; for 1 hour, 2 fr. 50 c. or 3 fr. 60 c.; each portmanteau 50 c. Fare to the suburbs, Seeburg 1 $\frac{1}{2}$  fr. or 2 fr., Dreilinden Stiege 2 $\frac{1}{2}$  fr. or 4 fr., Dreilinden-Plateau 3 $\frac{1}{2}$  fr. or 5 fr., Meggen 3 $\frac{1}{2}$  fr. or 5 fr., Sonnenberg 8 fr. or 12 fr. Double fares at night (10-6).

**Steamboats** start from the Schweizerhof Quay, most of

them calling at the Railway Station; the routes being in summer as follows:—

(1) **Lucerne-Flüelen**, in summer eight times daily, there and back,  $2\frac{1}{4}$  to  $2\frac{3}{4}$  hours each way, according to the number of stations called at (*see* p. 99). Connection in **Vitznau** with all the trains of the Rigi Railway, and in **Flüelen** with all those of the St. Gothard Railway. The other stations are:—Hertenstein (Hotel *-see* Appendix), Weggis, Buochs, Beckenried, Gersau, Treib, Rütli, Brunnen, Tell's Platte, Sisikon, Bauen, Isleten.

(2) **Lucerne-Alpnach** (*see* p. 114), eight boats daily in both directions. Connection in Kehrsiten with the Bürgenstock Railway. At **Stansstad** connection with all trains of the electric tram-railway to Stans and Engelberg, and the Stanserhorn mountain railway, and at **Alpnachstad** with all the trains of the Pilatus and Brünig Railways. The other stations are St. Niklausen, Kastanienbaum, Hergiswil, and Rotzloch.

(3) **Lucerne-Küssnacht** (*see* p. 118), four boats daily in both directions. From Küssnacht an omnibus runs through the Hohle Gasse to Immensee on the Lake of Zug. The other stations are Seeburg, Vorder- and Hinter-Meggen, Mörlisachen, and Greppen.

(4) **Alpnach-Vitznau**, in summer five boats daily, calling at Alpnach, Stansstad (Stanserhorn Railway), Kehrsiten (Bürgenstock Railway), Weggis, and Vitznau, to connect Pilatus and Brünig with the Rigi. At Vitznau the connection with the steamboats from and to Flüelen.

(5) **The Lake of Zug, Zug-Arth**, five services daily in each direction, calling at Immensee and Walchwil. Connection in Zug with the North-Eastern Railway from and to Lucerne and Zürich. Omnibuses run to Küssnacht from Immensee, or the distance may be made on foot through the Hohle Gasse in 35 minutes. From Arth, trams run to Goldau, where connection is made with the Arth-Goldau-Rigi Railway and with the St. Gothard and South-Eastern lines. In Arth, connection with the Arth-Rigi Railway, and in Goldau with the Gothard Railway and the South-Eastern line.

(Steamboat and railway tickets in any direction can be obtained at COOK'S OFFICES.)

**Drives and Excursions from Lucerne.**—During the season conveyances leave Cook's Office, Schwanenplatz, Lucerne, every Monday, Wednesday, and Friday for Horw,

Hergiswil, Stansstad, Stans, visiting the Cathedral and Monument of Winkelried at Stans, and back to Lucerne.

Every Tuesday, Thursday, and Saturday for Meggen, Küssnacht, Hohle Gasse ("Hollow Way"), Tell's Chapel, Immensee (on Lake of Zug), returning by English Cemetery to Lucerne.

Every Wednesday and Saturday for an excursion round the Lake of Zug in a four-in-hand, leaving Cook's Office at 9.30 a.m., *via* Rotsee, Ebikon, Rotkreuz, Cham (Condensed Milk Factory), Zug (lunch), returning *via* Walchwyl, Arth-Goldau, Immensee, Tell's Chapel, Küssnacht, and Meggen. Fare, not including lunch, 8s. or 10 fr.

On Tuesdays and Fridays for a two days' tour, visiting Göschenen, St. Gothard Pass, Andermatt, Furka Pass, Rhône Glacier, Grimsel Pass, Gorge of the Aare, Meiringen, Brünig Pass. Fare, including 1st class rail, carriage, meals, and hotel expenses 100 fr.

**Daily Excursion Tickets** from Lucerne are also issued: to Vitznau, and the Rigi Kulm and back; Vitznau, Rigi Kulm, Flüelen and back; Alpnach, Pilatus Kulm and back; Lucerne to Stansstad and Engelberg and back; Göschenen, Andermatt and back; Lucerne to Stansstad, Stanserhorn and back; Bürgenstock and back (including steamer journey on the Lake in each case); Flüelen and back by steamer; Arth-Goldau and Einsiedeln and back, by railway.

Other excursions from Lucerne include Göschenen, Furka, Rhône Glacier, the St. Gothard, Grimsel, Meiringen, Brünig, etc.

**Lucerne**, one of the most populous towns in Switzerland (population 33,630), is situated on the western extremity of its lake, by the River Reuss. Its walls and watch-towers date from the fourteenth century, and in ancient days the town of Lucerne occupied a more important position among Swiss towns than now. It contains numerous old buildings, and has always been a residence of the Papal Nuncios, and at the present day nine-tenths of its inhabitants are Roman Catholics.

Situated in the heart of Switzerland, and within easy access of all that is grandest in the mountain and lake scenery of the Alps, Lucerne is the central point to which all those converge who travel through the country, from north to south, from east to west, and *vice versa*, some 300,000 travellers visiting the town each year. The Lake of Lucerne is the finest and most picturesque in Switzerland, and in its immediate neighbourhood are the celebrated Rigi, Pilatus, and Stanserhorn

mountains—famous, not for their height, but because from them superb panoramic views are obtained.

While Berne shines as a seat of the Federal Government, and Zürich as the centre of the arts and sciences, while Bâle justly boasts of its trade and manufactures, and Geneva of its flourishing industries, Lucerne claims pre-eminence over all of them for the beauty of its scenery.

As the traveller leaves the **Railway Station**, he will be charmed with his first view. Adjoining the station is the **International Museum of War and Peace**, founded by M. Henri de Bloch (*d.* 1902), and containing a large collection of weapons and munitions of war of different ages. Passing the handsome new

**Post and Telegraph Office**, and over the new bridge, the Seebrücke, in front is the lake, which, in other parts rugged and sublime, wears at this point a fair and smiling aspect. To the right is Pilatus; far away in the distance, seeming to rise from lake to sky, are the mountains of the Bernese Oberland, opposite is the Rigi, with the villages nestling at its feet; and to the left is the town with its churches, its towers, its queer old streets, and its seven bridges. Of these bridges, two are modern, but the others number with the special sights of Lucerne. Two of these are not thrown straight across the river, and are roofed over.

The oldest is the **Kapellbrücke** (Chapel-bridge), dating from the beginning of the fourteenth century. It is decorated with 112 curious triangular paintings, so suspended that anyone crossing from the north side beholds in succession 56 scenes from the lives of the joint patron saints of the town, SS. Maurice and Leger; but coming in the opposite direction, the pictures seen are commemorative of events in the history of the Swiss Confederation. This structure, however, is likely to be replaced by one that will be passable for vehicles, and then, at the behest of modern convenience, will a truly historical landmark disappear. Near the north end of the bridge is a **Chapel**, dedicated to St. Peter, and containing four good paintings by *Deschwanden*. Hard by stands the **Wasserturm**, rising from the middle of the river. It is now used as a depository for the archives of the town.

The other covered bridge, near the Bâle Gate, is called the **Mühlenbrücke** (Mill bridge). It was erected early in the fifteenth century. It is decorated with thirty-four pictures by Holbein, representing "The Dance of Death." Our readers



may remember the conversation on this bridge between Prince Henry and Elsie in Longfellow's "Golden Legend"—

“ The Dance of Death !  
 All that go to and fro must look upon it,  
 Mindful of what they shall be, while beneath,  
 Among the wooden piles, the turbulent river  
 Rushes, impetuous as the river of life,  
 With dimpling eddies, ever green and bright,  
 Save where the shadow of the bridge falls on it.”

The **Schweizerhof Quai**, with its fine avenue of trees, which is the promenade of Lucerne, extending in front of the large hotels, stands on ground reclaimed from the lake, over which there was at this part formerly a very long bridge, stretching as far as the Stiftskirche. On the parapet will be seen an **index** to the chain of the **Alps**. The view from hence comprises a fine semicircle of mountains, from the Rigi to Pilatus. The Rigi Kuhn, the Rossberg, Vitznauer Stock, Ross Stock, Bürgenstock, Buochserhorn, the Titlis, Stanserhorn, Pilatus, etc., etc., will be readily distinguished by means of the indicator referred to. In the Schwanenplatz are the offices of THOS. COOK & SON ; at the east end of the quay the administration offices of the St. Gothard Railway ; and on the National Quay the **Kursaal**, with concert, ball, and reading rooms, theatre, restaurant, and winter garden, etc.

Opposite the Kursaal, in the Haldenstrasse, is the handsome **English Church** of St. Mark's. Services, 8, 10.30, and 5 on Sundays.

The **Stiftskirche**, or Hofkirche, dedicated to St. Leger, stands at the eastern end of the town, near the Promenade. The original church was destroyed by fire, and the present edifice dates from the seventeenth century. The body of the church is in the Italian seventeenth century style ; the two slender towers are older, and date from the beginning of the sixteenth century. It has two side altars, with carved wood reliefs, and finely-carved stalls and painted glass windows ; also an **excellent organ**, with marvellous *vox humana* stops, upon which there are performances every evening in summer, except Sundays, 6.30 to 7.30 p.m., 1 fr., for the benefit of those willing to invest 1 fr. for the privilege of hearing it. The peal of bells is fine, and the ancient mode of ringing is still adhered to. On the largest bell is the inscription, “ Vivos voco, mortuos plango, fulgura frango ” (“ I call the living, bewail the dead, disperse the storms ”), (*cf.* p. 35). Round three sides of the churchyard

are arcades ; the southern one affords beautiful views of the lake and the mountains. In these cloisters are some fine frescoes (two by *Deschwanden*) and numerous monuments in good preservation. The old tombstones are very curious ; on some of them are carved the insignia of the guild or trade to which the deceased belonged in his life-time, as, for instance, a hammer and tongs for a blacksmith, a fish for a fishmonger, etc. The

**Lion of Lucerne**, near the Stiftskirche, is the greatest curiosity of the place. It is a large lion hewn out of the solid sandstone rock, in memory of the Swiss Guards who died in defending the royal family of France in August and September, 1792. Above is the inscription " *Helvetiorum fidei ac virtuti.*" It is truly a magnificent work of art, "admirable in conception and execution, and touching forcibly both the imagination and the feelings." This colossal piece of sculpture, 28½ feet long and 18 feet high, represents a dying lion, with its side transfixed by a broken spear, and protecting the shield of the Bourbons even in the agonies of death. It is surrounded with ivy and other creeping plants, and from the rock beside it a mountain stream leaps down to a pool below, in which the lion is reflected. This exquisite monument was originally suggested by Colonel Pfyffer, one of the surviving Swiss. The model (still to be seen in a building hard by) was finished by Thorwaldsen, and from this design (with some slight alterations) the actual monument was sculptured by Ahorn, of Constance. Near the lion is a Chapel *Expiaoire*, where, annually on August 10th, a special solemn mass is celebrated in memory of the slain. The altar-cloth is the work of the Duchess d'Angoulême, daughter of Louis XVI, the last survivor of the terrible scene annually commemorated.

To the left is

**Hodel's Alpneum.** Here is to be seen a large diorama of the Bernese Alps, by Ernest Hodel, representing the view from the Männlichen, a mountain affording one of the finest prospects in the Bernese Oberland ; also a representation of the famous struggle of the Swiss Guards of Louis XVI in the Tuileries (see above). Admission, 1 fr. A few yards farther east, close to the monument, is the entrance to the interesting

**Glacier Garden** (*Gletschergarten*). Admission, 1 fr. Here, in the so-called "Giants' Pots" and other phenomena, the student of nature may see the still existent results of the mighty forces that were at work in that marvellous undated epoch, when enormous glaciers, to which any now known are mere

bagatelles, covered the whole of Europe. Besides the sixteen excavations illustrative of glacial action, there are other attractions for visitors to this garden, especially a collection of objects found in the "lake dwellings" discovered at Baldegg, 12 miles from Lucerne, in 1871. These objects are of great interest; they consist of 66 instruments made of bone, six of wood, and 140 of stone; besides about 100 fragments of pottery, various specimens of fruit and leather, and a number of teeth, bones, antlers, and horns of animals. Amongst the bone implements we may specially note a drinking-vessel, very elegantly wrought; a spade of stag's horn; a stag's horn with two stone chisels; a weaving or knitting instrument; various pointed and cutting instruments; a knitting-needle made of a boar's tooth; a well-preserved bone knife in shape of a dagger. Amongst the wooden instruments, a little oval plate, with a small hole in each focal point, is the most noticeable. Amongst the stone implements are many hatchets—one made of flinty slate, very well wrought; another of greenstone, with an edge as sharp as a knife; also many chisels, hammers, knives, spear-heads, and grinding stones. The pottery includes conical weights for fishing-nets, and fragments of various clay vessels, some prettily ornamented. On one is *the crust of something cooked and partly burnt!* The vegetable collection consists of hazel nuts, an acorn, some carbonised wheat, carbonised pieces of apple, etc. The animal specimens are two small pieces of untanned thick leather, and the teeth, horns, claws, bones of the boar, stag, roebuck, bear, badger, beaver, ox, sheep, goat, horse, and dog. Near the Glacier Garden is an Oriental Labyrinth (opened August, 1899), comprising a large kalcidoscope, &c. Admission, 1 fr.

In the Löwenstrasse is a large

**Panorama** representing one of the most stirring episodes of the Franco-German War, viz., the passage of the French Army of the East at **La Verrières** in January, 1871, when General Bourbaki (wounded) and General Clinchant, with 84,000 men, pressed by the German armies of Generals Werder and Manteuffel, unable to reach **Belfort** and engage in battle, asked and obtained the hospitality of Switzerland. Open from 7 a.m., admission, 1 fr.

A visit should next be paid to the Old Town, returning to the quay past the Schwanenplatz at the east end of the Seebrücke.

Crossing the Kapellbrücke (p. 91) the Kleinstadt is reached,

and, traversing the quay to the left of the railway, the **Theatre** and the **Jesuits' Church** are seen. The former is closed during the summer, its place being taken by the Kursaal. The Jesuits' Church is a building in the style of the eighteenth century, with eight chapels and several excellent altar-pieces. Somewhat further down the Reuss stands the

**Government Building**, formerly the Jesuits' College. The façade of the main building, in the Florentine style, at once attracts attention, and still more that part of the edifice known as the *Schlösschen*. Its three storeys are supported by slender columns, and the whole is a remarkable monument of sixteenth-century architecture. The legislature of Canton Lucerne meets from time to time in the Government building, and the cantonal archives are preserved in the back part of it. They include numerous documents bearing on Swiss history. The gold seal of Charles the Bold of Burgundy, a trophy of the battle of Granson (1476), is kept here, as well as a fine collection of coins. The adjacent building is the new Cantonal School.

Close to the Government building are the

**Gymnasium** and the **Franciscan Church**, the latter a plain Gothic structure with Renaissance chapel, finely-carved choir stalls, and copies of the banners captured by the Swiss in the famous battle which secured them their liberty.

The **Museum**, also situated in the neighbourhood of the Government building, contains the Cantonal Library, 80,000 volumes; also a *Cabinet of Natural History*, the most valuable part of which consists of a collection of minerals from the St. Gothard, and of fossils. Admission free Sundays (10 to 12 and 1 to 3), and Tuesdays (1 to 3); other times 50 c. The Municipal Library, near the River Reuss, contains documents of rare interest, also a collection of coins; it is open to the public without charge from 2 till 4 on Monday, Wednesday, Thursday, and Saturday, and from 1 till 3 on Sundays; on other days admission can be obtained by applying to the keeper.

The Kornmarkt-gasse leads past the

**Old Rathhaus** in the *Kornmarkt*. This building, dating from the 16th century, is in the purest Renaissance style, and contains a Gothic staircase and some admirable inlaid wainscoting and ancient carved woodwork, also portraits of magistrates of Lucerne, and large mural paintings by Reinhard and Wyrsh. On the ground floor of the Rathhaus

there is a permanent *Fine Art Exhibition* and an *Historical Museum of Applied Art*, including the antiquarian collection of the Historical Society of the Five Cantons. Here are objects from the lake-dwellings and from prehistoric tombs, numerous weapons and trophies from the old Swiss wars, two Turkish pennons taken by the men of Lucerne at the Battle of Lepanto, Duke Leopold's coat of mail from the Battle of Sempach, 19 Italian shields from the Battle of Giornico, some fine specimens of old stained glass, etc., etc. Entrance, 1 fr. Open from June 1st till October 15th, from 9 a.m. to 6 p.m.

Towards the grey ramparts of the Musegg is the **Municipal Girls' School**, installed in the former *Convent of Maria Hilf* (the *Boys' School* occupying a palatial building close by). Near it is erected the handsome new

**Christ Church**, built by the *Old Catholics* of Lucerne, in which *American Episcopal Church services* are also held. The tower commands a very fine view. Entrance, 50 c. Apply to the sexton.

It is not so much for any special attractions in the town itself, as for its beautiful **situation and surroundings** that Lucerne is justly celebrated. From the windows of the Swan Hotel you may gaze upon the lovely lake and count upwards of a score of mountain peaks in the encircling prospect; or you may stroll through groves of trees, and along pleasant promenades close at hand, and enjoy magnificent scenery with but little exertion. Short walks with charming points of view may be suggested as follows: -

The **Gütsch**, either on foot all the way, or through the Baselstrasse, past the Barracks to the station of the short but steep cable railway, at the top of which is the Hotel Pension Gütsch. (Return fare 60 c.) A splendid view of the town and lake.

About three miles beyond the Gütsch, through the woods, a pleasant walk (or electric railway, return fare 1 fr. 50 c.) leads to the

**Kurhaus Sonnenberg**, with good grounds and fine view, one of which, through the shady forest, is best seen near the **Cross** on the **Langen Furen**, a ridge of the mountain chain, 2,560 feet above the sea. Below the Kurhaus are the Lucerne Golf Links (370 acres), and Club House. The descent from Sonnenberg can be made by the verdant valley and village of

**Kriens**, at the western base of the Pilatus, whence tramway to Lucerne (return fare 50 c.); or the town can be reached by a shorter route by the footpath leading through woods and meadows.

The **Musegg**, above the town, with the nine old watch-towers rising out of the ramparts, is interesting and picturesque; a carriage road, starting from near Old England's shop, leads to the heights in 10 minutes.

The **Capuchin Church of Wesemlin**, and on to the **Drei Linden** on the *Hitzlitsberg*, is a longer walk, at the end of which a magnificent panorama of the Alps is obtained. The return may be made by the pretty village of **Adligenswil**. A similar view is that from the **Allenwinden Hill**.

The **Friedental**, a lovely little valley between the Reuss and the Rothsee, is a short walk on level ground along the right bank of the Reuss. Lovers of the rod and line will find good sport in the Rothsee.

A favourite promenade of visitors is through the

**Haldenstrasse**, along the shore of the lovely lake, a walk that can be extended to any length.

Of somewhat longer expeditions in the neighbourhood there are plenty for which visitors can arrange to walk or ride, as suits their strength or convenience. There is the fine view from the chapel in Herrgottswald (God's Wood), reached through Kriens, following the carriage road for  $4\frac{1}{2}$  miles, and then tracking the forest paths for an hour, and finally by ascending a prodigious number of wooden steps. This jaunt may be extended to the beautiful valley known as

The **Eigenthal**, a secluded and romantic glen at the foot of the steep of Pilatus. It is traversed by the Rünligbach, a brook abounding in trout, and extends for six miles at a height of 3,000 feet above the sea. The little Chapel of the Good Shepherd contains some fine frescoes, and commands a splendid view of the Pilatus.

A very picturesque excursion is that to

**Tribschen**, Pension Stutz; **Kastanienbaum** and **Winkel**, on a level road skirting the left bank of the lake for a great portion of the way. About  $1\frac{1}{2}$  miles from Lucerne is the rural mansion of Tribschen, in which the composer Richard Wagner dwelt for about 6 years. A commemorative tablet is affixed to the house. The charming lake and rural scenery, and the impressive views of the Rigi, Bürgenstock, Stanserhorn,

Pilatus, and the snow-clad Alps are inexpressibly beautiful. The return journey may be made by train from **Horw**, a station on the Brünig Railway a few minutes' walk from Winkel.

An interesting half-day's excursion is the drive through **Horw, Hergiswil, and Stansstad**, to the town of **Stans**, and back. As far as *Horw*, three miles from Lucerne, the view of Pilatus absorbs attention; beyond Horw the road reaches the Bay of Winkel, and follows the lake shore from there to *Hergiswil*, three miles from Horw, close to the perpendicular cliffs of the *Lopperberg*. Crossing a bridge, Stansstad, the port of the half-canton of Nidwalden, is reached,  $1\frac{1}{2}$  miles from Hergiswil, and after a delightful drive through the meadows and orchards of the Stanser Boden we come to Stans, the chief town of the half-canton (pop. 2,980).

On the east side of Lucerne equally delightful excursions can be made, as, for instance, to **Meggen** by *Dietschen erg* and *Adligenswil*, returning on foot, or by steamer from Meggen.

Another delightful excursion is by train to

**Gisikon**, on the line to Zug, to ascend the **Rooterberg** (2,611 feet), to which the name of "Little Rigi" is applied, the view being so extensive. If the descent be made by *Udligenswil* to **Küssnacht**, where tradition places the site of Gessler's Castle, the steamer or train can be taken for Lucerne.

An interesting drive of about 10 miles is to take the Berne road for nearly four miles, then turning off by the Gorge of the Rengloch, at the foot of Pilatus, and returning by Krien. to Lucerne.

But these short trips are all on *terra firma*, whereas it is by crossing the bosom of the lovely lake that the places of chief interest are reached, and the fairest charms of the district disclosed.

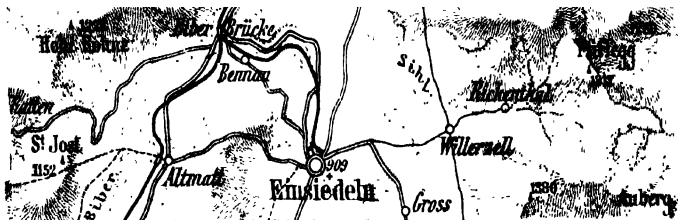
## LAKE OF LUCERNE.

(1,435 feet above sea level.)

There is not to be found in Europe a lake more complete and perfect in the grandeur of its mountain scenery, the quiet beauty of its banks, the poetry of its legendary associations, and the endless variety of its charms, than the Lake of Lucerne, otherwise known as the Vierwaldstätter-See, or Lake of the



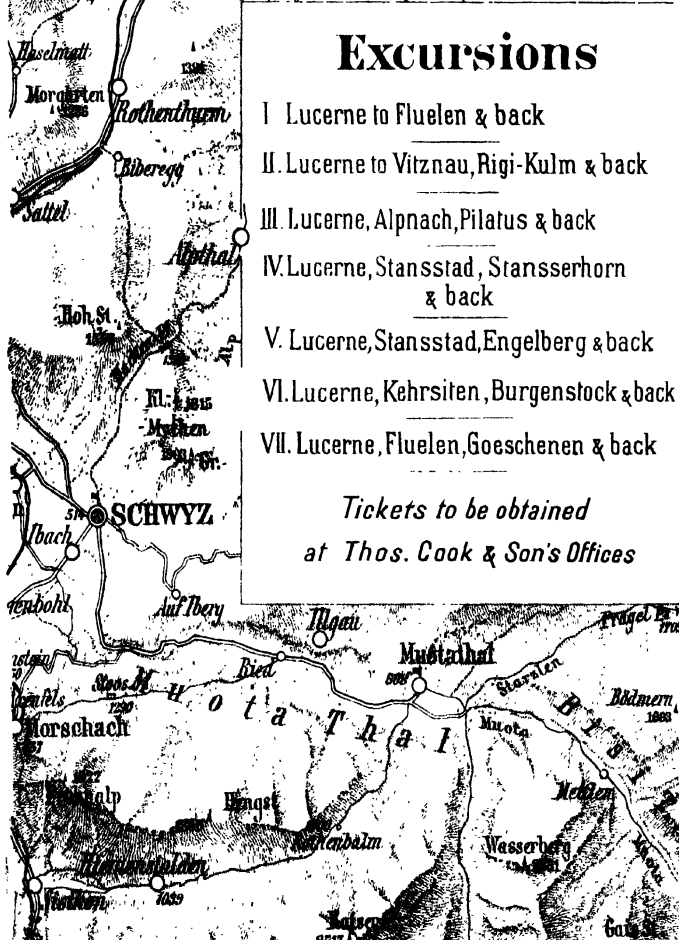




# Excursions

- I. Lucerne to Fluelen & back
- II. Lucerne to Vitznau, Rigi-Kulm & back
- III. Lucerne, Alpnach, Pilatus & back
- IV. Lucerne, Stansstad, Stanserhorn & back
- V. Lucerne, Stansstad, Engelberg & back
- VI. Lucerne, Kehrsiten, Burgenstock & back
- VII. Lucerne, Fluelen, Goeschenen & back

*Tickets to be obtained  
at Thos. Cook & Son's Offices*



Four Forest Cantons. It is  $23\frac{1}{2}$  miles long, and varies from one to two miles in breadth. In shape it is nearly cruciform. A thousand objects will interest the traveller on every hand. "So clear is the lake, that you can in some deep places see to the bottom; it does not look like water, but a sheet of blue glass spread over deep caverns; and the fish look as if they were floating in air, and the weeds like uncultivated gardens. . . . Enchantment gilds the scene; now a castle on a hill, now a shrine with a richly-decorated image of the Virgin reared upon some isolated piece of rock; now an arm of the lake, disclosing a world of wonders that we never dreamt were there." These are some of the things for which the eyes must be kept open.

The **steamers** for the Lake Tour start from the Schweizerhof Quay, near the Swan Hotel, and cross over to the Railway Quay. There are numerous departures a day, some of which are express (*see* pp. 88, 89). Tickets are issued for the tour of the lake. The journey may be broken at any stopping places. It must be noted that different steamers stop at different places, and proper inquiries must, therefore, be made before embarking (*see* p. 89). Tourists who have not much time at their disposal will probably be content with a trip to Flüelen and back (which will give them a general survey of the lake), and, *of course*, an ascent of the Rigi (*see* p. 109) or of Pilatus (*see* p. 106).

To explore the beauties of the lake in each direction, four steamboat trips are necessary: -

(1) **Lucerne to Flüelen**, *i.e.*, from one end of the lake to the other; 2 hours 40 minutes (*see* below).

(2) **Lucerne to Alpnach**, along the left bank of the lake; one hour (p. 114).

(3) **Lucerne to Küssnacht**, one hour (p. 118).

(4) **Alpnach to Vitznau** (p. 89).

## (1) LUCERNE TO FLÜELEN.

This delightful trip occupies 2 hours and 40 minutes, and from the very commencement affords scenery of great beauty, the view of Lucerne itself, surrounded by gardens, being especially pleasing. In front stretches the *Bay of Lucerne*, with handsome villas rising from among verdure on both sides,

*Tribschen* and *Schlösschen Stutz* on the right, and *Seeburg* and *Wartenfluh* on the left, and on the promontory of the *Meggenhorn* the imposing *Villa Meggenhorn*, also the little island of *Allstad*, the *Villa Merian*, and on the *Küssnacht* arm of the lake the *Château of Neuhabsburg*. The mountains raise their proud crests, the *Rigi* on the left, and *Pilatus*, the *Bürgenstock*, the *Stanserhorn*, and the *Buochserhorn* on the right, and a momentary glimpse across the *Brünig* is obtained of the monarchs of the *Bernese Oberland*, the *Lauteraarhörner*, the *Schreckhörner*, the *Wetterhörner*, *Mönch*, *Eiger*, and the *Jungfrau*.

The steamer enters the *Kreuztrichter*, into which open the four lake arms of *Lucerne*, *Küssnacht*, *Alpnacht*, and *Weggis*. Entering the *Weggis basin*, lying embedded between the wooded precipices of the *Bürgenstock* (with its steep railway) on the right and the rocky sides of the *Rigi* on the left, and passing the beautifully-situated *Hertenstein*, the steamer stops at

**Weggis**, a health resort remarkable alike for its superb situation and its very agreeable southern climate, a charming spot for those seeking calm and quiet. (Hotel—see Appendix.) *Weggis* is the best landing place for those who mean to walk up the *Rigi*. Passing the charming *Lützelau*, the steamer arrives at

**Vitznau** (Hotels—see Appendix), situated on a small patch of land below two of the summits of the *Rigi*, the *Dossen*, and *Vitznauerstock*.

In spring and autumn *Vitznau* is a popular health resort, in summer it is a centre for tourists of all nationalities, owing to its being the starting point of the *Vitznau-Rigi Railway* (see p. 110). Beautiful grounds adjoining the *Hôtel du Parc*, and romantic walk along the *Dorfberg* to the *Mühlebach Waterfall*. Beyond *Vitznau*, which enjoys a climate no less mild than that of *Weggis*, it seems as though the end of the lake was reached, and that the steamboat was steering on to the rocks; but at the last moment a strait opens, formed by the promontories of the *Vitznauerstock* and the *Bürgenstock*. Passing at a sharp curve between the two “*Nasen*” (noses), as these headlands have been christened, the vessel enters the basin of *Buochs*, *Beckenried*, and *Gersau*, rounds the southern part of the *Bürgenstock*, and halts at the village of *Buochs*.

**Buochs** (sacked by the French in 1798) belongs to the *Canton of Nidwalden*, and occupies a pleasant position at the foot of the *Buochserhorn* (5,600 feet). Passing the picturesque

*Chapel of Riedli*, and commanding all the time a beautiful view of the adjacent mountains, the steamboat next halts at

**Beckenried**, a pleasantly cool village and popular summer resort, with facilities for excursions to Stans, Brünig Railway, the ascent of the Seelisberg, etc., sheltered from the wind and embosomed in verdure; then, crossing the lake to the right bank, to

**Gersau**, above which rises the Rigi-Scheidegg. Gersau enjoys a great reputation as a climatic health resort (Hotel —see Appendix), vying with Montreux in respect to its sheltered situation and pure air, free from dust (mean annual temperature of Gersau, 50·1° Fahr., of Montreux, 50·9°). Gersau has a notable history. In the year 1390 it bought its freedom from the Lords of Moos, and remained a well-administered independent republic till its conquest by the French in 1798. It was annexed to the Canton of Schwyz in 1817. After leaving the village, which is quite shut in by rocks, the steamboat directs its course due east past the romantically-situated *Kindlimord Chapel*, affording on the way one of the grandest of Alpine landscapes, for the view towards Schwyz now opens, with the steep and naked summits of the Mythen towering in the background. At their base gleams *Schwyz*, in the middle distance *Ingenbohl*, and in the foreground, on the shore of the lake, *Brunnen*. Above Brunnen, on the steep Wasiflüh, stand the palatial Hotels Axenfels and Axenstein, while on the right bank of the lake Sonnenberg and Seelisberg present a magnificent appearance. Again crossing the lake the steamboat reaches

**Treib**, an old wooden inn, of historical interest, standing by itself at the foot of the Seelisberg. This is the landing place for the loftily-situated village of Seelisberg. Not far from here, on rounding the next headland, rising from the lake, a pyramidal rock 85 feet in height, known as the *Mythenstein*. It bears an inscription in honour of Schiller, the German poet, who celebrated in immortal verse the deeds of William Tell, the hero of Switzerland. The steamboat now crosses the lake, which again contracts, and making a sharp bend arrives at Brunnen, the pleasant, trim, and much-frequented port of Canton Schwyz.

**Brunnen** (pop. 1 650), situated in the centre of the Forest Cantons, is one of the favourite resorts of tourists (Hotels —see Appendix), and possesses some fine gardens and promenades, besides being the starting point for many interesting excursions

(see p. 105). At Brunnen the last branch of the Lake of the Four Cantons opens before us—the highly-romantic *Lake of Uri*, shut in by rocky banks and encircled by stupendous mountains. On entering this basin we have, on our right, beneath the crags of the Seelisberg, the **Rütli**, the most sacred spot on the soil of Switzerland. It is a steep meadow surrounded by trees, where, on November 7th, 1307, Walter Fürst, of Uri, Werner Stauffacher, of Schwyz, and Arnold Anderhalden, of Unterwalden, each seconded by some faithful followers, formed a league in the name of their cantons against the tyrannous rule of Austria (cf. Schiller's *Wilhelm Tell*). So well did they carry out their resolution that, after a series of wars, lasting 150 years, their descendants succeeded in establishing their independence, which they have ever since retained. At Rütli are still pointed out the three springs which are said to have made their miraculous appearance when the confederates joined hand in hand in solemn covenant:—

“For the father-soil which they trod,  
 For freedom and hearth, they stood,  
 While they vowed to the mightiest God  
 To cast out the tyrant brood.  
 Thus our hearts, with thy spirit still glowing,  
 O Rütli, thy name shall retain,  
 So long as our Rhine shall be flowing,  
 So long as our Alps shall remain.”

“The owner of the Rütli was about to build an hotel there in 1858. The children of Switzerland undertook a subscription to prevent this desecration; they limited each offering to 10 c. (*id.*), and the result was double the amount required.”

The Rütli is regarded as a national place of pilgrimage, and is much visited on fine Sundays, especially by schools and societies of all descriptions. Opposite the Rütli, on the east bank of the lake, rise the Frohnalpstock and the chain of the Röss-stock, beginning with the Axenberg. Through their base runs not only the grandly-picturesque *Axenstrasse*, with its galleries excavated in the solid rock, but also the *St. Gothard Railway*, of which glimpses here and there are seen. Pursuing its course along the rocky bank of the lake, the steamboat next halts at

**Sisikon**, a village situated on a grassy patch surrounded by lofty rocks, somewhere near the middle of the Axenstrasse. On the left bank of the lake the Ober- and Nieder-Bauenstock present an imposing aspect, but both are mere hills in comparison with the Urirothstock, rising like a fortress from the

waters, its summit clothed in eternal snow. Yonder, on the brink of the lake, lie the hamlets of *Bauen* and *Isleten*, but the vessel keeps to the right bank.

**Tell's Platte** (Hotel—*see* Appendix), with the recently-restored *Tell's Chapel*, containing fine mural paintings by Stückelberg, of Basle, is the next stopping place. Tell's Platte is the spot where William Tell escaped from the boat in which Gessler was conveying him to prison. It is visited year by year by the country people in solemn procession. Ten minutes' walk above the chapel stands a Pension and Restaurant, amidst luxuriant southern vegetation. Enjoying the magnificent view of the Axenfluh, rising above Tell's Chapel, of the sky-piercing peak of the Urirothstock, and of the pyramid of the Bristenstock, the steamer's course is directed to

**Flüelen** (Hotels—*see* Appendix), the port of Canton Uri, much frequented in summer time by travellers who have either arrived by the St. Gothard Railway and intend to take the steamboat here, or who are leaving the steamer to take the train to the sunny south.

At a distance of two miles (by tram; fare, 30 c., return 50 c.) is

**Altdorf** (pop. 3,390), at an elevation of 1,500 feet (Hotels—*see* Appendix). Here are a colossal statue of Tell, and a fountain—the former marking the position of the father, and the latter that of the child, in the celebrated trial of skill directed by the tyrant Gessler. The tall tower is of earlier date, the frescoes having been added since. It will be remembered that, according to the legend (now generally received as mythical), Gessler had elevated his hat in the market-place, and ordered all passers-by to make obeisance. For refusing, Tell was ordered to show his famed skill in archery by shooting an apple off his son's head. He was successful, but Gessler saw a second arrow which Tell had secreted. On being questioned, the bold archer said it was for Gessler's heart had the child been harmed. Tell was then, for his audacity, taken prisoner, and hurried away in Gessler's boat towards his castle at Küsnacht. A tempest arose; none but Tell could steer; he seized the opportunity, sprang ashore at what is now known as Tell's Platte, intercepted Gessler at Küsnacht, and killed him. At Bürglen (1½ miles from Altdorf), a chapel marking Tell's birthplace, and a bridge where Tell died in trying to save a drowning child, are shown.

Of late years the William Tell legends have been gradually passing from the domain of history into that of fiction. The

first book which dared to broach so startling a heresy was publicly burnt at Altdorf by the hangman. But in spite of this spirited protest, the idea has gained ground. Contemporary chroniclers make no allusion to the alleged events of his career, and not for a century or two do we find any trace of the traditions in their present form. The establishment of the chapels, and the widespread belief in the legends, are almost the only arguments in their favour. Those most qualified to judge, whilst conceding that there probably was a William Tell amongst the confederates, assert that the events linked with his name by imaginative patriots rest upon no more solid basis of fact than do the stories of Sir Lancelot of the Lake, or the Laly Maid of Astolat, in Tennyson's fascinating pages.

For description of St. Gothard Railway, *see* p. 321.

Having briefly described the beauties of the lake as seen from the steamer, a short description of an' equally lovely excursion on foot or by carriage from

## WEGGIS TO FLÜELEN

will doubtless be found acceptable.

It is difficult to say whether the sections from Weggis to Vitznau, Vitznau to Gersau, Gersau to Brunnen, or Brunnen to Flüelen, afford the most enjoyment, but perhaps the palm of beauty must be awarded to the two first and that of grandeur to the two last.

The road from *Weggis to Vitznau* (3 miles) commands throughout its entire length a charming series of verdant Alpine pastures, picturesque chestnut-groves, pretty Swiss cottages, and enchanting views of the lake; its continuation from *Vitznau to Gersau*, leading high up over the promontory of the "Obere Nase," is still more romantic, commanding as it does not only the banks of the Weggis basin, but also those of the basin of Brunnen. This walk occupies  $1\frac{1}{4}$  hours, as does also that from *Gersau to Brunnen*, in which we get glimpses, through the orchards, of the southern summits of the Rigi—Scheidegg, Hochfluh, and Urmiberg—as well as of the Mythen, Frohnalpstock, and Seelisberg. The last section of the road along the lake shore is the celebrated **Axenstrasse**, between Brunnen and Flüelen, which, for a distance of 7 miles, affords the most enchanting scenery that a traveller could wish for—the blue lake in the depths below; grotesquely-contorted

rocks rising to a dizzy height on one side, picturesque fir-groves, dimly lighted tunnels with openings here and there through which are seen charming glimpses of the lake and mountains, and wonderful views of the distant Alps. On the further side of the lake is the Rütli, and high above the precipitous banks the hotels of Sonnenberg, while every place that meets the eye teems with souvenirs of the ancient heroes of Switzerland.

### EXCURSIONS NEAR BRUNNEN.

**Brunnen** (Hotels—see Appendix) is one of the most popular places on the shores of the Lake of Lucerne; the air is pure and cool, even in the summer months, and the surrounding scenery is very beautiful. **English Church Service** at the Waldstätter Hof.

A favourite walking or carriage excursion from Brunnen is to the wooded slopes of **Morschach** (Hotel—see Appendix), along a good road from the Axenstrasse, from which a shady foot-path diverges at the  $\frac{3}{4}$ -mile post to the left. Before arriving at the village the **Hotel Axenfels** is reached, and less than a mile further on the **Hotel Axenstein** (rebuilt since a fire in 1900), from both of which a superb prospect of the lake and mountains of Uri is enjoyed in extensive and picturesque grounds. **English Church Service** in the Hotel Axenstein. From Morschach a charming drive by carriage road leads by Schönenbuch, and Ibach to **Schwyz** in  $1\frac{1}{2}$  hours. There is now an electric tramway from Brunnen to Axenstein (close to the Hotel Axenstein) *via* Morschach-Axenfels (close to the Hotel Axenfels). Trams run in connection with any trains or boats. Fares from Lucerne: return, 1st class, 8 fr. 30 c., 2nd, 6 fr. 55 c.; Brunnen to Morschach-Axenstein: single, 2 fr. 25 c., return, 3 fr.; from Axenstein, single, 1 fr. 50 c., return, 3 fr.

The sanatorium of **Stoos** (4,241 feet) lies to the S.E. of Brunnen, above Axenstein, and can be reached on foot or by carriage in three hours, through Morschach. The view from this Alpine health resort is very lovely, but a grander view is obtained by ascending the **Frohnalpstock** (6,296 feet), a climb of  $1\frac{1}{2}$  hours without a guide. The Stoos can also be reached from Schwyz.

A delightful excursion is to the **Mythenstein**, a pyramid of rock with an inscription in gold letters to the memory of Schiller,



the Bard of Tell, and to the **Rütli**, where three springs trickle from an artificial wall of stone in the midst of an open space planted with trees.

**Schwyz** (Hotels—*see* Appendix) can be reached in half-an-hour's drive, or in 12 minutes by railway. The town contains 7,760 inhabitants, and is of some historical importance. The canton gave its name to Switzerland, as its sons were the most distinguished in the celebrated defeat of the Austrians at Morgarten in 1315. At Schwyz may be seen an **historical model** of the Muotta and the retreat of the Russians before the French in 1799, when, in a fearful struggle, lasting for eighteen days and nights, Suwarow was beaten from point to point, losing 6,000 men and most of his horses and artillery, and only returned to Russia himself to die within sixteen days. From Schwyz, the ascent of the **Great Mythen** (6,245 feet) is made in about four hours, a magnificent point of view, equal, perhaps, to the Rigi, Pilatus, or the Seelisberger-Kulm.

A longer excursion is to the **Seelisberg**, the mountain opposite Brunnen, the highest point of which is the **Seelisberger-Kulm**, or **Niederbauen** (6,315 feet). This can be made from the *Rütli*, *Treib*, or *Bekenried*. Above the village of Seelisberg is the pilgrimage chapel of *Maria Sonnenberg*, and the **Kurhaus of Sonnenberg**, in magnificent gardens projecting above the lake, offering the most superb views. The ascent to the **Seelisberger-Kulm** requires three or four hours, but the tourist is well repaid, the magnificent view obtained being equal to that from the Frohnalpstock or the Great Mythen (6,245 feet). The ascent of the Rigi, or a visit to Göschenen, Andernatt, and back by the St. Gothard Railway, and numerous other excursions can conveniently be made from Brunnen.

Brunnen to Schwyz, Einsiedeln, and Zürich, p. 70.

·Brunnen by Arth to Zug, p. 82.

## PILATUS.

The mountain railway at the foot of the lofty and rugged Pilatus can be reached from Lucerne either by the Brünig Railway to **Alpnachstad** (Hotels—*see* Appendix) in half an hour, or by the steamboat eight or ten times a day in little more than an hour. The mountain has eight summits, but the one we are speaking of and that most generally visited is

called the **Esel** (6,962 feet), which commands the finest view. It is the most easterly of the three peaks dominating Lucerne, the northern peak being the **Klimsenhorn**, and the most westerly the **Tomlishorn** (6,998 feet), the loftiest.

Pilatus may be ascended on foot either from *Hergiswil* (p. 114) or *Alpnach* (p. 114), to which places steamers ply several times daily, the journey to *Hergiswil* occupying 35 minutes, and to *Alpnach* 1¼ hours. On either side there is a good hotel—that of the Klimsenhorn on the *Hergiswil* side and Bellevue on the *Alpnach* side. The route which gives the greatest variety of scenery is to ascend by way of *Hergiswil* and descend to *Alpnach*. In ascending this mountain we shall be treading in the footsteps of royalty, inasmuch as Her Majesty Queen Victoria, with the Princess Louise and Prince Arthur, ascended it from *Alpnach* on August 31st, 1868.

It is one of the most interesting mountains in these parts, being easy of access from Lucerne, and not difficult of ascent, except just towards the summit. The name of the mountain has been the subject of much dispute, some alleging that it is merely a corruption of the Latin "*pilatus*," capped in allusion to the clouds which generally surround its summit. It has been, and is to this day, the weather guide to all this part, and the popular saying runs thus : —

“ If Pilatus wears his cap, serene will be the day ;  
 If his collar he puts on, then mount the rugged way ;  
 But if his sword he wields, then stay at home, I say.”

Others aver that the name is derived from Pontius Pilate, the governor of Judea, who, when he had committed the terrible sin which makes his name a reproach, filled with remorse, fled from Judea, and took refuge in the fastnesses of this melancholy mountain ; there the wild crags and dark precipices were his lonely resorts ; upon these gloomy scenes his mind dwelt for many years, until at last, unable to bear his remorse, and filled with despair, he committed suicide in a lake near the summit of the mountain. But his spirit continued to haunt the place, and when travellers have gone up those dismal heights, they have seen him come up from the waters, and slowly and solemnly go through the ceremony of washing his hands. Then the tempest howled, the lake heaved, dark clouds and heavy mists gathered round the mountain's head, and a storm or a hurricane always followed. And so, as the spirit showed such evident dislike to being disturbed, severe

penalties were inflicted by the magistrates of Lucerne upon any one who might dare to visit the haunted place. There are other versions of the Pontius Pilate legend differing slightly from the above, but this one will serve.

The path to the summit (6,962 feet) of the mountain leads from Hergiswil past *Brunni*, the *Gschwänd Alp*, the *Frakmjind* Châlets, and other resting places, to the Hotel *Klimsenhorn*, whence the journey must be made on foot. From the hotel the path leads up the steep slopes of the Oberhaupt to the *Kriesloch*, which is a hole cut upwards through the rock, where a ladder is placed for the convenience of travellers. On emerging from the funnel-shaped cutting the crest of the mountain is reached, and the whole of the Bernese Alps disclosed to view. From here to the Pilatus-Kulm and Bellevue Hotels is the next stage, and hence to the **Esel**, the summit, which commands the finest view, surpassing that from the Rigi in grandeur and variety.

It may be mentioned that carriages may be taken to Hergiswil, at the east base of Pilatus; and the remainder of a journey performed, except the last steep ascent, by mule.

### PILATUS RAILWAY.

One of the most daring feats of modern engineering is the cog-wheel railway from Alpnachstad to Pilatus-Kulm (6,724 feet above the level of the sea). The road, which is absolutely safe, was constructed in 1886-88 by Messrs. Locher and Co., of Zurich, under the personal supervision of Colonel Locher, the well-known civil engineer and inventor of this system. The railway is nearly three miles long, and the ascent or descent takes 1 hour 25 minutes; average gradient, 42 in 100; maximum gradient, 48 in 100. The road bed is of solid masonry throughout, faced with granite blocks. Streams, gorges, etc., are traversed by means of stone bridges. There are seven tunnels of 30 feet to 300 feet in length. The track is entirely of iron and steel, very firmly fastened by strong screws to the masonry of the road bed. The rack rail, midway between and somewhat higher than the track, is of wrought steel, and has a double row of vertical cogs, milled out of solid steel bars.

The locomotive and car, containing 32 seats, form one vehicle (train), with two movable axles and four cogwheels gripping the cogs, and which, on downward trips, can be con-

trolled by vigorous automatic brakes. The locomotives were constructed by the Swiss Locomotive and Machine Factory, Winterthur. The speed of the locomotive is 200 feet per minute. The views from the windows of the car during the ascent are simply grand, wild mountain scenery constantly changing with varied and rare Alpine flora, and the tourist does not know which to admire most, the wonderful railway or the magnificent prospects opening out as the train ascends.

Close to the station on the top of the mountain is the old Hotel Bellevue and the Pilatus-Kulm Hotel, a new and massive building, well appointed, well heated, and in a sheltered position. All rooms here have a southern aspect, and afford superb views of the mountains and glaciers of the Alps. The old Hotel Bellevue is used as an annexe to the new hotel. A staircase with iron balustrade leads in five minutes from the Hotel Pilatus-Kulm to the open summit of the **Esel** (6,962 feet) rising like a tower from the rocky ridge. Here the prospect is overwhelming, embracing as it does the Mönch, Eiger, and Jungfrau, monarchs of the Bernese Oberland, the blue range of the Jura, and the lovely scenery of the Lakes of Lucerne, Zug, Sempach, and many others. Another path leads, in three quarters of an hour, from the Hotel Pilatus-Kulm to the Tomlishorn (*see* p. 107).

The Pilatus Railway was opened on June 15th, 1889. Its starting point, Alpnachstad, is connected with Zürich, Lucerne, and Interlaken by the B. and N. E. Railways, while steamers connect it with all points on the beautiful lake, and the Rigi and St. Gothard Railways, thus bringing the Pilatus within easy access for tourists travelling through Switzerland. Fare, up, 10 fr. ; down, 6 fr. ; return fare for the first and last train, 12 fr. Return fare from Lucerne, 1st class, 18 fr. 70 c., 2nd class, 17 fr. 30 c. Sunday tickets for the early train from May to October, return fare from Lucerne 10 fr. Combined tickets for railway, room, dinner, and breakfast at the hotel 25 fr.

## THE RIGI.

(Hotels—*See* Appendix.)

Whether the ascent of Pilatus be made or not, the traveller should not omit to ascend the Rigi.

It is so easy to ascend that the poorest mountain climber

need not fear his abilities ; or if he does, there are half-a-dozen ways by which he may avoid the toil. It can be walked from Weggis in  $3\frac{1}{2}$  hours, or from Küssnacht, a shorter but steeper road, in three hours, and from Goldau by a good bridle path in  $3\frac{3}{4}$  hours. There is now a railway from Vitznau (both Weggis and Vitznau are a short and pleasant steamboat journey from Lucerne), or from Arth (pp. 82 and 113) ; and since the construction of the two railways to the summit of the Rigi, the number of those who make the ascent on foot has been reduced.

The **Vitznau-Rigi Railway** ( $4\frac{1}{2}$  miles in length) first demands consideration. It was completed in July, 1873. The station is close to the steamboat quay at Vitznau. After passing through a tunnel 230 feet long, the train crosses the Schnurtobel Bridge, 262 feet in length. On one side are fine views of the lake, on the other is a precipice 1,000 feet in height. Stations passed — *Freibergen, Romili-Felsenthor, Kaltbad, Staffelhöhe, Staffel*, and *Rigi-Kulm*. Trains run in correspondence with the steamers from Lucerne. Return fare from Lucerne, 1st class, 13 fr. 50 c., 2nd class, 12 fr. Round tour — Lucerne, Vitznau, Rigi-Kulm, Goldau, Lucerne, 1st class, 14 fr. 25 c., 3rd class, 10 fr. 25 c. The carriages are constructed to carry 54 persons each trip. The rate of travelling is slow, not exceeding three miles an hour (Vitznau to Rigi Kulm, 1 hour 20 minutes) ; the gradient over one-third of the line is one in four. Tourists should notice the toothed wheel working between the rails by which the train ascends, the brakes by which each carriage can be held fast to the rack rail, and the various appliances for insuring safety. The engine has little resemblance to an ordinary locomotive, the boiler being upright ; and, with a view to give it a vertical position when on the steep gradient, it slopes considerably when standing at the station, which has a very odd appearance. No one should miss inspecting the railway, and making a journey, either ascending or descending, by it. Fare, up, 7 fr. ; down, 3 fr. 50 c. At Staffel there is a junction with a still newer railway, which starts from Arth and passes through the village of Goldau, and then near the convent of Maria zum Schnee, to join the line from Vitznau (*see* p. 113).

But it is a delightful walk if time permits, and the points of interest to note on the way are worth seeing. Starting from Weggis by a path which it is impossible to mistake, we pass a spot where, in 1795, a thick bed of mud descended

like a stream of lava, and swept away everything before it; but as it took 14 days to slide down, the inhabitants were able to save themselves and much of their property. Then we reach a curious little chapel, the Heiligkreuz (Chapel of the Holy Cross), where the shepherds come to pray, and where travellers can obtain refreshments. Soon after we pass through the Hochstein, or Felsenthor, a natural archway of rocks fallen from the heights. Then on to the new winter resort,

**Kaltbad**, where there is a very beneficial mineral spring, and a spacious hotel, etc. (*See Appendix.*) A festival is held here on August 10th.

The **Rigi-Rothstock** (5,460 feet), noted for the clearness of its views and splendid sunsets, is within easy reach by direct paths from either Kaltbad or Staffel.

From Kaltbad there is a railway to the

**Rigi-First** and the **Rigi-Schidegg**.

From Kaltbad to Staffel for pedestrians there are two paths. The less direct leads by the Schwesterborn (Fountain of the Sisters), so named from three maidens, said to have been protected by angels from Austrian licence, "in the time of Tell." Thence proceed to the plateau known as the Känzeli, and observe the charming view of Lucerne, etc., and then on to

**Staffel**, the centre of the Rigi traffic, where all the different routes meet; and then the summit of the Rigi-Kulm is soon reached. All along the way the views are interesting and beautiful. The ascent to this point can also be made from Küssnacht, past Tell's Chapel (commemorating the death of Gessler) and the Seeboden Alp and Chalet.

*On account of the great numbers of visitors to the Rigi-Kulm, it is necessary for those wishing for accommodation for the night to send a telegram to the proprietor, notifying their requirements, or it may not unfrequently happen that it will be impossible for them to remain at the Kulm.*

*If it is decided not to stay the night at the Rigi, there is ample time to get down the mountain in the twilight.*

The **Rigi-Kulm** is 5,905 feet high. It is the highest and most northerly point of the range, and is grass-grown to the top. The name is said by some to be derived from *Regina Montium*, the Queen of Mountains; and by others from *Mons Rigidus*, the firm or compact mountain, in opposition to *Mons Fractus* (Pilatus), the broken mountain. The **view** from the summit is absolutely indescribable. We will just enumerate the chief features.

Standing on the Belvedere, at the hotel, we see on the left the Rossberg close at hand, sloping down towards the Lowerzer See. Traces of the terrible fall in 1806 are plainly visible. Beyond this, in the background, is the Sentis, in the Canton of Appenzell. Almost due east rise the white summits of the Glärnisch. Then, following the sky line, the Tödi group are conspicuous. Just facing us are the Windgelle and the Bristenstock. The Blackenstock and Urirothstock are nearly due south; and then the precipitous, rugged Titlis comes into view. The mountains of the Bernese Oberland stand next in order, presenting a magnificent appearance, with their mantles of eternal snow. The conspicuous summits of this group are the Finsteraarhorn, the Schreckhorn, the Wetterhorn, the Mönch, the Eiger, and the Jungfrau. The chain ends with the crags of Pilatus on the extreme right. We have mentioned the prominent objects bounding the scene. In this area are included a vast number of nearer and lower summits, as the Engelstock, the Fluhbrig, the double-headed Mythen, with the town of Schwyz at its base. Then the mountains encircling the Muotathal, the Hochfluh, Scheidegg, and Dossen, in the immediate foreground; the Axenberg, just beyond the Scheidegg; with the Buochserhorn, Stanserhorn, and Birgenstock, more to the right. Ten lakes can also be counted, from the Lowerzer See, under Rossberg, to the bay of Alpnach, under Pilatus.

On the other side of the Rigi-Kulm the view comprises the whole of the Lake of Zug, the town of Lucerne, and most of the canton, with the rivers Emme and Reuss, the bay of Küsnacht, part of Lake Egeri (on the banks of which the battle of Morgarten was fought, see p. 74), part of the town of Zürich, Lake Sempach, the Jura mountains, and the Black Forest.

The Rigi is more than a thousand feet higher than Ben Nevis, but the ascent has become almost a matter of course with Swiss tourists. In fine weather the routes are alive with visitors, and the various hotels thronged. The evening view is very fine, and by some preferred to that in the morning. It is, however, the **sunrise** that constitutes the great attraction of the Rigi. Half an hour before that time a horn is blown to arouse the visitors from their slumbers, and all turn out, in every variety of greatcoats, rugs, and wrappers, to witness the scene. (Note that there is a penalty for using the hotel blankets.) Soon the stars begin to fade; a streak of dawn

gradually brightens to a golden line on the horizon's verge, the mountain peaks blush rosy red, the shadows melt away, and the varied charms of the landscape gradually reveal themselves. till the sun bursts forth in all its glory, and the full splendour of the vast panorama is displayed. For an amusing account of this spectacle, cf. A. Daudet's *Tartarin sur les Alpes*.

In certain atmospheric conditions a phenomenon called the **spectre of the Rigi** is witnessed, which is also observable on other lofty mountains. The figures of persons standing on the Rigi are occasionally reflected, and surrounded by a prismatic halo, on a bank of mist rising from the valley below, without enveloping the mountain itself.

Besides the two hotels at the Rigi-Kulm (summit), there are other hotels and numerous pensions on the lower slopes of the mountain, where, amidst delightful scenery and amongst pleasant society, travellers from all parts of the world sojourn for longer or shorter periods; some to recruit exhausted nature with the now fashionable Swiss air-cure.

Nothing can be more enjoyable than the ride by the mountain railway (by the Rigi-First), from the **Rigi-Kaltbad**, in 40 minutes, to the

**Rigi-Scheidegg** (5,406 feet), a popular climatic health resort, surrounded by magnificent views and beautiful walks. The Alpine garden contains rare specimens of the flora of the Rigi, fodder plants and forest trees. The **Känzeli** and the **Burgeist**, at a short distance from the hotels, are favourite resorts of visitors, but the finest excursion is the ascent of the **Rigi-Hochfluh** (5,584 feet), the southernmost summit of the Rigi, and the highest except the Kulm. The ascent can be made in 2½ hours, and a guide is desirable. The Rigi-Scheidegg and the Hochfluh can be reached from **Gersau** by a good path, through delightful scenery, in about three hours.

The **Arth-Goldau Rigi Railway**, 5½ miles in length, begins at **Arth**, a pleasant village at the south extremity of the Lake of Zug, where passengers from Zurich land after crossing the lake by steamboat. The line proceeds to **Goldau**, the junction of the St. Gothard Railway with the South-East Railway from Zürich. Here the mountain (electric) railway begins, crossing bridges, through tunnels, and wild romantic scenery, to

**Rigi-Klösterli**, a delightful Alpine valley, the most sheltered place on the Rigi, whence to the Rigi-First, the



Staffel, the Rothstock, and the Kulm is an easy walk. (Hotel - see Appendix.) The train ascends to

**Rigi-Staffel**, where suddenly the panorama of the Alps is unfolded, and the journey is soon completed from this junction of the different routes, to the Rigi-Kulm, as described on p. 111. Fare up, 7 fr. 20 c.; down, 3 fr. 60 c.; return, 10 fr. 80 c. From Arth to Rigi-Kulm  $1\frac{1}{4}$  hours.

## (2) LUCERNE TO ALPNACH.

(By Steamer.)

A journey by steamboat from Lucerne to Alpnach, along the left bank of the lake, occupies one hour. Passing the charmingly-situated houses of Stutz and Hasli, the hamlet of Langensand, and the idyllic St. Niklausen, the first station is

**Kastanienbaum** (see p. 97). Excursion from Lucerne to Winkel. The second stopping place is a quiet hamlet nestling at the foot of the Burgenstock (p. 115).

**Kehrsiten**, the starting-point of the cable railway to the heights of the Burgenstock (p. 115). Affording meanwhile a magnificent view of the promontory of Spiesseneegg and the Bay of Winkel, the steamboat now directs its course to

**Hergiswil**, one of the starting points for tourists who wish to ascend Mount Pilatus on foot or on horseback. From the terrace in front of an hotel about one hour's walk above the village, a splendid view is obtainable. Following the Lopperberg, protruding far into the lake, the steamer stops at

**Stansstad**, the pretty port of the Canton of Nidwalden with its ancient tower. An electric tramway,  $2\frac{1}{4}$  miles in length, leads from here in 15 minutes to **Stans**, connecting with the Stanserhorn Railway (p. 116). Electric tramway to Engelberg (see p. 116).

Passing under the Achereggbrücke, which spans the lake at this point, entering the reedy Lake of Alpnach, with the Rossberg rising on its left bank, and steering towards the south-west corner, the journey quickly finishes at

**Alpnachstad**, the starting point of the Mount Pilatus Railway (see p. 106). (Station on the Brunig Railway.)

No less enjoyable than the steamboat trip is a drive along this arm of the lake, paying a visit on the way to Stansstad and the *Rothloch*, a romantic ravine with a sanatorium, continuing from the Drachenried to the little restaurant on the commanding Rossberg.

## LUCERNE TO THE BÜRGENSTOCK, STANSERHORN, ENGELBERG.

(By Steamer.)

(Hotels—*see* Appendix.)

**Bürgenstock.**—This charmingly-situated health resort can be reached from Lucerne in 35 minutes—by taking the Alpnach steamer as far as **Kehrsiten**, 20 minutes, and cable railway to the summit of **Bürgenstock** (2,854 feet) in 15 minutes. Return fare from Lucerne, 1st class, 4 fr., 2nd class, 2 fr. 30 c. The motive power of the railway is electricity, the mean gradient 45 in 100. At the top, from the terraces of the excellent hotels and restaurants, standing in well-wooded grounds, lovely views of the lake and town of Lucerne, a portion of the Bernese Alps, and the mountains of Unterwalden, Uri, and Glarus are unfolded. The large Hotel Bürgenstock is a favourite health resort in summer. Resident physician and English Church Service. Music tax, 2½ fr. per week. (Railway fares, up 1½ fr. and 1 fr.; down, 1 fr. and 50 c.) From the cable railway a very interesting walk of half an hour leads to the **Honegg**, overlooking **Buochs** and **Beckenried**, which can be reached in one hour by road.

Another path leads along the mountain ridge through woods to the **Hammetschwand** (3,720 feet) in three quarters of an hour. From the path (the Felsenweg) that has been constructed from the Bürgenstock Hotels there is now an electric lift (530 feet) to the highest point of the ridge (return fare 1 fr.). This is the loftiest point of the Bürgenstock, with striking view of several lakes and of all the mountains around the lake, the Alps of Unterwalden, and some of the snow-clad peaks of the Bernese Oberland.

The descent from the Bürgenstock may be made by a good road to Stansstaad instead of by train to Kehrsiten.

The ascent of the beautiful pyramid of the

**Stanserhorn** (6,233 feet) can be made from Lucerne in about two hours, viz., by steamer to **Stansstad** (eight times daily) in three-quarters of an hour (Hotels—*see* Appendix), thence by electric railway in a quarter of an hour to **Stans**, a small old

town, the capital of Nidwalden, containing an historical museum and town hall, with collections of portraits and flags. In the market place is a monument (erected 1865) to Arnold von Winkelried (see p. 86). From Stans a **Cable Railway** leads to the Stanserhorn Hotel in 45 minutes.

The railway is worked by electric motors supplied from a turbine station near **Buochs**. The line, 4,260 yards in length, with a maximum gradient of 60 in 100, was opened in August, 1893. It is divided into three sections, involving a change of carriages twice, the first change being at **Kälti** and the second at **Blumatt**. Fare, 8 fr. return ticket; or Sunday mornings, 5 fr. Return fare from Lucerne, 1st class, 11 fr., 2nd class, 9 fr. 90 c. Visitors wishing to spend a night at the hotel can obtain tickets, which include steamer, rail, room, and breakfast, for 15½ fr.

There are no cog rails, but the train is furnished with strong automatic brakes, and runs very smoothly. The line passes through luxuriant meadows, wild ravines, and tunnels, crosses viaducts and bridges affording near and distant views of delightful scenery, while from the spacious terraces of the **Hotel Stanserhorn** a stupendous panorama of the Alps and lake bursts into sight. From the hotel an easy path leads in five minutes to a grassy summit commanding an unimpeded view in every direction, a view not surpassed from either Pilatus or the Rigi.

From **Stans**, a delightful excursion can be made by electric tramway in 1¼ hours, or by carriage in 3½ hours, to the new winter resort (pop. 1,970) of

### Engelberg,

in the lovely little Canton of Unterwalden, through the valley, with the **Buochserhorn** on the left, and the **Stanserhorn** on the right, the **Titlis** and the **Wallenstöcke** rising in the background. Return fare from Lucerne, 2nd class, 11 fr. 15 c., 3rd class, 6 fr. Near **Oberdorf** a road branches to the left to **Büren**, and **Niederrickenbach**, a charmingly-situated health resort. *Dallenwil, Wolfenschiessen, Grafenort*, and other villages are passed; the scenery is very picturesque, through woods and Alpine valleys surrounded by snow-capped mountains to the village of **Engelberg**. Visitors' Tax 1 fr. each person per week, maximum 3 fr. each family. This favourite health resort

(Hotels—see Appendix), known for its pure air and bracing climate, enjoys a wonderful panorama of the mountains, and the phenomenon known as the “Alpine glow” is observed here in great splendour. At the upper end of the village should be visited the **Benedictine Abbey**, containing a library of 20,000 volumes and 200 manuscripts, some of which are very old and rare, dating back to the eleventh century. The convent for women was transferred in 1615 to Sarnen (see p. 124).

The **Church** has some good paintings by Wyrseh, Deschwanden, G. Kaiser, and Spiegler. In the farm buildings the manufacture of cheese is carried on very extensively. The village is well supplied with hotels and apartments; the **English Church** is in the grounds of the Hotel Titlis, and Engelberg is a noted place for charming excursions and mountain ascents. Of the former may be briefly mentioned:—

The **Bergli** (4,300 feet) and the **Flühmatt** (4,280 feet), with fine view of the Titlis, each occupying about an hour.

The **Schwand** (3,970 feet), good views of the valley and mountains; time  $1\frac{1}{4}$  hours.

The **Arnitobel**, a pleasant and shady walk of three-quarters of an hour, to a gorge with waterfall, and can be extended to the **Upper Arnialp** (5,300 feet), two hours more.

Among the mountain ascents the **Titlis** (10,627 feet) is the most interesting, and requires eight hours' hard walking. It is usual to start late in the afternoon, climb the **Pfaffenwand**, and pass the night in the small hotel on the **Trübseealp**, completing the ascent in the very early hours of the morning. The snowy summit is one of the finest points of view in the Alps, the panorama extending from the **Säntis** to the **Matterhorn**, and from **Monte Rosa** to the **Voges** and **Black Forest**.

Other ascents are **Widderfeld** (7,723 feet), **Hutstock** (8,790 feet), **Uri-Rothstock** (9,620 feet), the **Great Spannort** (10,515 feet), etc. Several mountain passes can be conveniently crossed, such as from Engelberg over the **Joch Pass** (7,244 feet) to **Meiringen**, ten hours. To **Wassen** over the **Grassen Pass** (8,917 feet) ten or eleven hours. To **Erstfeld** over the **Spannortjoch** (9,610 feet) To **Aldorf** over the **Surenen Pass** (7,560 feet).

## (3) LUCERNE TO KÜSSNACHT.

**Küssnacht** can be reached from **Lucerne** by steamboat in one hour, or by rail in 25 minutes. At first the scenery is the same as on the trip to Flüelen; soon, however, the Lake of Küssnacht is entered, and a halt made at the pier of

**Meggen**, a beautifully-situated village with handsome country houses, trim cottages, villas, châteaux, and ruins; then at the foot of the Rigi, half hidden among chestnut-trees, comes the hamlet of

**Greppen**, and somewhat further on, at the end of the lake,

**Küssnacht**, a large and pretty village, beautifully situated and famous for its proximity to the *Hohle Gasse* and *Tell's Chapel*. A road much frequented by tourists leads in three-quarters of an hour through the *Hohle Gasse* to Immensee and the lovely Lake of Zug.

A longer excursion can be made by taking a carriage to **Immensee**, thence by steamer (or train) to **Arth**, and train to **Goldau**, **Schwyz**, and **Brunnen** (p. 101). Then steamer to Lucerne, the round tour occupying seven or eight hours.

(4) ALPNACH TO VITZNAU (*see* p. 89).

## LUCERNE TO BRIGUE OR SIERRE BY THE FURKA PASS AND RHONE GLACIER.

Lucerne to Flüelen by steamer (p. 99).

Lucerne to Flüelen and Göschenen (St. Gothard Railway), (p. 321).

There is daily communication by diligence in summer between Göschenen *via* Andermatt and Hospenthal, Furka, and Brigue, along the Furka road, commencing June 15th; 6½ hours to the Rhone Glacier, and five hours thence to Brigue. Brigue to Göschenen, 14 hours. Fares to the Rhone Glacier 9 fr. 25 c., coupé 1 fr. 85 c. extra; to Brigue 19 fr. 50 c., coupé 4 fr. 35 c. extra. Carriages to the Rhone Glacier (Gletsch) with one horse 35 fr., two horses 65 fr.; to Brigue 75 fr. and 135 fr.

Leaving the railway at Göschenen, proceed to Hospenthal (where the road turns to the right for the Furka and to the

left for the St. Gothard Pass), and then travel by a level road along the Urseren Thal—a valley of rich pasture land, through which flows the Reuss—and arrive at

**Realp**, a poor little village, with an ancient hospice, at the west end of the Urseren Valley.

From Realp, an ascent of about nine miles, through somewhat monotonous scenery, treeless and barren, to **Tiefenbach** (Hotel—*see* Appendix), where the diligence stops long enough for passengers to lunch, then past the Siedelnbach Falls, commanded by the magnificent Siedeln Glacier, brings us to the summit of the Furka.

The **Furka**, or Fork, so named from its two peaks Muttenhorn and Furkahorn, between which the Pass lies, is 7,990 feet above the sea, and the road descends on each side so abruptly that no one can fail to be conscious of being on the summit of the Pass. It is a rare thing to find the Furka entirely free from snow.

There is a very good **Hotel and Pension Furka**, at which Queen Victoria stayed three days in August, 1868, and the newly-built Restaurant and **Pension Furkablick**, whence is seen a magnificent display of the Bernese Alps and other Alpine giants. (Hotels—*see* Appendix.) About a mile from the Furka Hotel a fine view of the upper part of the Rhone Glacier is obtained from the Känzeli. A variety of interesting excursions can be made from Furka. The *Furkahorn* may be reached in an hour, and is worth visiting for the fine panorama. The higher Furkahorn (9,934 feet) will take 2½ hours, and a guide is advisable. The Galenstock (11,800 feet) is recommended to those accustomed to mountain expeditions.

*From Gletsch to Meiringen in about 5½ hours by the Grimsel route (p. 135).*

The descent from the **Furka** to Gletsch is by a series of zigzags, very abrupt, and giving the unnecessarily nervous traveller the impression that he is going to the bottom with a bound. There are seven zigzags, which are marvels of engineering skill. This road, costing £20,000, dates from 1867. The views obtained in the descent more than compensate for the poverty of those in the ascent. Nowhere can finer views be had of those grim giants of the Oberland, the Schreckhorn and the Finsteraarhorn, or of the glorious Alpine chain from Monte Leone to the Weisshorn. In clear weather the Matterhorn can also be seen. In addition to all this, there are the marvels of the

**Rhone Glacier**—one of the finest sights in Switzerland. Every minute during the descent some fresh impression of the magnitude of its frozen billows and its yawning crevasses is obtained. At the third zigzag, near the Hôtel Belvédère, is a road leading to the Grotto or tunnel into the Glacier. No traveller should miss this. Fee 50 c.

At the foot of the glacier the traveller will be struck with its wonderful appearance, which now assumes a fresh form. Above it stand the *Gelmerhorn* (10,500 feet) and the *Galenstock* (11,800 feet), and from between them is the great sea of ice, "resembling a gigantic frozen waterfall," extending for 15 miles. This is the source of the river Rhone, which flows onward to the sea at Marseilles, 500 miles away. It has been said to issue "from the Gates of Eternal Night, at the foot of the Pillar of the Sun"; and really any poetry is excusable in sight of a scene of such unparalleled grandeur. Passengers dine at the **Hotel du Glacier du Rhone** (5,764 feet) well placed at the bottom of the glacier (English Church Service). The Ice Cavern should be inspected before the journey is resumed.

The diligence (twice daily) takes about five hours to perform the journey from the Rhone Glacier to Brigue (31 miles). Fares, 10 fr. 80 c.; coupé, 13 fr. 30 c. Carriage, one horse, 30 fr.; two horses, 60 fr.

The road, after crossing the deep ravine along which the Rhone rushes, winds down to

**Oberwald**, the highest village of the Upper Valais (4,456 feet), surrounded by far-reaching pastures and mountains.

The next village is

**Obergestelen** (4,452 feet), burnt down in September, 1868. It is an important dépôt for the exportation of cheese. In the graveyard will be seen the large grave of 84 victims of an avalanche in 1720. (Direct road for good walkers to the Grimsel turns to the right.)

*Ulrichen* (bridle path six hours over the **Gries Pass**, to the celebrated **Tosa** falls, perhaps the grandest of Alpine cascades; thence to *Airolo*, or *Domodossola*). *Münster* (Hotel—see Appendix), *Rekingen* (Hotel—see Appendix), *Niederwald* are successively passed, and numerous other places sighted in this populous district.

Soon after passing *Niederwald*, the route rapidly descends to

**Fiesch** (Hotel—see Appendix), a flourishing little place, splendidly situated under the Fiescher Hörner, whose highest peak (*Gross Wannhorn*) rises to the altitude of over 12,000 feet.

From Fiesch a glorious excursion can be made to the **Eggishorn** (9,625 feet). The ascent will require five hours without guide, the return about an hour less. A horse can be ridden nearly to the **Hôtel Jungfrau**, 10 fr.; porter, 5 fr. English church opened in 1884. The student of botany will be delighted with the flora of the vicinity. At the hotel (*see* p. 133) a guide should be hired, and then, proceeding to the termination of the bridle-path, an arduous climb over rocks and stones brings the traveller to the wooden cross marking the summit.

The view is superb. The most prominent object is the great **Aletsch Glacier**, nearly 20 miles in length, and varying in breadth from one to four miles. This glacier, the largest of the great ice-streams of Switzerland, has its source at the foot of the Jungfrau, Mönch, etc. Its course is direct and uniform for about a dozen miles, till the Eggishorn turns it aside, when it becomes steeper and narrower, and it is seen disappearing, a few miles to the south-west, into the gorge of the Massa. The Fiescher Glacier, which, compared with the broad, smooth expanse of the Aletsch, more nearly resembles a torrent of ice, is also in front. Just below him the visitor sees the Märjelen See, a mountain lake hemmed in on one side by the ice-cliffs of the Aletsch. From these ice-cliffs huge portions break off. The encircling panorama comprises a great number of mountain peaks. The Oberaarhorn and Dreieckhorn are seen to the north-west, encircled by the two principal arms of the Aletsch Glacier; whilst beyond these rise the Aletschhorn (left) and the Jungfrau (right). More to the right are the Mönch, Eiger, and companion peaks. Due north rise the Fiescherhörner, and then the Finsteraarhorn, Rothhorn, Wasenhorn, and Galenstock, Mutthorn, etc., bring us to the east. Due east is the Blinnenhorn, and due south Monte Leone. Between these two latter, amongst others, we see the Ofenhorn, Mittelberg, etc. Continuing the circle from Monte Leone, the Weissmies, Fletschhorn, Monte Rosa, Mischabelhörner, Matterhorn, Weisshorn, Mont Blanc, Sparrhorn, Sattelhorn, complete the panorama.

*Numerous mountain and glacier expeditions may be made from the Eggishorn. The most important of these is the comparatively easy ascent of the Jungfrau, the night being spent in the Concordia Pavilion (Hotel), 5 hours from the Eggishorn Hotel, thence to the summit, 6 to 7 hours (guide, 60 fr.). To the Finsteraarhorn, 8 hours (guide, 60 fr.); the Aletschhorn.*



7 hours, difficult (guide, 50 fr.). A grand and beautiful mountain and glacier walk to the **Rieder Alp** and the great *Aletsch Glacier* leads to the splendidly-situated **Belalp Hotel** (about 6 hours), built on a cliff, around which curves the great *Aletsch Glacier*, a charming place for a long visit, offering a grand variety of mountain excursions. The views are magnificent.

Resuming the route from Fiesch, we pass on to **Lax**, whence the **Eggishorn Hotel**, a beautiful summer resort (English Church Service in the season) can be reached in four hours. Still tracking the downward course of the Rhone along its romantic and rugged ravine, by devious windings we reach, at the *Bridge of Grenchols*, a lower level of the Rhone Valley. *Morel* is next passed. Hard by notice the *Hochfluhkirche* on a prominent rock; also the junction of the *Massa*, bringing the watery tribute of the *Aletsch Glacier* to swell the Rhone. No other Alpine glacier stream equals the *Massa* in magnitude.

Passing orchard-encircled **Naters** (Hotel—*see* Appendix), with its two ruined Castles of *Weingarten* and *Auf der Fluh* (or *Supersax*), we next arrive at *Brigue, or Brieg*. Just before reaching *Auf der Fluh* there is a good view, across the valley, of the northern entrance to the *Simplon Tunnel*.

## BRIGUE (or BRIEG)

(Hotels -- *See* Appendix)

is a small thriving town at the junction of the Rhone and *Saltine*, where the *Simplon Railway* begins. Notice the *Stockalper Château*, with its tin-capped turrets. The *Hotel Belalp* (*see* above) can be reached by *bridle-path* in about four hours; the summit of the *Sparrhorn* in  $1\frac{1}{2}$  more. At *Platten*, on the way to *Belalp*, a *footpath* leads to the source of the *Massa*, amongst the *ice-grottoes* of the *Aletsch Glacier*.

*Railway in course of construction between Brigue and Spiez through the Lotschberg* (*see* p. 159).

From *Brigue* to *Belalp* a beautiful excursion of  $4\frac{1}{2}$  to 5 hours, good *bridle-path*. About half way, high above the *Aletsch Glacier*, is situated the **Belalp Hotel** (7,110 ft.), at the base of the *Sparrhorn*. English Church Service.

*Brigue to Iselle*, by the *Simplon Pass* (*see* p. 279).

Brigue to Domodossola by the railway through the Simplon Tunnel (p. 281).

The railway through the Simplon Tunnel being now completed, the diligence over the Simplon Pass runs only once daily (in each direction) in summer, between Brigue and Iselle. Visitors to Brigue who may not be journeying to Italy, wishing to view the splendid scenery of the Simplon Road, can do so by carriage from the Hotel Couronne et Poste as far as Isère, returning to Brigue.

The next station along the Rhone Valley is

**Visp, Viège, or Vispach**, at the mouth of the Visper Thal (Hotels— *see* Appendix), once containing so many noble families that the lower of the two churches was appropriated solely to their use. The nobles have disappeared, and the town is peopled by poverty-stricken inhabitants, in continual danger of destruction from floods, which are only kept off by constantly-renewed dykes. All the houses but seven were made uninhabitable by an earthquake in 1855. In 1868 a flood occasioned great destruction.

Visp to Zermatt (*see* pp. 257, 266).

From Visp the rail conducts us to

**Tourtemagne**, from whence a beautiful excursion can be made to the Tourtemagne Valley, with its waterfall, glacier, etc. The next station of any importance is

**Susten**, on the left bank of the Rhone (Hotel— *see* Appendix).

**Leuk** is on the opposite side of the river, at the confluence of the Rhone and Dala.

To Bad Leuk and the Gemmi Pass (*see* p. 158).

Between Susten and Sierre, Pfyn is passed, marking the boundary between the French and German speaking districts. The route lies amongst pine-clad hills, once the resort of brigands, and then reaches

**Sion, Sierre** (p. 278).

## LUCERNE TO MEIRINGEN, BRIENZ, AND INTERLAKEN.

(**Over the Brünig Pass** by rail or road; by the Scheidegg, Grindelwald, Wengern Alp, and Lauterbrunnen, on foot or horse; by railway from Grindelwald. *See* p. 149.)

Railway from Lucerne to Meiringen, 28½ miles, in 3½ hours. Meiringen to Brienz, railway, 8 miles, in half an hour. Or steamer may be taken from Lucerne to Alpnachstad to there

join the railway over the **Brünig** (opened in 1888 and 1889), between **Lucerne**, **Meiringen**, and **Brienz**. In point of picturesque scenery the **Brünig** Road is superior to the railroad, and carriages may be procured at **Alpnach** to **Meiringen** or **Brienz**—or the journey may be made on foot.

From early in July until the middle of September the morning express from Lucerne to Meiringen and Brienz is composed of first-class carriages only, with galleries, called **Observation Cars**, for viewing the scenery. This train, which is the only one of the sort during the day, performs the journey half an hour quicker than any other.

The **Brünig** Railway has greatly facilitated the communication between the Lake of **Lucerne** and the **Bernese Oberland**. It is an ordinary narrow-gauge line for 10 miles, as far as Giswyl, then to the highest point (3,295 feet), the rack-and-pinion system and the adhesive system are applied as required. Return fare, Lucerne-Brünig-Kulm, 1st class, 8 fr. 10 c., 3rd class, 2 fr. 95 c. The **Brünig** carriage road and the railroad pass through much the same district, as follows:—

The railway from Lucerne passes the charming district of Kriens, Sonnenberg, and Horw (p. 98), to **Hergiswil**, then along the Lake of Alpnach to

**Alpnachstad** (the starting point of the Pilatus Railway), where passengers by steamer from Lucerne join the train.

The next station is at **Alpnach-Dorf**,  $2\frac{1}{2}$  miles beyond which is **Kerns-Kägiswyl**, the station for the delightfully-romantic Valley of **Melchthal**, 15 miles long, rich in pretty villages and unpretentious health resorts. Hotel, Kurhaus, and Pensions. (See Appendix.) Soon the train arrives at

**Sarnen** (Hotel — see Appendix), the chief town of Obwalden, in the Canton of Unterwalden, and the seat of government. Pop. 3,970. There is a monastery, a nunnery, transferred here from Engelberg (see p. 117) in 1615, and a conspicuous church on a hill. The green hill called the Landenberg, with the arsenal upon it, was once crowned by the castle of the cruel bailiff, Beringar, who put out the eyes of the aged father of Arnold von Melchthal for resisting his tyranny. The castle was destroyed by the Swiss a few weeks after the Vow at Rütli (see p. 102). Since 1646 the terrace where the castle once stood has been the place of assembly, whereon the citizens of the canton have met for

consultation, the choice of magistrates, etc. In the Rathhaus are portraits of the Obwalden magistrates for nearly five centuries, and also a painting representing the celebrated St. Nikolaus von der Flüe. The visitor to Sarnen will scarcely fail to notice the peculiar head-dress of the Unterwalden peasant women—the plaited hair, interlaced with white ribbon, and fastened up with a spoon-shaped buckle of silver. East of Sarnen the romantic mountain-girdled valley of the Melchthal, mentioned above, can be reached by diligence. Here dwelt Arnold von Melchthal and his aged father; and here also lived the venerated St. Nikolaus von der Flüe, who, with timely words of peace, prevented the break-up of the Swiss Confederacy in 1481.

At the **Lake of Sarnen** (4 miles long and  $1\frac{1}{4}$  miles broad) pedestrians will save a good step by taking a boat, for a couple of francs, to the other end,  $4\frac{1}{2}$  miles.

On the east of the lake stands **Sachseln**. In the church are the bones of St. Nikolaus (locally known as Bruder Klaus), with a jewelled cross under the ribs where the heart throbbed in life. Numerous relics and votive tablets are to be seen.

The next village is

**Giswyl**, which, in 1629, was partially destroyed by an inundation of the Lauibach. Excursions can be made to the **Giswiler Stock** (6,600 feet) in four hours, guide 10 fr.; or to the **Brienzer Rothhorn** (7,700 feet) in six hours, guide 12 fr. (p. 140). The ascent of the Kaiserstuhl now begins, and at Bürgeln, at an altitude of 2,283 feet, the **Lake of Lungern** is reached. This was once one of the loveliest spots in Switzerland; but the draining of half its waters into the Sarner See by a subterranean canal, in 1836, has much detracted from its beauty. Still, the surrounding scenery is very fine, and our regrets for the lake's departed charms are lessened by remembering that 500 acres of good land have been redeemed and brought under cultivation. Passing along the steep cliffs east of the lake we see the three peaks of the Wetterhorn to the south. The lake is two miles in length; and near its south end, as it were in a basin of the mountains, stands the wood-built village of Lungern (pop. 1860), at the foot of the Brünig.

From **Lungern** (Hotels—see Appendix) the second steep gradient begins for the train, and for pedestrians a well-constructed and costly zigzag road winds through the woods up to the summit of the Brünig Pass. The occasional views

looking back through the trees are very fine. At the culminating point (3,648 feet) the northern view shows the Valley of Sarnen and Lake of Lungern, and the Pilatus in the background; a few steps in the opposite direction reveal the Eiger and Wetterhorn, and other snowy summits of the Bernese Alps, with the gorge of Grimsel on the left and the Brienzler See on the right.

At the summit is a good Hotel, Kurhaus, and Restaurant. (See Appendix.) All trains stop sufficiently long for passengers to obtain refreshments or *table d'hôte* breakfast. Many delightful excursions can be enjoyed from here.

The descent of the Brunig is romantically interesting, affording fine and varied views of the surrounding Alpine scenery. Soon after passing the splendidly-situated hotel the road divides, that on the right leading past the **Brienzwylers Bridge** to the beautifully-situated village of **Brienz** (p. 141), where admirers of wood-carving may see that pursuit most industriously and artistically carried on. This is the road for pedestrians going to Brienz, but the railway takes the road to the left, over rivers, through tunnels, and under overhanging cliffs, to **Meiringen** (p. 127).

The charming district between Meiringen and Interlaken is one of those portions of Switzerland in which the tourist who can rely on his own powers of locomotion may see the most and realise the greatest enjoyment.

Of course, the time occupied in this *détour* must entirely depend on the traveller's convenience. He may spend a week or more, and find many points of interest to visit beyond those alluded to in the following brief epitome. But at least two days should be devoted to the trip.

From Meiringen to Rosenlauri is a 3 hours' walk (it is intended to continue the carriage road to Grindelwald, across the Great Scheidegg): from Rosenlauri to Scheidegg,  $2\frac{1}{2}$  hours; from the Scheidegg, down to Grindelwald, 2 hours. Allowing 2 hours for stoppages at various points of interest, this will make a good day's work for most. On the following day, from Grindelwald to the Little Scheidegg will take  $3\frac{1}{2}$  hours; thence to the Wengern Alp,  $\frac{1}{2}$  hour; and to Lauterbrunnen, 3 hours more. Here a horse or a carriage can be hired to Interlaken, or the railway can be used, or, if the pedestrian be still fresh, he may walk the remaining  $7\frac{1}{2}$  miles. In taking this beaten track no aid from guides is requisite.

The peasantry of this lovely district have become keenly

alive to the desirability of making themselves busy. Nowhere could people be found more ready in inventing schemes for drawing coins from the traveller's pocket. At every echoing cliff, waterfall, or glacier, somebody is at hand to distract his attention with obtrusive services. Singing girls, horn blowers, and itinerant vendors of all sorts of trifles, dog his footsteps everywhere. Let patience be cultivated, and a supply of centimes kept in the pocket for chary distribution in unavoidable circumstances, remembering that the Government advice is to pay nothing, except for pre-engaged services. At any rate, care should be taken to avoid the lavish bestowal of largesse affected by some rich tourists, which has chiefly contributed to develop the system complained of, and sap the sturdy independence and native nobility of the Swiss peasant.

A concession has recently (1907) been granted for a new narrow-gauge railway line from Meiringen to Grindelwald, passing the Reichenbach Hotel and through Geissholz, the Grosse Scheidegg (see p. 129), Egeritz, and Wetterhorn ascent station. Estimated cost about £380,000.

**Meiringen** (Hotels—see Appendix) is a charming Alpine village (1,968 ft.) of 3,000 inhabitants, with fine views of snow-clad mountains belted with luxuriant woods, where they bound the long valley that runs eastward from the Lake of Brienz. On October 25th, 1891, almost the whole village was destroyed by fire, but is now to a great extent rebuilt in stone. Along the valley flows the River Aare; and at the village of Meiringen various important Alpine routes converge, viz., to Brienz (p. 141); to Grindelwald, over the Scheidegg; to Lucerne, by the Brünig (p. 123); to the Grimsel, past the Fall of the Handeck (p. 139); to Engelberg, by the Joch Pass (p. 117); and to Wassen by the Susten Pass (p. 160).

If the interest of the visitor is chiefly centred in art, architecture, or exhibitions, he will find little to interest him in Meiringen. He may, if he has an hour or two to spare, look into the shops and buy some wood carvings, or sit on the balcony of the hotel and listen to the tinkle of the distant cattle bells, or the strange, weird cry of the peasants calling the cattle home, or stroll to one of the three brooks that leap down into the valley at the back of the village. The Falls of the Albach are best seen in the morning (illuminated every evening in summer).

The inhabitants of Hasli-Thal—of which Meiringen is the capital—are an active, wiry race, descended from old Swedish conquerors of the soil. Their prowess at the wrestling-matches,

at the beginning of August, with the men of surrounding districts is well established. The women are considered better looking than is the case with their compatriots generally; and their personal appearance is well set off by the graceful local costume worn on holiday occasions. There is an English church in the garden of the *Hôtel du Sauvage*.

An hour or two may be well spent in visiting the stupendous ravine or romantic

**Gorge of the Aare**, situated about  $1\frac{1}{2}$  miles from **Meiringen**. The gorge (admission, 1 fr.) is nearly a mile in length, and the old wooden galleries fastened into the rock above the foaming stream have now been superseded by tunnels in the rock. In some places the rocks, hundreds of feet high, approach so closely as to be within arms' reach, *i.e.*, under 6 feet from side to side.

About midway in the gorge a bridge and iron gallery conduct to the **Trockene Lamm** (interesting glacier mills), and a little further on to the right a footpath leads in about 15 minutes through the **Finstere Schlucht** to the **Lammi** (Restaurant) on the Grimsel-Meiringen road. From the Lammi a nice footpath brings us to the pretty little village of Geissholz, then through woods and fertile meadows to the famous **Reichenbach Falls**.

The **Falls of the Reichenbach** are only a short walk from Meiringen. The stream comes rushing down 2,000 feet to the valley below, leap after leap, the three lowest forming the celebrated Falls. The Lower Fall, behind the Reichenbach Hotel (burnt down in July, 1901: speedily rebuilt), is illuminated every evening in the season for the benefit of persons staying at that establishment. From the hotel an electrical wire-rope railway runs to the **Upper Fall** in a quarter of an hour; fare, 1 fr., or 1 fr. 50 c. there and back.

From the Falls to **Rosenlauri** the path gradually rises along the side of the Reichenbach Valley, beloved of artists. During the journey the eye is charmed with ever-varying combinations of rock and grassy slope, woodland and water fall, with the snowy peaks of the Welhorn and Wetterhorn piercing the blue sky in front. The latter mountain, as seen from this valley, has been compared to a colossal snow model of the Great Pyramid of Egypt.

At the foot of the Welhorn, and between it and the Engel hornet, is the

**Rosenlauri Glacier**. The path to the foot of the Glacier

crosses a little bridge over the Weisbach. This is the stream flowing from the glacier to join with others in forming the Reichenbach. It rushes along a deep chasm in the slaty rocks, 200 feet below the bridge. The glacier is small and gradually decreasing, but it is exquisitely beautiful in colour, hemmed in by rocks not friable enough to furnish the usual dirty moraines, and is very easy of access. Any who shrink from more formidable glacier expeditions should at least see the Rosenlauri. The best point of view is from a peak that projects out into the glacier, about 30 minutes' walk from its foot.

The **Baths of Rosenlauri** (4,362 feet), in great repute with invalids for the mineral waters, are charmingly situated amongst wood and mountain scenery. English Church Service in the Hotel-Pension Kurhaus. An upward walk of 2½ hours, partly through a dense pine wood, conducts to the highest point (6,480 feet), where the narrow ridge of rock, about three miles in length, known as the **Great Scheidegg** (6,430 feet), is crossed. The view from this point comprises the lofty and barren crags of the Wetterhorn, the smiling valley of Grindelwald, bounded by the well-flooded Little Scheidegg; the Schwarzwald Glacier, and several of the Bernese Oberland peaks. Here is an inn at which a horse can be hired to make the ascent of the Faulhorn in four or five hours (pp. 131, 143). If not inclined to do the Faulhorn, the visitor should walk as far on the road to it as the Grindelalp (where fine views of mountains and glaciers will reward the extra exertion), and then descend to Grindelwald by a path as short as the direct course from the Great Scheidegg.

A concession has recently (1907) been granted for a new narrow-gauge railway from the Grosse Scheidegg (see also p. 127) to the Faulhorn, and the Schynige Platte. Cost estimated at about £160,000. The undertaking was unsuccessfully opposed by the society of *Heimatschutz* (protection of scenery).

**Grindelwald** (Hotels -see Appendix) is a romantic village (pop. 3,470) inhabited chiefly by those whose vocation it is to tend the thousands of cattle in the adjacent pastures. It is situated in a valley some 12 miles by 4 miles, at the height of 3,168 feet above the sea level, and guarded by giant mountains, the Eiger (13,040 feet), the Mettenberg (10,197 feet), forming the base of the Schreckhorn and the Wetterhorn (12,150 feet). The Bear Hotel, and a great part of the village, has been rebuilt since the fire of 1892. It is chiefly celebrated for its



two glaciers, whose "stiffened billows" are grander and wilder than the Rosenlauri, but are inferior to the Rhone Glacier and many others.

These two glaciers descend one on each side of the Mettenberg, and supply by their melting the muddy waters of the Black Lutschine. They are the lowest projecting portions of the vast ice field of the Bernese Alps. The **Gorge of the Lutschine** (admission, 50 c.) is very interesting, and may be reached by stony path skirting the churchyard, then descending to a branch of the river, which is crossed by a bridge. The path to the right leads through a wood to the Gorge. The river, here confined to narrow limits, rushes through perpendicular cliffs. Access to the Gorge is obtained by means of a wooden gallery fixed to the rocky sides of the chasm.

The **Lower Glacier** affords a capital opportunity of witnessing glacier scenery at a comparatively small expenditure of time and labour. It approaches the valley by a gorge between the Schlossberg (base of Eiger) and the Mettenberg. The ravine, it is said, was once extremely narrow, and was the only outlet for an immense mountain lake. This narrow opening was often blocked up, and devastating floods were the frequent result. To remedy this state of things St. Martin came to the rescue. He pressed his back against the Mettenberg, and pushed the Eiger with his staff, and lo! at one effort the ravine reached its present width. The impression made by the giant's back (**Martinsdruck**), and the hole in the Eiger made by his staff (**Martinsloch**), are pointed out to this day. Through the Martinsloch the sun shines only on February 13th, casting a bright spot of light on the shadow of the mountain below (*cf.* p. 77).

In a walk of about three-quarters of an hour from Grindelwald the foot of the glacier can be reached, but little can be seen at this point beyond the moraines or accumulated heaps of rock and other *débris* brought down by the glacial action. It is desirable to walk two hours further to the Bäregg châlè (5,412 feet), where are facilities for getting on to the glacier and examining the beautiful forest of spires, called "ice needles," formed by the melting of the ice. If inclined to further exploration, the visitor may (with a guide) cross the **Eismeer** (sea of ice), from which the glacier descends, to Zäsenberg (6,076 feet), where the highest habitation of the Bernese Alps is found. It is a simple stone chalet amidst pastures for goats. The views from the Eismeer are ind-

cribable. Ice and snow of vast extent and in stupendous masses, and a grand amphitheatre of mountain peaks, compose the scene. From the chalet to Grindelwald the descent may be accomplished in three hours.

The **Upper Glacier**, which is much smaller than the other, can be sufficiently seen in coming from the Scheidegg to Grindelwald, or can be visited on foot in about  $2\frac{1}{2}$  hours, there and back. There is now a carriage-road and the drive up occupies  $\frac{1}{2}$  hour; down 20 minutes. Fare, 8 fr. for 2 hours. The ice, especially as seen from the artificial cave cut in it (admission, 50 c.), is much purer than that of the Lower Glacier, and the crevasses are more beautiful.

The adventurous traveller with plenty of time at his disposal will find Grindelwald a suitable headquarters from which to indulge in mountain climbing. Many of the mountains named in the last few pages can be ascended, with proper precautions and good guides. And there are also some less lofty heights, which will amply repay the tourist for the slight detention necessary for their ascent; such, for instance, as the Faulhorn, which is easily accessible to those who have neither nerve nor opportunity for grander exploits.

The **Faulhorn** (8,803 feet) can be ascended from Grindelwald in five hours, the return occupying considerably less time. Horses can be made use of for the entire route, or chairs and porters can be engaged at Grindelwald for those preferring that mode of conveyance. There is an inn on the summit, but previous notice should be sent if accommodation for the night is desired. The path leads up, by woods and meadows and chalets, to the hotel on the Ross Alps; then passing the waterfall of Mühlbach, and the chalets of the Bachalp, where cheeses weighing over 150 lbs. are manufactured, we reach the rock-encircled lake known as the Bachalpsee, around which from the Röthihorn (9,060 feet), Simelihorn (9,040 feet), and the Ritzengrätli (8,281 feet). Presently the path to or from the Great Scheidegg (*see* p. 129) is joined, and then the way winds on amongst the *débris*, continually descending from the crumbling Röthihorn till the cone of the Faulhorn is reached.

The view from the top is very fine. On one side we see the whole or parts of the Lakes of Brienz, Thun, Lucerne, Zug, Morat, and Neuchâtel, with their adjacent mountains. Turning southward, we see in the foreground the Wildgerst and Schwarzhorn, with the glacier between, the Röthihorn, the Simelihorn, and the Bussalp; whilst on or near the sky-line we

behold the lofty peaks of the Bernese Alps, the most prominent (from east to west) being the Sustenhorn, Welhorn, Wetterhorn (11,412 feet), Berglistock, Schreckhorn (13,386 feet), Finsteraarhorn (14,026 feet), Eiger, Mönch, Jungfrau, Silberhorn, Breithorn, Blümlisalp, etc.

On returning from the summit, the traveller may from the Bachalp ascend the isolated **Röthhorn** (9,052 feet), and get a better view than from the Faulhorn as far as the Grindelwald Mountains are concerned.

Grindelwald is not only a popular summer resort, but is now a favourite winter station, frequented by large numbers of visitors who there enjoy skating and tobogganing, surrounded by bright sunshine and blue skies. Ordinary and excursion tickets are issued by Messrs. Thos. Cook & Son, and their "Popular" parties leave London every Friday evening, arriving at Interlaken on the following Friday.

From **Grindelwald to Interlaken** the easiest route is by the carriage-road, along the Valley of the Black Lütschine to Zweilütschinen, and so to Interlaken (12 miles). *By rail, see p. 149.* But good pedestrians will much prefer the route about to be described, over the Wengern Alp to Lauterbrunnen and Interlaken.

Leaving Grindelwald, the traveller gradually ascends, crossing the rounded spurs at the base of the Eiger, and passing numerous cottages and chalets. Some fine views of the Grindelwald Valley are obtained by occasionally casting a backward glance in that direction. At a height of over 5,000 feet above the sea level a whey-cure establishment is passed. At length vegetation becomes coarse and scanty, and frequent proofs of the prevalence of avalanches and landslips are witnessed. In about 3½ hours the pass of the

**Little Scheidegg** (6,768 feet) is reached. Here is the Kurhaus---Hotel Belle Vue (p. 150). The view is superb at any time, and towards sunset, when the Mönch, the Jungfrau, the Eiger, and the Schreckhorn are tinted with a thousand hues, nothing can exceed the glories of the scene. The *Eiger Glacier* can be reached on foot in less than an hour, or by train in a few minutes (*see p. 151*). The Oberland peaks are well seen to the south; northward lies the Grindelwald Valley, with its mountain boundaries. (*For particulars of the Jungfrau Railway, see pp. 151, 152.*)

From the Little Scheidegg the traveller may, if so inclined, return to Grindelwald by the Lauberhorn (8,120 feet), and

Männlichen (7,695 feet), both peaks of the ridge running northward from the Scheidegg. Or he may proceed from the Kurhaus of the Hotel Belle Vue (a charming place for a stay), or to the Hotel Jungfrau, on the Wengern Alp, by the Lauberhorn, in about two hours. But the direct path descends in about 30 minutes to the sloping pasture known as the

**Wengern Alp.** Far below lies the valley of Lauterbrunnen, with the Staubbach like a thread of silver winding from the upper to the lower fall. The Hotel de la Jungfrau is, towards noon, a resting-place for visitors from various directions. Opposite the hotel are the Silberhorn (12,156 feet) on the right, and the Schneehorn (11,204 feet) on the left; and between them, upspringing from a world of glaciers, rises the colossal **Jungfrau** (13,669 feet), in robes of dazzling whiteness, but not revealing her loftiest peak from this point of view. The ascent of this mountain is not considered immensely difficult, but is very fatiguing, and requires good guides. Ladies have on several occasions visited the summit.

From the Wengern Alp the traveller will not only hear the **avalanches**, but also see them, as they break away from the glaciers on the brow of Jungfrau, dash into fragments, and plunge into the ravine called the Trümlethenthal. The sight at this distance is insignificant, but the sound is marvellous, as echo after echo takes up the thunders with manifold reverberation. If the traveller wishes for a nearer view of these wonderful phenomena, he must go with a guide and a rope (only needed at one or two points of the journey) down into the Trümlethenthal, cross the branch of the Lütschine at the bottom, and ascend to the side of a deep channel. Here, in complete security, he may watch the avalanches that have already descended 2,000 feet from the glaciers, dash down for another thousand feet along this channel, to reach the accumulation of snow and ice below. The expedition will occupy about three hours going and returning, exclusive of the time spent in watching the avalanches. Particulars as to how best to accomplish the journey should be ascertained at the hôtel.

A descending walk of about three hours' length brings the traveller from the Wengern Alp to **Lauterbrunnen**. The course lies at first over grassy slopes, thickly populated by small cattle with their tinkling bells. The immediate descent into Lauterbrunnen Valley is by a steep zigzag path down the cliffs. The views *en route* are very beautiful and varied (*see p. 151*).

## LAUTERBRUNNEN

(Hotels—*see* Appendix)

is a village of chalets, where 2,600 inhabitants are so secluded amidst rocks and mountains that, although dwelling as high as 2,615 feet above the sea-level, the sun cannot visit them till 7 a.m. in summer nor till noon in winter. Lauterbrunnen signifies "clear springs"; some 20 or 30 streamlets come down from the surrounding cliffs and mountains.

Of those, one of the finest is the renowned

**Staubbach.** It is quite possible that the visitor may consider this fall has been over-praised. Its beauty depends, however, very much on the amount of water falling. It is often very small; and as it leaps down over 900 feet—thus taking rank as the highest European waterfall—the water is dissipated into spray before reaching the bottom. Hence the name Staubbach ("Dust-stream"). It has been compared to an undulating lace veil, to a bird of Paradise, to the descent of a shower of rockets, etc. Byron compares it to the tail of—

"The giant steed to be bestrode by Death,  
As told in the Apocalypse;"

Wordsworth calls it a "sky-born waterfall;" Goethe and several other poets have also sung its praises.

There is no lack of walks and excursions for the tourist who can afford time to linger at Lauterbrunnen. It is a pleasant evening walk to the magnificent **Falls of the Trümmelbach**, where the glacier-fed torrent from the Jungfrau leaps down into a round water-worn cauldron, the spray forming beautiful rainbows in the sun. To view the grand, wild scenery round

**Mürren**, a day must be allowed (*see* p. 148). The road lies through the forest above the Staubbach Falls, and the mountain panorama seen on emerging from the forest is beyond description. Mürren itself is gloriously situated, and the view of glaciers, and rocks, and ravines, untrodden save by the daring chamois hunter, is magnificent. There is excellent Kurhaus and hotel accommodation, with English Church Service in the summer. From Mürren the **Schilthorn** (9,750 feet) is ascended. The view of mountain tops from its summit is unrivalled, including the Juras, the Niesen, the peaks of the Bernese Oberland, the Titlis, the Rigi, and many others. (Lauterbrunnen to Mürren by Mountain Railway, p. 148.)

The exploration of the **Upper Valley** of Lauterbrunnen is well worth the trouble. To *Stechelberg* and **Trachsellauinen** requires no guide, and can be managed with horses. Beyond that to the **Falls of the Schmadribach** the path is obscure. These falls are 200 feet in height, and the arch of vapour formed by them is very remarkable.

From **Lauterbrunnen** to **Interlaken** is eight miles. The road leads along the valley, whose rocky walls rise to the height of 1,000 feet, and past the lowering rock called the Hunnenflüh to **Zweilütschinen**. This town is situated near the junction of the Black Lütschine from Grindelwald with the White Lütschine from Lauterbrunnen. A little further on, the road enters a narrow ravine, with the precipices of the Rothenflüh rising on the left. The *Bösenstein*, with its inscription marking the spot where a fratricide was committed by a local baron, was removed in blasting the rocks to improve the road; but the gloomy spot is pointed out. Passing on by goitre-haunted *Mühlinen*, *Wilderswyl*, and *Matten*, we soon arrive at Interlaken. Between Wilderswyl and Matten we pass the ruins of the **Castle of Unspunnen**, said to have been in Byron's thoughts as the stronghold of Manfred--the wondrous tale, of which the scenery is mostly laid in the Wengern Alp and neighbourhood. (Lauterbrunnen to Interlaken by railway, p. 147.)

**Interlaken** (p. 143).

## MEIRINGEN TO BRIENZ AND INTERLAKEN.

(By Railway and Steamer.)

From *Meiringen* to *Brienz* the railway passes along the right bank of the Aare, in view of several fine cascades. At **Brienz** (see p. 141) steamers run four times a day, calling at *Giessbach*, *Oberried*, *Niederried*, and other villages. Mountain railway to the Brienz Rothhorn (p. 140)

## GLETSCH, GRIMSEL, HANDECK, MEIRINGEN.

(The Grimsel Route.)

From Lucerne, *via* the St. Gothard, to Göschenen (see p. 321).

From Göschenen, Furka, and the Rhone Glacier (see p. 118).

From Brigue and the Rhone Glacier (see p. 118).

The Grimsel route connects the Canton of Valais and the Canton of Berne: that is to say, the Valley of the Rhone with the Valley of the Aare. The excursion from Gletsch to Meiringen, which was formerly over cross roads and bridle paths, has now been rendered more accessible by the construction of a good carriage road (23 miles) in the Haut Valais. This greatly contributes to the increase of passenger traffic between Lucerne, Flüelen, the St. Gothard, Furka, and between Brigue, and Zermatt on one side, and of the Bernese Oberland on the other.

After the completion of the St. Gothard and the Brünig railroads, the question of constructing a carriage road over the Col du Grimsel became of increasing importance, both for tourist and ordinary traffic, and also as a strategic route. (The military fortress of Galenhütten, recently erected near the summit of the Furka, overlooks the Col du Grimsel.)

The cost of constructing the Grimsel route, including that of widening the already existing section of **Hof-Guttannen**, has been estimated at £84,000. Of this sum the **Federal Government** has contributed one half, or £42,000, the **Canton of Berne** £18,000 (in addition to the £10,250 expended by it up to 1886, for the construction of a carriage road 10 feet wide, for the Hof-Guttannen section), and the **Canton of Valais** £24,000. The work occupied about five years, and the route was opened during the summer season of 1895. Its minimum width is 13 feet 9 inches, the maximum incline 8·6 in 100. The length of the road between Meiringen and Gletsch is 23 miles. From June 15th to September 15th, two diligences run daily on the Grimsel route in connection with the diligences of the Furka section (Gletsch -Furka--Andermatt -Goschenen) and the train service of the Brünig railroad (Meiringen -Lucerne and Meiringen—Brienz—Inter-laken). The time taken by the diligences for the journey is :

Gletsch - Meiringen, 5 hours 15 minutes (on foot, 8½ hours).  
Meiringen -Gletsch, about 7½ hours (on foot, 10 hours).

The distances are as follows : -

From Gletsch to the Hospice of the Grimsel	6¼ miles.
„ the Hospice of the Grimsel to Handeck	4¼ „
„ Handeck to Guttannen ... ..	3¼ „
„ Guttannen to Innertkirchen ... ..	5½ „
„ Innertkirchen to Meiringen (Hotel)	3½ „
Total ... ..	23 miles.

The opening of this route has given a great impetus to the circulation of tourists between the Reuss and Rhone Valleys on one side and the Aare Valley on the other side.

Without question the journey from Lucerne, either by railway or the Lake to Flüelen, the St. Gothard Railway to **Göschenen**, the **Schollenen Gorge**, the **Devil's Bridge**, **Andermatt**, **Hospenthal**, the bright **Valley of Urseren**, the summit of the **Col de la Furka** (Hotel Furka), with the imposing panorama of the Alps and glaciers, the superb **Rhone Glacier**, then continuing the journey by the Grimsel route, visiting the falls of the **Handeck**, into the **Bernese Oberland**, is one of the most charming and varied excursions to be made in Switzerland. This trip can be accomplished in two days. First day: Lucerne to the Furka; second day: Furka—Grimsel—Meiringen—Brünig—Lucerne; or Meiringen—Interlaken.

The Grimsel route commences at **Gletsch**, at the foot of the **Rhone Glacier** (5,764 feet) (a post station on the Furka route), and makes five zigzags in ascending the flank of the Maienwand (rich flora, especially in Alpine roses). The last of these zigzags is the longest, and starting from this point a magnificent view is obtained over the Rhone Glacier and the Furka Col with the Galenstock and the Furkahörner. Turning to the left the route passes the place called **Beim Plänggerts**, then past **Hauseck** (road to the Rhone Glacier Hotel, where diligence to Brigue) till it reaches the highest point of the Pass. On the left is the little **Lake of the Dead (Totensee)**, so called because of the sanguinary battles which occurred there in 1799 between the French and Austrians. Although the highest point of the Grimsel Col is about 990 feet lower than that of the Furka Col (7,992 feet), the surrounding scenery of the former is more savage and bolder; all vegetation ceases, and the snow is almost permanent. This spot marks the frontier between the Cantons of Berne and Valais. The next bend is again to the left, and imposing views of the Finsteraarhorn and the Schreckhörner on the left, and the Nägelisgratli with the Hospice, and the lake of the Grimsel below, reward the traveller. The road then goes by the *Merten*, and may be said to be strung along a series of enormous glacier-worn rocks, and finally descends in four zigzags to the small meadow of Seemätteli and the Grimsel lake, which it traverses by means of a fine stone bridge at its narrowest portion, to reach the **Grimsel Hospice** (6,165 feet).



The Hospice is the property of the inhabitants of **Oberhasli**, who let it. For centuries it has served as a refuge for distressed travellers crossing the Col, but at present it is used solely as an inn. Its arrangements continue to be quaintly primitive. Accommodation can be found for 50 persons. It was destroyed by fire in 1892, and since that time has frequently suffered by avalanches from the **Siedelhorn**. The absence of vegetation, the small sombre lake in which no fish are found, and the enormous masses of naked rock surrounding the spot, render it gloomy and lonely in the extreme. **Grimselgrund** is the name given to the hollow containing the Hospice and the lake.

Behind the Hospice rises the **Nollen** (6,521 feet) whence a good view of the Finsteraarhorn can be obtained. A number of excursions can be made from the Hospice as a starting point: Siedelhorn (9,075 feet), Pavillon Dollfus, the Lower and Upper Aare glaciers, whence that river derives its source, and which were used as fields of research by naturalists like Hugi (1827), Agassiz (1840), Désor, Vogt, Studer, etc.; Ewigschnee-horn (10,928 feet), Finsteraarhorn (14,025 feet), Agassizhorn (12,978 feet), Strahlegg (10,994 feet), Juchlistock (8,484 feet), Oberaarjoch, and many others. These are all excursions worthy of expert Alpinists, and necessitate guides.

One of the most interesting excursions, which is very popular and by no means an arduous one, is that from the **Hospice of the Grimsel** to the **Furka Hotel**, by way of the *Nageligratti* (8,149 to 8,628 feet), with a guide. It takes five hours, and include crossing the Rhone Glacier and passing near Fort Galenhütten (fortifications of the Furka).

Continuing to Meiringen the route winds around the Nollen, passes the Spitalbogen and the Spitalhammi, having to the left the Aare, which runs impetuously through its channel, forming some picturesque scenery; further on to the left appears the Sommerloch with the Stafelen pasturages, and the Sommeregg on the right. This section of the road required considerable blasting work and excavation, and turned out to be the most difficult part of the Grimsel route. It borders the Rätcherichsboden, the Alpine chalets of this place being visible to the right of the Aare. (The peaks of the Agassizhorn and the Frischerhornet are visible from the bottom of the Grimsel basin.) The way then leads to the **Gerstenbach** torrent, which is crossed by means of a granite bridge. Opposite is the cascade of the **Bächlibach**, derived from the glacier of that name. For a certain distance the roadway is protected

by galleries from avalanches. The scenery here is of particular interest. A place called **Stockstage** is next passed; the road makes two sharp bends and reaches **Kunzentännlen**, a very wild spot, and often visited by avalanches. A descent follows, continuing as far as the "alpage" of Hinterstock. To the left of the Aare are the **Helleplatten**, enormous rocks worn by the action of glaciers; slight forest vegetation is met with once more, and the view all round is most charming.

The roadway makes a considerable bend and then leaves the right bank of the Aare to cross the stream over a fine bridge. It passes near Saumeststein and reaches **Hellemaad**, the roadway being constructed here in the shape of a half-gallery. To the right descends the **Gelmerbach**, flowing out of the Gelmersee and forming a pretty cascade. The vegetation becomes more abundant, and shortly afterwards **Handeck** is reached. A small new hotel replaces the inn, which was destroyed by an avalanche in 1889, and the present building has been placed near the small forest purposely to protect it from avalanches. A little distance below the hotel the road passes under a gallery near the imposing **Cascade of the Handeck**. Two platforms, one on each side of the gallery, afford accommodation for tourists to admire this splendid waterfall at their ease. The Handeck Cascade is, with the exception of those of the Rhone and of the Tosa, one of the finest in the Alps, both in point of height and as regards volume of water, descending 250 feet into an abyss. While the diligence waits at the hotel passengers can walk on and inspect the falls, the conveyance picking them up as it passes.

Going down a steep incline of 8 in 100, the route makes two bends in passing **Breitwaldalp** and the **Stäubenden** (view of the Gelmerhörner); the Aare flows to the right of it as far as **Schwarzbrunnen**, where the road again crosses the stream over a fine granite bridge (built in 1891). This was found necessary to avoid the frequent avalanches. The road lays as far as **Tschingelmattbrücke**, then, over a good bridge, recrosses to the left bank. From this point the Wiessgletscher comes into view. A well-kept forest is next traversed, after which comes the village of **Guttannen** (3,476 feet), which suffered greatly from the conflicts of 1799, from numerous conflagrations, and by the floods of 1834. (Hotel *see* Appendix.) Then follows a spot known as **Holzweidli**, and afterwards appears the great dismantled cone of the Spreitlauenen.

The route passes through the sun-lit meadows of the **Aegerstein** and the bridge near the hamlet of **Im Boden**, then crossing to **Tonnende Flüh** with its tunnel and adjacent trenches, and further on are steep rock-strewn slopes. The two small hamlets lower down are **Innere Urweid** and **Aussere Urweid**; between the two is the **Zuben** gallery, which has been widened. This portion of the route, with its half-galleries and its little tunnels, is the finest and most imposing between Guttannen and Meiringen. It runs continuously along the bottom of the valley and debouches at

**Innertkirchen** (Hotel), 2,054 feet; 1,420 inhabitants.

(Excursions into the Gentelthal, Gaimenthal and Joehpass—Engelberg or Sustenpass—Wassen, and into the Urbachthal with the imposing glaciers of the Gauli. The Hospice of the Grimsel can also be reached by way of the Gauli pass.)

Continuing, the route crosses the river and arrives at **Kirchet** by several zigzags, the hills being strewn with primeval boulders. Two miles further on is the village of **Wolligen**, with the Hotel Reichenbach and the cascades of the same name a short distance off. A road on the right-hand side leads to the magnificent **Gorge of the Aare** (p. 128). (An entrance fee of 1 fr. is charged for each person. There is a pathway to this place from the Kirchet.) Finally, the Willingen bridge over the Aare is reached, and then **Meiringen** (see p. 127).

## BRIENZ TO INTERLAKEN, THUN, BERNE.

(Hotels— See Appendix.)

There is not much in Brienz to detain the visitor, except the ascent by cog-wheel railway of the

**Brienzer-Rothhorn** (7,713 feet), one of the highest of mountain railways. Opened in July, 1892, this rack-and-pinion railway starts from near the railway station and steamboat pier, is nearly five miles in length, with a maximum gradient of 1 in 4: fare 8 fr. up, 4 fr. down, there and back 10 fr. Ascending in 1 hour 15 minutes, the train soon obtains a fine view of the **Lake of Brienz**, with the **Giessbach Falls**, crosses the *Trachtbach*, and, passing through a tunnel, stops at the station of **Geldried**. Making a long curve, the *Steckisgraben* and several other tunnels lead to the station of **Hausstadt**, a fine point of view of the *Blimlisalp*

and other mountains. Crossing the river *Mülbach* and the *Planalp* pastures, the watering station of **Oberstaffel** (5,980 feet) is reached. The line then makes a wide curve round the upper valley, and returning by two tunnels arrives at the terminus at **Rothhorn-Kulm**, near the Hotel and Restaurant, a few minutes' walk from the summit. It will be seen from the map that the Rothhorn is exactly in the centre of Switzerland; and the grand and extensive view comprises the **Bernese Oberland**, the mountains as far as **Grimsel**, the **Brünig Pass**, **Pilatus**, the **Rigi**, the Jura, the Black Forest, and a glimpse of **eight lakes**, including the Lakes of Constance and Neuchâtel.

(*The Brienzer-Rothhorn may be ascended from Schupfheim (p. 174), also from Giswyl in six hours (p. 125), in three hours by carriage as far as Sonnenberg, thence, on foot, three hours.*)

**Brienzi** is a picturesque village of wooden houses nestling at the foot of the Brienzer Grat; the inhabitants are chiefly occupied in wood carving, and carry on a considerable trade; visitors may see the whole process of manufacture. From the **Churchyard** excellent views may be obtained of the lake and surrounding mountains.

**The Lake of Brienzi** is celebrated for the magnificence of its mountain scenery. Except towards the south-west, it is entirely surrounded by high mountains; the Faulhorn, on the south side of the lake, forms a splendid object in the panorama. The lake is nine miles long, and two miles broad in its widest part. Near the mouth of the Giessbach the depth is 500 feet, but it varies in other parts considerably. It is 20 feet higher than the Lake of Thun, and 1,857 feet above the level of the sea; it abounds in fish, and the "Brienzi ling," which is salted for the supply of the neighbouring districts, is found in abundance, and is a good fish.

**Steamers** ply upon the lake between Brienzi and Interlaken; and in the season there are special night boats for the illumination of the Falls of the Giessbach (*see p. 142*).

The journey from Brienzi to Interlaken occupies about an hour; from Brienzi to Giessbach, about 10 minutes. A railway will soon be constructed from Interlaken (Eastern Station) to Brienzi along the northern shore of the lake.

**Rowing-boats** on the lake may be obtained at Brienzi or Interlaken. A bargain should always be made with the rowers.

Leaving Brienz by steamer, the lake is crossed, and in a few minutes the steamer stops at the

**Giessbach** (Hotel *see* Appendix). From the lake only a small portion of the Falls, or of the beauty of the scenery surrounding them, can be seen. A good broad road leads from the landing place to the terrace of the hotel in full view of the Falls, and there is also a Cable Tramway available (*see* below). Continuing towards Interlaken, there are seen on the right hand (north bank) the villages of Oberried and Niederried, backed by the Augstmatthorn. Further on, the ruined Castle of Ringgenberg; and further still, the village of Goldswyl. On the left hand (south bank), the charming little village of Iseltwald. Approaching Interlaken, the lake narrows; the village of Bönigen is reached; the Aare, as the water is called which connects the Lake of Brienz with that of Thun, is entered, and the steamer sets down its passengers at the new Interlaken-Brienzersee landing place, near the Zollhaus Station, the latter being now termed the Interlaken-**Oststation**, or Eastern Station.

**Interlaken** (p. 143).

## THE FALLS OF THE GIESSBACH.

(Hotel -*See* Appendix.)

A cable railway has been constructed from the landing place to the Giessbach Hotel, a very comfortable and popular health resort, where an evening may be pleasantly spent by those whose time is limited.

The Falls are brilliantly illuminated with Bengal lights every evening, from the middle of May till the end of September; before that time, on Mondays and Saturdays only. Fee, 1½ fr. for casual visitors, but 1 fr. for the first evening only for those sleeping in the hotel.

The Falls take their rise on the Schwarzhorn, and the ravine from which they issue can be reached by means of three bridges. The falls descend nearly 1,000 feet by seven cascades, to the lake, a complete view of which is obtained from the terrace of the hotel. The hotel is within 20 minutes' walk, by a good road, from the landing place; six minutes by cable tramway, fare 1 fr. there and back. English Church Service at the hotel during the summer season. In the old hotel, *Pensionshaus*, is a good hydropathic service, with electric baths.

Many pleasant walks and excursions and mountain climbs are within easy reach of Giëssbach. The ascent of the Faulhorn can be made in seven hours, guide 12 fr. There is a path to Meiringen, and one to Interlaken *via Höchfluh* (charming view), *Iseltwald*, *Scngg*, and **Bönigen**, time  $3\frac{1}{2}$  to 4 hours. From Brienz there is a carriage road (12 miles) to Interlaken *via Ebligen*, *Oberried*, *Niederried*, *Faulensee*, and *Goldsäyl*.

*For continuation of steamer journey from Giëssbach to Interlaken, see p. 142.*

## INTERLAKEN.

(Hotels—*see* Appendix.)

**Cook's Office.**—"Höheweg." (Summer only.)

**Cook's Correspondent.**—Mr. R. Walthard. (Not in summer.)

**Railway Stations.**—The Thunersee Railway at the west end of the town. Bernese Oberland Railway at the east end of the town (Interlaken Ost).

**Post and Telegraph Office.**—Adjoining the Oberlander Hof. Open from 7 a.m. to 8 p.m.

**Kursaal.**—On the Höheweg. (Promenade.)

**Baths.**—At the large hotels.

**English Church Service** in the old Convent Church.

**Presbyterian Service** (Scottish Free Church) in the Sacristy of the Schloss at 11 a.m. and 4 p.m.

**American Services** at the Hotels Victoria and Metropole (in summer).

**Physician.**—Dr. O. J. Lauper, 104, Höheweg.

**Steamboats** for the Lake of Thun, and for the Lake of Brienz run several times a day in each direction. Those for the Lake of Thun start on the new Aare channel near the station Interlaken West; those for the Lake of Brienz start opposite the station Interlaken Ost (East).

During the season **Carriages** leave Cook's Office (Höheweg) at about 10 a.m. (generally on Wednesdays) for Lauterbrunnen and Trümmelbach. Tickets for various excursions in the neighbourhood are also obtainable at our Office.

The lakes of Brienz and Thun are but a short distance apart, and, as its name implies, Interlaken, comprising the villages of Aarmühle, Matten, and Unterseen, lies between them.

It is thought that formerly the two lakes were joined together until separated by deposits brought down by streams flowing into them. The lowland between the lakes is called the "Bödeli," and extends four miles in length by two miles in breadth, between the mountains.

Interlaken (pop. 8,010) has been described as the Leamington, or Cheltenham, or Harrogate of Switzerland. It was once a truly Swiss town: it is gradually becoming a little Paris or Brussels. Fashion and gaiety find their homes here, and the pleasure-seeker will vote the town to be one of the most charming in Switzerland. Many of the houses are built in the most perfect and accomplished Swiss style. Interlaken consists of a principal one-sided street, beside which are the hotels, pensions, and boarding-houses. With the exception of the hotels, nearly all the houses are of wood, with overhanging eaves, galleries, shingle roofs, and ornamented with quaint carvings and inscriptions. Some of these houses bear date 250 years ago, and yet look as sound as ever, though they are never painted.

The strangers' quarter is growing in extent, and is none too large for the crowds of visitors who frequent Interlaken and the adjacent mountain stations from June to September. The town itself is a favourite summer residence for invalids who suffer from affections of the chest and nerves, to whom the pure (if somewhat relaxing) air of the Alps is grateful. In winter the air is damp and cold, and those who desire bracing air can repair to **Grindelwald**, **Mürren**, or **Beatenberg**.

The best views of the town are from the **Heimwehfluh** (see p. 145), and the

**Hohbühl.** The latter is a pleasant walk of half an hour, crossing the Aare by the newly-erected iron bridge near the meteorological forest station. From the door of the hotel, in the quiet of the eventide, may often be heard the peculiar sound produced by an avalanche from one of the neighbouring mountains. For in the vicinity of Interlaken there are "giant mountains, massive glaciers, rushing cataracts, picturesque villages, green oases, and the ever-changeable combinations of Alpine nature in her most lavish mood."

At Interlaken there are many temptations to spend money in articles of Swiss manufacture, from the most minute figure in wood, or the horns of the chamois, to good-sized drawing-room tables, and other large articles of household furniture. The whey cure is one of the institutions of Interlaken.

The principal avenue of communication in Interlaken is the **Höheweg**, one of the finest promenades in Switzerland, with splendid views of the **Jungfrau**. Music daily from 10.30 to 11.30 a.m. Here stands the

**Kursaal**, recently rebuilt and enlarged, with its Reading Room, Restaurant, Billiard Room, and its constantly-recurring Balls, Concerts (afternoon and evening), and other amusements. Admission, 50 c., 1 fr. per day, or 4 fr. per week. At a short distance is the

**Monastery**, an ancient pile surrounded by beautiful walnut-trees. In the more modern part, called the Schloss, dating from 1750, the Government offices are located. The nunnery has been turned into a prison; the choir is now an English Chapel; the nave of the church is a Roman Catholic place of worship, and the sacristy is used by a Scottish Presbyterian and a French Protestant congregation.

At the lower, or west, end of the **Höheweg**, past the Post Office, the street leads to **Aarmühlé** and the Railway Station. To the right are three bridges, crossing the island of **Spiel-matten**, to the ancient village of **Unterseen**, composed of wooden houses, with the exception of the Rathhaus, and Castle on the market-place. The well-known factory of parquet floorings should be visited.

Interlaken is undoubtedly a capital place as a centre for excursions; and the tourist may branch off here to visit the Schynige Platte, Mürren, Lauterbrunnen, the Wengern Alp, Grindelwald, and other places of the Bernese Oberland, described fully on pp. 126-135, and on pp. 146-152.

Excursions may also be accomplished in a day, or less, to (1) Kleine Rügen and Heimwehfluh, returning by the Unspunnen; Hohbühl, Vogtsruhe, Untere Bleicki, Goldei, Lustbühl, Zwerglöcher, Eck, etc. (2) The Thurnberg and small Lake of Goldswyl. (3) To the Beatushöhle. (4) The wooded slopes of the Harder. Electric Railway to be opened in the spring of 1908. (5) To Merligen, on the Lake of Thun, a charming drive of 2½ to 3 hours; excellent restaurant. (6) The Heimwehfluh may be ascended by the new electric railway (opened 1906) in about 3 minutes. Trains about every 10 minutes (summer only). Fares: ascent 60 c.; descent 40 c.; return 80 c. The station is 5 minutes from the principal railway station, Interlaken.

Longer Excursions. (1) Schynige Platte, 6,180 feet high, with a fine view of the Snow Mountains. (2) To Lauter-



brunnen, Staubbach Falls, thence up to Mürren, and back to Interlaken; or over the Wengern Alp from Lauterbrunnen to Little Scheidegg (Jungfrau Railway, *see* p. 151), Grindelwald, and back to Interlaken, or *vice versa*. (3) To Grindelwald, thence over the Great Scheidegg to the Baths of Rosenlauri and Rosenlauri Glacier, thence to Interlaken by Brienz and the Giessbach Falls. (4) To Kandersteg by carriage for the Gemmi Pass, a beautiful carriage drive of six hours, 32 English miles, along the Lake of Thun, over the hill to Aeschi, to Frutigen, to the Blue Lake, etc. (5) To St. Beatenberg (3,766 feet), a favourite health resort, by carriage, or by railway, or steamboat on the Lake of Thun to the first stopping-place, called Beatenbucht, thence by cable railway, opened in 1889. Charming views from the Kurhaus (*see* p. 153). (6) To Thun by train, steamer, or carriage drive along the lake (2½ hours). (7) To **Giessbach**, on the Lake of Brienz, steamer five times a day in summer.

As stated above, Interlaken is a convenient place for excursions to the wonderful scenery of the adjacent mountain districts. These excursions can be made on foot (pp. 126-135), in carriages, or by mountain railways recently constructed, and as many travellers are pressed for time, and others may wish to make Circular Tours returning to Interlaken, tickets for which can be obtained at Cook's office, we shall briefly describe the following incomparable excursions by railway:—

From Interlaken to the **Schynige Platte**.

From Interlaken to **Lauterbrunnen**. (Staubbach and Trummelbach Falls.)

From **Lauterbrunnen** to **Mürren**.

From Interlaken to **Grindelwald**.

From **Grindelwald** over the little **Scheidegg**, the **Wengern Alp** to **Lauterbrunnen**.

### THE SCHYNIQE PLATTE.

Among the Mountain Railways in the vicinity of Interlaken, one of the most accessible is that to the **Schynige Platte** (6,403 feet), beginning at **Wilderswyl-Gsteig Station**. No other railway of so short a length (4½ miles) offers such an abundance of magnificent and ever changing views. This line, on the rack-and-pinion system, was opened in July, 1893, and has a maximum gradient of 1 in 4. Fare, up, 8 fr.; down, 4 fr.; return ticket, 10 fr.

Ascending through beautiful pastures and forests intersected by streams, the oft-recurring views of the **Bödeli** and its charming villages, and glimpses of the **Lake of Brienz**, form a series of lovely landscapes. At the lower **Breitlauenen**, the railway passes on to the open Alp, and the line of vision extends. At **Breitlauenen** (three miles) is a **Kurhaus** and **Hotel** with a superb view. Continuing in curves along the slope of the mountain and through tunnels, the train reaches the **Schynige Platte**, where from the excellent **Hotel and Restaurant**, "**Schynige Platte**," majestic views of the **Jungfrau** and other peaks are enjoyed. A walk of 20 minutes to the **Daube**, an unrivalled and unlimited view extends in every direction. Opposite stand the **Jungfrau**, the **Eiger**, the **Mönch**, and lower down the visitor looks on the valleys of **Grindelwald** and **Lauterbrunnen**, the villages of **Mürren**, **Isenflüh** and **Wengen**. In another direction the wide plateau, bordered by the Jura, is seen, and in another lies the pretty Bödeli and the lakes of Thun and Brienz. The **Faulhorn** (8,803 feet) may be reached by a good path in four to five hours from Schynige Platte. A concession has been granted for a narrow-gauge railway between the Great Scheidegg and the Schynige Platte, *via* the Faulhorn (*see* p. 129).

## INTERLAKEN TO LAUTERBRUNNEN.

(By Rail.)

The Bernese Oberland Railway from Interlaken (Ost Station) to **Lauterbrunnen** (8 miles), and to **Grindelwald** (12 miles), on the adhesive system, with sections on the rack-and-pinion system, was opened in 1890. From Ost Station the line curves to **Wilderswyl-Gsteig**, crosses the *Lütschine*, and ascends the valley with the *Rothenfluh*, *Sulegg*, the *Männlichen*, the *Mönch*, and the *Jungfrau* in the foreground.

Crossing the *Black Lütschine*, the train stops at

**Zweilütschinen**, the junction for Grindelwald. If necessary, change carriages for Lauterbrunnen. (Bridle path to the charmingly-situated villages of Isenflüh and Mürren.) Continuing by railway the train enters the deep valley of Lauterbrunnen, enclosed with limestone rocks, crosses to the left bank of the *White Lütschine*, then by rack-and-pinion system crosses the Sausbach to **Lauterbrunnen**, the village of Springs (*see* p. 134).

Visitors can return to Interlaken by train, or by carriage after inspecting the lofty "dust-stream" **Staubbach**, or the more copious **Trümmelbach**, in a narrow gorge (admission, 50 c.). (Hotel *see* Appendix.) The excursion to **Mürren** and back can be made in three or four hours by train (*see* below) or the **Wengern Alp** railway can be taken to **Grindelwald**, whence train to Interlaken in 1¼ hours.

## LAUTERBRUNNEN TO MÜRREN.

(By Rail.)

The steep ascent from Lauterbrunnen to Mürren can be made on foot in about three hours (p. 134); by cable and electric railway in 55 minutes (single fare, 3 fr. 75 c.; there and back, 6 fr.). The views from Mürren, and if the journey be continued to the **Upper Steinberg**, are among the most imposing in Switzerland.

The station of the **Cable Railway** is close to the **Bernese Oberland Railway**. The cable railway, one of the steepest in Europe, the maximum gradient being 60 in 100, ascends straight through woods and meadows to the upper junction on the **Grütsch Alp**, where carriages are changed for the electric railway, in which the ascent is continued; soon the *Staubbach* is crossed, then the *Spissbach*, and *Mürrenbach* to **Mürren** (Hotels - *see* Appendix.)

This grandly situated village (5,380 feet) is on a wide shelf from which is disclosed a magnificent display of mountains and glaciers. The view of the Jungfrau is decidedly inferior to that from the Wengern Alp, or from the Little Scheidegg, but the amphitheatre of mountains, peaks, and precipices is more extensive. Mürren is greatly frequented as a summer resort, when it is often difficult to obtain accommodation. There is an **English Church** close to the Grand Hotel. Numerous excursions, some easy, within the compass of ordinary walkers, others more difficult and dangerous, affording magnificent Alpine views, may be made from Mürren, such as the ascent of the **Allmendhubel** (6,360 feet), and the **Schilthorn** (9,753), both fairly easy; or to **Kandersteg** over the **Sefinen-Furgge** and the **Hohhürli**, difficult, but interesting; guide necessary, 30 fr. (*See* also p. 134).

## INTERLAKEN TO GRINDELWALD.

(By Rail.)

The journey from Interlaken to Grindelwald and back is easily made by carriage in one day, but by train the route is by the Bernese Oberland Railway from Interlaken (Ost Station) through the valley, and along the banks of the Lütschine, as far as Zweilütschinen, as described above in the excursion to Lauterbrunnen. The railway then curves to the left, passes the village of *Gründlischwand*, and crosses the *Black Lütschine*. Ascending the left bank a tunnel and a snow shed are passed in the beautifully-wooded *Lütschenthal*, the river is again crossed to the right bank, and the long steep **Stalden** slope is climbed by the rack-and-pinion system for more than a mile (gradient of one in eight) to **Burglauenen**. Beyond, the defile of the Ortweid is reached, and a magnificent view of the lovely Grindelwald valley opens out; in the distance are the **Schreckhorn**, the **Silberhorn**, and the **Finsteraarhorn**; to the left the well-known **Wetterhorn**, with its beautiful pyramid of snow (a lift has been constructed to the Gleckstein Hut); to the right the mighty **Eiger**, the imposing **Mönch**, and the majestic **Jungfrau**. Another section of the cog-wheel railway ascends to the village of **Grindelwald**, an excellent starting-point for mountain excursions. The village is well supplied with hotels, some of which have been rebuilt since a large portion of the village, including the English Church and the Bear Hotel, was burned down in August, 1892, during a violent wind called the Föhn. (*See also p. 129.*)

The chief attractions of Grindelwald are its splendid situation, with the Wetterhorn and other gigantic mountains on the south side, its two Glaciers, easily accessible (p. 130), and its vicinity to the lovely views from the Great Scheidegg; also from the Little Scheidegg, and the Wengern Alp (*see below*). The **Männlichen** (7,695 feet) is ascended from Grindelwald without difficulty. The **Mettenberg** (10,197 feet) commands a splendid view of the Valley of Grindelwald, and of the neighbouring Schreckhorn (13,386 feet), and the Finsteraarhorn (14,026 feet). The **Faulhorn** (8,803 feet) can be ascended in five hours (p. 131).

Visitors not wishing to return to Interlaken the same day can proceed to Lauterbrunnen over the Wengern Alp on foot, by carriage, or by rail opened in 1893.

## GRINDELWALD TO LAUTERBRUNNEN.

(By Rail.)

Leaving the village of Grindelwald by the **Wengern Alp Line**, on the rack-and-pinion system, to **Grund**, the train ascends amidst charming views of the valley and mountains to **Alpiglen**, thence through the slopes of the **Wergisthal Alp**, and over a ridge affording still grander views of Grindelwald and the giants of the Alps to the station of **Scheidegg** on the summit of the pass called the **Little Scheidegg** (p. 132), where, at the new **Kurhaus** of the **Hotel Belle Vue** (6,770 feet), is one of the noblest views in Switzerland, including the Jungfrau, Monch, Eiger, Wetterhorn, Titlis, and Faulhorn, with the green pastures of the Grindelwald basin for the foreground. Here visitors can daily watch the falling avalanches, and witness sunrises and sunsets surpassing anything to be seen from the Rigi.

There is excellent accommodation at the Hotel Belle Vue for 150 visitors. An Ice Grotto, 300 feet deep, has been cut into the Eiger; the paths over the Lauberhorn and Männlichen have been renewed. Persons desiring the purest bracing tonic air, combined with magnificent Alpine scenery, and freedom from formality or fashion, would do well to take up their quarters at Little Scheidegg. (For particulars of the Jungfrau Railway starting from the Little Scheidegg, see p. 151).

Continuing the journey by train, views of the Valley of Lauterbrunnen are obtained, the **Staubbach** Falls can be distinguished, and the station of **Wengern Alp** is reached, where is a good hotel directly facing the Jungfrau.

Skirting the Galtbachhorn, the Lauberhorn, in view of the glaciers and mountains of the upper Lauterbrunnen Valley, the train arrives at the station above the summer health resort of

**Wengen**, a beautiful hamlet on the slopes of the Valley of Lauterbrunnen (Cook's Hotels, Grand and National, and Hotel Pension Falken), situated 4,180 feet above the sea level, but sheltered by magnificent pine forests. Many delightful walks, short or long, tempt the visitor; numerous hotels and pensions await the traveller, from which admirable views of the Jungfrau, the Silberhorn, the Breithorn, as also of the Männlichen and Lauberhorn groups, are obtained. It is intended to establish a winter station here when the Wengern Alp Railway is worked by electricity.

On leaving Wengen, the route continues descending through meadows overlooking the lower Lauterbrunnen Valley, and passing over the viaducts and bridges to the left bank of the Lütchine, one of the most interesting and enjoyable rides in the Alps finishes at the village of **Lauterbrunnen** (p. 134). Fare, 2nd class, 14 fr. 40 c. ; 3rd class, 9 fr.

There is a bridle path from the Wengern Alp to Lauterbrunnen (or *vice versa*), an interesting route for pedestrians, occupying about 2½ to 3 hours.

The **Jungfrau** (13,669 feet), can be ascended from several points, one being from **Lauterbrunnen** by the *Rothhal Sattel*, in about eight hours ; another, from the Guggi Hut over the Silberlücke. The ascent can be made from **Grindelwald**, with descent to the *Eggishorn* (p. 121), passing the night in the Bergli Hütte, nine hours ; thence over the Silberlücke. All these are difficult and fatiguing, and should only be attempted by expert climbers, accompanied by experienced guides, and under favourable conditions as to the weather. The easiest ascent is by the south side of the Jungfrau from the Eggishorn Hotel, in seven hours (*see* p. 121).

**The Jungfrau Railway.**—A mountain railway up the Jungfrau, starting from the Little Scheidegg (*see* p. 132), over the Eiger and the Mönch is being constructed. The line will be 7½ miles long, entirely on the rack-and-pinion system, with electric motive power, maximum gradient 1 in 4. The electricity is generated by the Lütchine, near Lauterbrunnen and Burglauenen. More than six miles of the railway will be in tunnel, with frequent openings affording magnificent views to travellers. The construction of the line was commenced in the autumn of 1896 by the concessionaire, Mr. Guyer-Zeller, of Zürich, but his unexpected death has somewhat delayed its completion.

Trains run in the summer season from Little Scheidegg (Buffet Restaurant) to the stations of *Eiger Glacier*, *Eigerwand* (for Grindelwald view), and *Eismeer* (10,345 feet) ; the last-named was opened in 1905. The other projected stations are *Mönchjoch* (with branch tunnel), *Altsch-Guggi* (Jungfraujoeh Station), and the *Terminal Station* Jungfrau, 13,425 feet above the sea level, which will be connected with the summit of the Jungfrau by a lift 244 feet high. The estimated cost of the line is about £400,000.

The most important and the largest of these rock stations is at "Eismeer." It is provided with a large waiting and refresh-

ment room, the cooking being done by electricity. From the main portion of the station and the restaurant, rock windows, similar to those on the Axenstrasse along the Lake of Lucerne, open out on the mountain side, and in 5 minutes one can walk through a well-lighted tunnel on to the snow and ice.

It is impossible to describe the wonderful panorama which bursts into view from the summit. We gaze over the multitude of snow capped mountains and valleys, and wonder whether it is reality or some beautiful dream; to the north, we can see as far as the Blauen and the Feldberg; to the east, as far as the Silvretta and Bernina groups, Mount Leone, etc.; to the south, Monte Rosa, the Matterhorn, Dent Blanche, Grand Combin, Mont Blanc, and Dent du Midi can be easily discerned in the distance: while finally to the west, our gaze is able to rove over the border of France.

It is well to leave the train, when returning, at the Eiger Glacier Station, and if the time the train stops (20 minutes) is not sufficient for examining the ice cavern and for a short walk on the glacier, passengers may walk down to the Little Scheidegg in about 20 minutes.

But the railway will not be the only attraction of the journey. From the Monch Station the tourist can easily descend the whole length of the **Ewigschneefeld**. At its foot the glacier, abruptly falling, is so cleft by crevasses that it is almost impossible to continue the descent, and consequently a mule path will have to be made to enable the rocks down to the "Concordia" to be passed, to the spot where the great arms of the Aletsch-Glacier meet (*see* p. 121). From there one can easily reach the beautiful Merjlen Lake, which is another wonder of this neighbourhood, and finally the great Rhone Valley, whence one passes over to the Furka, Simplon, Zermatt, or to the neighbourhood of the Lake of Geneva. It will be the grandest mountain passage in the world, that between the Bernese Oberland and the Valais.

## LAKE OF THUN.

From Interlaken by the new Thunersee Railway or steam-boat on the Lake of Thun.

Travelling by steamer one sees on both sides of the lake a constant succession of rustic villages, and dotted here and there, on the hill sides, are chalets, villas, and gardens, backed by the snowy giants of the Oberland. On the southern shore

are two isolated mountains, named the Niesen (7,763 feet), and the Stockhorn (7,200 feet), "striking," says Dr. Forbes, "from their sharp and peculiar outline—the former rising up like a vast symmetrical broad-based pyramid, the other shooting out diagonally into the western sky its huge terminal horn." At a greater distance the loftier Jungfrau, Mönch, and Eiger tower on high.

The lake is  $10\frac{1}{2}$  miles long and 2 miles broad, and 1,837 feet above the sea level. At Sigriswyl, above Gunten, is a large ice cavern. Guides are required, the path being difficult and dangerous. As we steam on, we notice on the right a perpendicular cliff, forming the base of the Beatenberg (*see* p. 146). Here is the Cavern of St. Beatus, who, says tradition, was the first to introduce Christianity into these parts; of course, no old-fashioned saint could have made his abode in the side of such a cliff, situate in such a place, with a cascade issuing from it, without having some strange legends also attached to it. It is reported that a dragon originally occupied the cave, but was turned out much in the same way as St. Saba ousted the lion. St. Beatus had also accomplished the art of navigating the lake on his cloak, without any other external assistance.

The cave (Beatushöhle) is now (1908) open to visitors and the electric light installed. The lake steamers call at the new landing-place, Beatus Caves Station (Hohlen). Time occupied 25 minutes.

**Beatenbucht** is the station whence starts the Cable Railway to **St. Beatenberg**, opened in 1889, reached in a quarter of an hour, with an average gradient of one in three. Fare, ascent,  $2\frac{1}{2}$  fr.; descent, 1 fr.; return fare, 3 fr. The station at the top is close to the **Kurhaus**.

**St. Beatenberg** (3,775 feet), in a sheltered position, is a favourite health resort, with many charming walks and excursions, opening up lovely views of the Alps from the Schreckhorn to the Niesen, including the Eiger, Mönch, Jungfrau, etc. (Hotel—*see* Appendix.) Moderate walkers can easily visit the **Amisuhel** (4,383 feet), the **Gemmenalphorn** (6,770 feet), the **Niederhorn** (6,445 feet), and the **Burgfeldstand** (6,780 feet). On the 25th of August, 1894, the Grand Hotel Victoria was completely destroyed by fire. The visitors in the hotel, numbering 160, were all saved, but some of their baggage, and all the effects of the landlady and servants, were lost. A new building of iron and stone was opened during the next season.

After passing the little perpendicular headland known as the Nase, the steamer stops at

**Merligen** (Hotel—*see* Appendix), at the mouth of the Justisthal (road to the St. Beatenberg), then on the left at



**Faulensee**, a prettily-situated village with a mineral spring (Hotel--*see* Appendix), and soon is seen the castle of the descendants of Erlach, the hero of Laupen, at

**Spiez**, a village with several hotels and pensions (*see* Appendix), enjoying a splendid view of the Lake of Thun and the Bernese Alps.

Several mountain passes and ascents can be made from Spiez. There is a railway to **Fratigen** and diligence to **Kandersteg**, then bridle-path to the **Baths of Leuk** by the "Gemmi" (*see* p. 150). Railway through the **Simmenthal** to **Zweisimmen**, **Saanen**, **Château d'Œx**, **Montbovon**, **Montreux** (*see* p. 155). The ascent of the **Niesen** (7,793 feet), close to the snow-cld **Blümlisalp**, with an Alpine view rivalling that from the Faulhorn.

Crossing the lake, the steamer stops at

**Gunten** (Station for Sigriswyl) and **Oberhofen** (Hotel --*see* Appendix), then reaches the mouth of the Aare, at which point we have a beautiful view of the Niesen and Blümlisalp chains of mountains, the latter in their garb of never-melting snow, and calling at the railway station of Scherzligen, proceeds to the quays at

## THUN.

(Hotels --*see* Appendix.)

*If the tourist wishes to go direct to Berne without stopping at Thun, he will alight at **Scherzligen**, the landing place being close to the railway station.*

**Thun** has 6,370 inhabitants; it is traversed by the River Aare; and its principal street, the Hauptgasse, is its principal curiosity. "There is a sort of terrace, some 10 or 12 feet high, on the flat roof of which are the shops, while the carriage way is bounded by the cellars, of which the terrace is the roof." The sights of Thun are few, and therefore it is best to ascend to **the church** by a covered way of 218 steps, for the sake of the charming view; one of the most striking objects from here is the Stockhorn, whose bell-shaped summit differs from everything else within range of our view. The late Emperor Napoleon III, when a captain in the Swiss Artillery, was a resident in Thun for eight years; the house he occupied is now known as the Café Maulbeerbaum.

Near the church is seen the tower of the

**Castle of Kyburg**, where the old Counts of Thun once dwelt. The square tower, with its high pointed roof, known as the Berne Gate, is a remnant of the ancient fortifications.

The **Federal Military College** at Thun is the Sandhurst of Switzerland. Reviews in connection with this establishment are held in the neighbourhood in the summer. Some curious old Gothic windows distinguish the

**Béguinage**, near the **Town House**. The Jacobshübeli, or Pavilion of St. John, is a short distance from the town. The view excels that from the churchyard in beauty and extent. The majestic Jungfrau forms a prominent feature in the scene.

Charmingly situated at the junction of the River Aare with the lake is the modern erection known as the

**Schloss Schadau**, with extensive and well ordered gardens, to which, on Sunday evenings, the public are admitted.

In the **Kursaal** are daily (afternoon and evening) concerts, admission 50 c. ; in the evening, 1 fr.

There are lawn-tennis courts in the hotel gardens, and fishing, boating, or golf are favourite amusements.

English chapel in the grounds of the Belle Vue Hotel.

Thun is extremely picturesque, situated, so to say, at the entrance to the Bernese Oberland. The climate is suitable for persons suffering from diseases of the nervous system, or for the recovery of strength after illness. By steamer, railway, carriage, or on foot, beautiful excursions can be made from Thun as a starting point.

Those so minded can speedily proceed by the Central Swiss Railway to Berne,  $19\frac{1}{2}$  miles by the Federal line ; the journey of about an hour is delightful, with views that require incessant watchfulness from both sides of the carriage.

Electric Railway Thun to Burgdorf, p. 161.

**Berne** (p. 162).

## SPIEZ (THUN) TO ZWEISIMMEN, SAANEN, CHÂTEAU D'ŒX, AND MONTREUX.

Railway:—Spiez to Zweisimmen,  $22\frac{1}{2}$  miles ; Zweisimmen to Saanen, 8 miles ; Saanen to Château d'Œx, 7 miles ; Château d'Œx to Les Avants and Montreux,  $20\frac{1}{4}$  miles.

From Spiez (p. 154) the railway turns to the south-west to *Spiezmoos*, crosses the *Kander* in view of the Blümlisalp to *Wimmis*, passes through a defile into the **Simmen-Thal** to **Oey - Diemtigen** (excursions to the **Grimmi - Alp**, **Seehorn**, **Mannlifluh**, **Adelboden** (p. 158), etc.).

At the next station, **Erlenbach**, guides will be found for the difficult ascent of the

**Stockhorn** (7,195 feet). Continuing along the left bank of the *Simme* to *Ringoldigen* and *Darstetten*, the train arrives at

**Weissenburg**, short carriage drive to *Bad Weissenburg* in a defile with springs of sulphate of lime. The waters, used for drinking only, are very efficacious in removing internal obstructions and for bronchial affections. (Hotel - see Appendix.)

A long iron viaduct leads over the gorge of *Bunschenbach* to *Oberwil Enge* and

**Boltigen**, a thriving village at the foot of the *Mittagfluh*. Boltigen to Bulle, 26 miles (p. 157). Crossing the *Simme*, and passing a fine waterfall, the next place of note is

**Zweisimmen** (Hotel - see Appendix), the chief village in the valley, a much-frequented health resort, and famed for its cattle. Good hotels and pensions. Easy excursions in the neighbourhood.

Leaving Zweisimmen by electric railway for the short ride to Saanen, the line gradually ascends in a spiral tunnel, and in view of the *Rublihorn* enters the broad Alpine Valley of the **Saanen Möser**, passing *Schonried*, with the Gelten Glacier, and **Gstaad** (a growing winter resort) to

**Saanen** (or Gessenay) the capital of the Upper Saane, celebrated for its Gruyère cheese.

From Saanen the line leads through a charming valley with picturesque villages to *Rougemont*, *Plentriz*, and *Les Granges* to the increasingly popular village of

**Château d'Ëx** (Hotels - see Appendix), situated in a green, open valley (3,180 feet), with good pensions and furnished chalets, English Church Service. It is not only frequented by English visitors in summer, but has become a winter resort also. The air is dry and bracing, free from the keen north wind and fog, and suitable for persons suffering from asthmatic, bronchial, and neuralgic ailments. In winter the frost is sharp, but there is no wind, and the sun shines warmly during the whole day. Carefully prepared rinks have been made for skating, and lawn tennis can be enjoyed in summer on some of the finest courts in Switzerland. The village contains a good French school, shops, post and telegraph offices, a doctor, and an English chaplaincy. There are many charming walks in the pine woods, and carriage drives in various directions. Fine views of the Alps and lakes may be obtained from **Mont Cray** (6,795 feet; guide desirable).

From Château d'Œx to Montreux, or *vice versa*, there are nine trains daily; time occupied, about two hours (between Zweisimmen and Montreux, about 3 hours). The line descends to *Chaudanne-Les Moulins* and *Rossinières*, a large village at the foot of Mont Cray (English Church Service in summer), thence through a fine gorge to

**Montbovon**, junction for Bulle, (*see* p. 231), and passing under the *Col de Jaman*, arrives at

**Les Avants** (*see* p. 231).

The remaining stations are

**Chamby** (junction for Vevey), *Sonzier*, *Chernex*, *Fontanivent-Brent*, *Planchamp*, *Le Châtelard*, *Vuarennes*, *Collège*, and

**Montreux** (p. 228).

## BULLE TO CHÂTEAU D'ŒX.

Electric railway, 17½ miles.

Romont (between Lausanne and Fribourg) to Bulle, (p. 178).

**Bulle** (Hotels—*see* Appendix), the chief place in the Gruyère, is a thriving town of 3,500 inhabitants, the terminus of the branch line from Romont, famed for its breed of cows and manufacture of cheese (p. 178). The ascent of the rocky *Mouison* (6,670 feet) can be made from Bulle in four to five hours. View held by some to rival that from the Rigi. Electric tramway to **Châtel St. Denis** (*see* p. 226), and from Châtel St. Denis to Vevey (p. 221).

From Bulle, the electric railway leads to *La Tour de Trême* and *Le Pasquier*, in view of the little town of Gruyères, situated on a rock, with an old castle containing a collection of old arms and frescoes, etc. (may be visited).

Entering the Valley of the *Saane* or *Sarine*, the line leads through the villages of *Enney* and *Grandvillard* (fine waterfall) to

**Albeuve**, and **Montbovon** (junction for Montreux) thence *viâ* *Rossinières* and *Chaudanne-Les Moulins* to

**Château d'Œx** (*see* p. 156).

Château d'Œx to Spiez (route reversed), *see* p. 155.

## SPIEZ (THUN) TO BAD LEUK AND SUSTEN, BY THE GEMMI PASS.

Railway from Spiez to Frutigen, 12 miles in 35 minutes. Diligence from Frutigen to Kandersteg, 18 miles, twice daily in summer, thence over the Gemmi Pass to Bad Leuk, a bridle-path, 5½ hours. From thence to Leuk-Susten (nine miles) there is a good road, carriage or diligence.

Leaving Spiez the railway soon crosses the *Suldbach*, and with fine views of the *Blümlisalp*, arrives at

**Mülinen**, then **Reichenbach**, close to the entrance of the picturesque *Kienthal*, the starting-point for many difficult mountain excursions.

The village of **Kienthal** (3,155 feet), a rapidly-developing health resort, is reached by a good carriage road. In addition to the beauty of its woods and valleys, there are several splendid falls, and the *Hevenkesel* ravine within easy distance. Especially attractive, too, is the imposing mountain scenery.

Through a continuation of charming country the train crosses the *Kander* to

**Frutigen** (Hotels -- see Appendix), a village of 4,000 inhabitants, on the *Engstligenbach*, overlooked by the *Balmhorn*, *Doldenhorn*, and *Wildstrubel*; and from which the ascent of the **Steinschlaghorn** (7,600 feet, guide necessary), or of the easier **Gerihorn** (6,990 feet) may be made. (English Church Service in summer.)

An interesting carriage road leads high over the *Engstligen* torrent, and crosses it by several bridges to the mountain health and winter resort of **Adelboden** (Hotels, see Appendix), beautifully situated (about 4,520 feet above sea-level), opposite the **Wildstrubel** (10,662 feet), and surrounded by numerous Alpine peaks. Numerous short or long walks, or mountain excursions. Adelboden to Kandersteg, or Bad Leuk, or the Gemmi, with guides. In the picturesque village are modern hotels, to meet the increasing popularity of the district.

Frutigen being the terminus of the railway, the journey is continued by carriage or diligence. The road ascends the *Kander* Valley, skirts the ruins of *Tellen Castle*, then among the dwellings of the *Kander* Bottom leads to within a quarter of a mile of the

**Blaue See** (Blue Lake), a beautiful crystal, clear blue water, approached through a romantic wilderness of rocks and woods. Admission to the lake (including a row in a boat) 1 fr. Pension and restaurant for visitors.

The road continues past *Mittholz* on the Felsenburg, and in six sweeping curves passes over the *Bühlstutz* on to the valley edge of Kandersteg, thence to

**Bühlbad**, on a green mountain slope with ferruginous springs, sheltered amid maple, alder, and pine woods. In a quarter of an hour we reach

**Kandersteg**, summer and winter season, the highest village (3,940 feet) on the Gemmi route, and an important centre for mountain excursions. Numerous hotels are moderate in their charges. The Post Office and English Church are near the Hotel Victoria. Kandersteg to Adelboden (p. 158), six hours over the Bonder-Krinden; guide 10 fr.

At Kandersteg the panorama of the Birrenhorn, Blümlisalp, Doldenhorn, Gellihorn, and other mountains, is superb.

The Lötschberg tunnel (under the Lotschen Pass) starting near the entrance of the Gasterthal, not far from Kandersteg, will end near Feiden (length about 7½ miles) in the Lotschenthal. It was begun on 15th October, 1906, and when completed, with its approaches, will connect Berne with the Simplon Railway (see p. 281). A start has also been made with the line from Fritigen.

Soon after leaving Kandersteg the bridle-path ascends at the base of the Gellihorn, and in about three hours the Inn and small lake of **Schwarenbach** is reached. The *Balmhorn* (12,180 feet), the *Alts* (11,930 feet), and the *Wildstrubel* (10,662 feet) may be ascended.

Hence the path leads by the shallow **Daubensee**, a lake one mile long, frozen over more than half the year, to the summit of the pass (7,553 feet) known as the **Daube**, or **Gemmi** (Hotel— see Appendix), at the base of towering limestone rocks forming the *Daubenhorn* (9,685 feet). From an eminence close by the pass, the view is very grand. The Baths of Leuk are seen far below, and around is a fine mountain panorama, comprising the Mischabelhorner, Weisshorn, Bruneckhorn, Matterhorn, Dent Blanche, etc.

Descending amidst grand scenery, by a skilfully-constructed path on the side of the almost perpendicular rock, 1,800 feet in height, the most striking points of this spiral staircase being protected by parapets,

**Bad Leuk** (*or* **Loèche-les-Bains**) is reached (Hotels— see Appendix). There are 22 mineral springs, beneficial in cases of rheumatism and cutaneous disease. The bath house is a unique sight. Male and female patients sit up to their necks in one common bath, attired in fanciful flannel dresses. There

are small floating tables, at which the patients sip coffee or read the newspapers for hours together, amidst a lively din of conversation in all languages. Visitors are allowed to view this curious scene. In July, and August, and September, the baths are much frequented by French, Italian, and Swiss visitors. The cure occupies three weeks. Many charming excursions, with or without guides may be made.

The road to Leuk and Susten crosses the Dala and passes **Inden**. The route is very attractive, and presents fine views of the Dala ravine and opposite mountains, and of the Rhone Valley as far as Martigny.

At **Leuk**, where the culture of the vine commences, there is a fine old castle on an eminence. **Susten**, on the other side of the Rhone, is on the high road from Sierre to Brigue, an easy walk or drive from Leuk.

The above excursion can be made from Thun, instead of from Spiez, by joining the railway at Spiez, or by carriage drive, all the way to Kandersteg, 22½ miles. The route is the same in both cases, except that from Spiez the distance between Thun and Spiez (3½ miles) is saved.

## BÂLE TO BERNE.

(By railway, 66½ miles, in 2¼ to 4½ hours.)

Bâle to Olten, see p. 85, to Aarburg, see p. 85.

At Aarburg the line to Lucerne diverges to the south-east. Stations, *Rothrist, Murgenthal, Roggweyl, Langenthal, Butzberg*.

At **Herzogenbuchsee** (which is a junction with the line to Soleure or *Solothurn*, Bienne, Neuchâtel) the train generally waits from 10 to 15 minutes. Then follow stations *Riedwyl, Winiigen*.

**Burgdorf**, or *Berthoud*, where Pestalozzi introduced his educational system in 1798, which he removed to Yverdon in 1804. The town is pleasantly situated, well provided with public buildings, and carries on a good trade in cheese. It commands fine views of the Bernese Oberland. Railway from Burgdorf to Soleure, 13 miles (p. 178), and another, 14 miles, to Langnau (p. 174).

Continuing from Burgdorf to Berne the train passes stations *Lyssach, Hündelbank, Schönbühl, Zollikofen*, junction with branch line to Bienne (p. 161). Between Zollikofen and Berne

is the most interesting part of the railway journey, the chain of the Oberland being seen from end to end. The approach to Berne by way of the bridge across the Aare is very striking. (Berne, *see* p. 162.)

### BURGDORF, OR BERTHOUD, TO THUN.

(By railway, 26 miles in  $1\frac{1}{2}$  hours.)

Travellers proceed as far as *Musle Rüegsau* by the *Emmenthal* railway,  $4\frac{1}{2}$  miles, and the journey is continued by electric railway through the meadows and woods of the *Biglen-Thal*, and on to the head of the valley at *Walkringen*. Then beyond the large village of *Biglen* the train reaches a typical Swiss village at

**Gross-Höchstetten**, from which the **Wacht** (3,000 feet) may be visited for the sake of fine Alpine views, the summit being reached by a good path. Minor stations passed are *Konolfingen*, *Stalden*, and *Oberdiessbach*, whence the **Falkenfluh** can be ascended in  $2\frac{1}{2}$  hours. The remaining stations, of small importance, are *Brenzikofen*, *Heimberg*, *Steffisburg*, and then Thun (p. 154).

### BIENNE TO BERNE.

This journey is performed in about  $1\frac{1}{4}$  hours.

At **Brügg** cross the Zihl, and at **Busswil** cross the Aare, by a bridge 800 feet in length. The succeeding stations are *Lyss* (Aarberg, four miles south, with ancient castle of the Counts of Aarberg, etc.), *Suberg*, *Schüpfen*, *Münchenbuchsee*, and *Zollikofen*.

Zollikofen is the junction with the State Railway from Olten. At a short distance are the Fellenberg educational institutions at **Hofwyl**. Passing the lofty three-arched Bridge of Tiefenau, and the Castle of Reichenbach, where the hero of Laupen, Rudolph von Erlach, was murdered by his son-in-law, the railway next reaches the Drilling Ground, passes the new workmen's quarter, and crosses the Aare by a curious two-storied bridge into **Berne** (p. 162).



## BERNE.

(Hotels —see Appendix.) (Population, about 75,000.)

**Railway Station** to the west of the town at foot of the Grosse Schanze. Trains for Neuchatel, Paris, &c.; Interlaken, Lausanne, Geneva, &c.; Bâle, Zurich, &c.

**Post and Telegraph Office**, near the railway station, west part of town. Open 7.0 a.m. (winter 7.30) till 8 p.m.; Sundays 9 to 12 noon. Branch offices in the Kramgasse, Kornhaus, Beudenfeld, Kirchenfeld, Länggasse, Lorraine, Mattenhof, Nydeck.

**Omnibuses** run from the station to the principal hotels. Fare, 50 c.; extra charge for luggage.

**Cabs.**—Inside the town, for  $\frac{1}{4}$  hour, 1 or 2 persons 1 fr., 3 or 4 persons 1 fr. 50 c.;  $\frac{1}{2}$  hour, 1 fr. 50 c. and 2 fr.;  $\frac{3}{4}$  hour, 2 fr. and 2 fr. 50 c.; 1 hour, 2 fr. 50 c. and 3 fr.; each additional  $\frac{1}{4}$  hour, 60 or 75 c.; 1 hour, 2 and 3 fr. Luggage, per package, 20 c.; small articles free. From 10 p.m. to 6 a.m., double fares.

**Electric Tramways** from the Bears' Den to the Bubenberg-Platz, and thence to the Cemetery (fares, 10 to 20 c.); from the Bubenberg-Platz to Wabern (20 c.) and to the Länggasse (Bremgartenwald) (10 c.); and from the Burgernzielweg *via* the Kirchenfeld and Kornhaus Bridges and the Victoria-Platz to the Breitenrein. *Steam Tramway* from Helvetia Place to Muri, Gümlingen, and Worb (6 $\frac{1}{4}$  miles, in 33 minutes). Fares, 25 c., 35 c., and 70 c.; return, 40 c., 55 c., and 1 fr.

**Gurten Electric Railway.** Wabern to Gurtenkult in 10 minutes. Fares, ascent, 1 fr. 20 c.; descent, 60 c.; return, 1 fr. 50 c.

**Cable Railway,** Marzili-Bundesgasse, every five minutes, 10 c.

**Electric Lift,** Matte-Platform, continuous service from 6 a.m. to 9 p.m., 10 c.






**Baths.**—Public baths, Bubensceli. River baths (J. Schmid) in the Aare, at the Marzili. Ladies' bath at the Marzili. Warm baths at the Central Baths, Marktgasse 43, private and shower; Sommerist, shower, Turkish, and vapour.

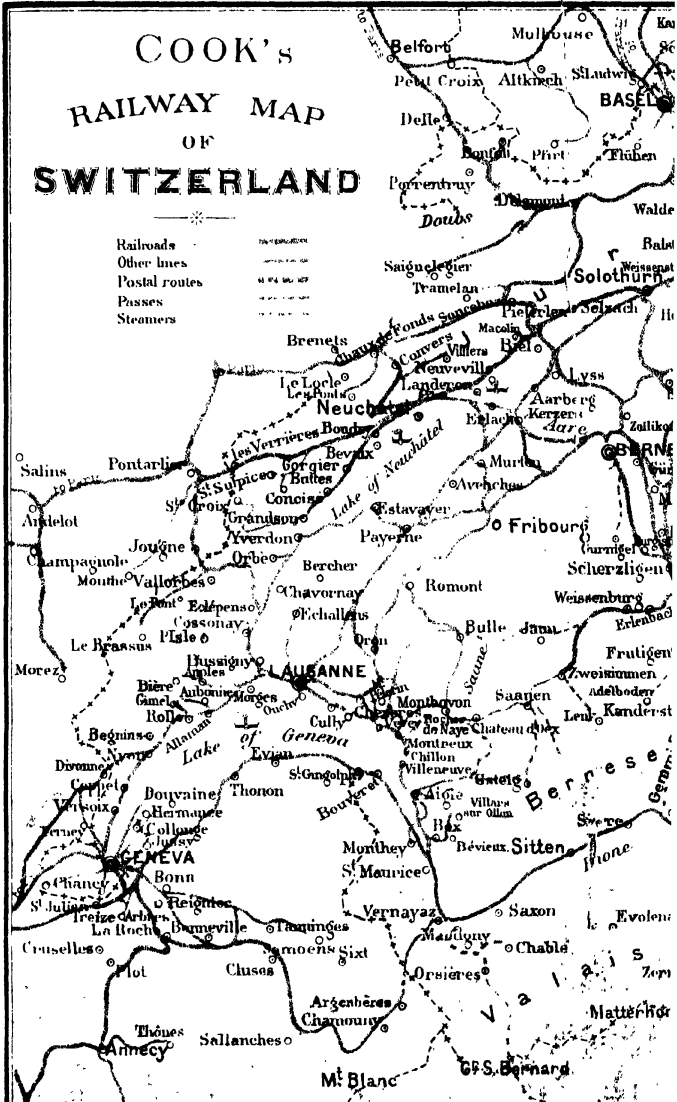
**British Embassy,** Feldeckweg 5.

**British Consul,** G. de Muralt.

**American Embassy,** Hirschengraben 6.

# COOK'S RAILWAY MAP OF SWITZERLAND

- Railroads 
- Other lines 
- Postal routes 
- Passes 
- Steamers 





**U.S. Consul, J. J. Roche; Vice and Deputy Consul, Leo. J. Frankenthal.**

**English Church Service** is held in the Hall of the Lerber Schule, Nägeligasse 2, at 10.30 a.m. and 5 p.m. during the summer season, and 4 p.m. in winter.

**English Physician, Dr. R. Max Walthard, M.R.C.S. (London), Pharmacie Studer, Bahnhof-Platz.**

Berthold, Duke of Zähringen, having occasion to overawe his refractory nobility, built a castle, around which a town sprang up; and this is said to have been the origin of Berne, deriving its name, its coat-of-arms, and the ubiquitous bear in its public places, from the fact of its founder having slain one of that species in the neighbourhood. The town was about a century old when Frederick II made it an imperial city. Consumed by fire in 1405, it arose from its ashes on a grander scale. Berne united itself with the Swiss Confederacy in 1352, and in 1849 became the Federal capital. Population, 71,750.

Berne occupies an elevated position 100 feet above the River Aare, which nearly surrounds the city. This river is itself 1,500 feet above the sea level at this point. The city is one of the most ancient in Europe, and at every turn the visitor is reminded of past ages. The main street, nearly a mile in length, extends from the Nydeck Bridge to the Porte de Morat; the smaller streets are mostly parallel to the main street, and connected by transverse streets and places, so that the town has a very regular appearance. The streets, being mostly built in one direction—from east to west—have the two sides respectively distinguished as the Côté du Soleil and the Côté de l'Ombre. The whole town slopes towards the Nydeck Bridge, the part below the Clock Tower being called the Lower Town, whilst above that structure lies the Upper Town. A stream from the upper end of the town runs through channels in the centre of the chief streets, only partially covered in. The fountains are numerous, and many of them beautiful; they form a striking ornament of the city. The houses are mostly of grey sandstone, with iron balconies, containing seats, usually covered with cushions of crimson, or some other bright colour. The houses, moreover, are generally so constructed as to form an arcade over the footway. In cold, snowy weather this has its advantages; but, as was found to be the case in the Regent Street Quadrant, the shops are rendered dull and gloomy. This leads to the almost universal practice in Berne of exposing the goods outside the shop; so that if you step in

to purchase an article, it is highly probable that you will have to step outside to select it.

Some handsome promenades, affording grand prospects of the surrounding country, have been formed on the site of the ancient fortifications of Berne.

On **Market-days** (Saturday and Tuesday) the streets of Berne are thronged with townspeople and peasantry. On Tuesday especially the scene is very lively. Pleasure as well as business is made a matter of importance. Few better opportunities could be found for studying the manners, costumes, etc., of the Swiss peasantry. Long drays, drawn by ponderous bullocks, and laden with farm produce, are passing continually. The stalls are innumerable; very conspicuous are those for the sale of cattle bells; for here all the sheep, goats, and cattle wear bells. Meanwhile, provisions of all kinds are being sold - eggs, poultry, game, vegetables; and the whole scene is one of busy interest and enjoyment.

The visitor will, of course, be struck with the shaggy animal which the good city of Berne so delights to honour. Bears figure prominently on the city arms, on the gates, and fountains, and other monuments. Modelled in clay, or more expensive materials, they abound in the shops; and besides all this, a few favoured specimens in the flesh are kept in a municipal bear pit (dating from 1857) near the Nydeck Bridge.

The principal street in Berne extends the whole length of the town, from east to west. It is known as the **Gerechtigkeitsgasse** in its eastern portion, and subsequently as the **Kramgasse**, **Marktgasse**, and **Spitalgasse**. The curious arcaded shops, and the fountains, towers, etc., combine to render this street very interesting. On market days (*see* above) it is the centre of Bernese life and enjoyment. Between the Spitalgasse and Marktgasse stands the

**Käfigthurm**, or Bird-cage Tower, now used for the Cantonal Archives. Between the Marktgasse and the Kramgasse, in the very centre of the city, stands the noted

**Clock Tower**. When the founder of the city reared this tower, it guarded the outer wall.

The following curious exhibition takes place whenever the clock strikes: At three minutes before the hour (noon is the best time) a cock crows and flaps his wings; presently some bears march in procession round an old man, and the cock crows again. Then a fool strikes the hour on the bell with a hammer, whilst the old man checks off the strokes with his

sceptre, and turns his hour-glass. A bear nods approval, and a final bout of cock-crowing ends the performance.

At the other end of the Kramgasse is the Zahringer Fountain, representing a bear holding a pennant, and fully equipped for battle, with sword, shield, helmet, and breastplate.

The **Fountains** of Berne are very numerous. The **Schützen-Brunnen** represents a Swiss archer and a young bear. But perhaps the most curious of these erections is the **Ogre Fountain**, near the Kornhaus. It is supposed to represent a Jew in the act of devouring a baby, with a number of little ones at his girdle and in his pockets, waiting their turn.

The Protestant **Cathedral** (of St. Vincent), or **Münster**, of Berne, is a handsome Gothic structure, constructed by the celebrated masters of the *Eusinger* family, according to the rules of the old Ulm school of architecture; it was begun in 1424, the old church, built on the same site in 1276, by the Knights of the Teutonic Order, having been found too small for the rapidly-increasing town. The building was nearly two centuries in course of construction. Its entire length is 292 feet, width 120 feet. The building covers an area of 26,000 square feet.

On entering the Cathedral (admission, 7 a.m. till 8 p.m., 20 c.), the tariff of charges is seen clearly written in German, French, and English. The **interior** is grand and striking in its simplicity.

The **Tower**, 360 feet high, was left unfinished for a long time at a height of 210 feet, but was completed in 1896. The tower commands a fine view from the gallery; the entrance is by a door on the west of the chief portal. Admission to the first open gallery, 20 c.; to the second an additional 50 c. There are 9 bells, the largest weighing over 13 tons.

The **Choir**, 85 feet long, 37 feet wide, and 74 feet high, the arches of which, with the exception of the sculpture, were made by the well-known poet and painter, Nicholas Manuel, in 1517, is remarkable on account of its *stained windows*. The central window, representing the Passion, and the three windows on the left, with illustrations from the so-called Bible for the poor, the story of the Three Wise Men from the East, and the ciborium were made towards the end of the fifteenth and the beginning of the sixteenth centuries.

The two windows on the right are the work of the clever glass and heraldic painter, Dr. Stantz, of Berne, in 1867. There

are some beautiful carvings of prophets and apostles on the choir stalls.

The varied parts of the delicately-traced parapet of the roof are the most striking of the exterior beauties of the edifice. The sculpture on the west portal represents the Last Judgment, also a number of prophets and apostles. Opposite the entrance is a fine **bronze statue** of Rudolph von Erlach, with the inevitable bears at the corners of the pedestal.

The **Organ** is one of the finest in Europe, with 66 registers and 5,000 pipes, and should, by all means, be heard, if possible. It is played during the summer season on Mondays, Tuesdays, Wednesdays, and Fridays at 8.30 p.m., 1 fr. being charged for admission.

There are two **monuments** of historical interest in the Cathedral one of the founder of the city, the Duke of Zähringen; and another to Friedrich von Steiger, and those who fell with him fighting the French at Grauholz in 1798. The exquisite **marble group** representing the Entombment of Christ has under it an inscription to the following effect: "To all those Bernese who fell in the battle of 1798 for God and Fatherland, this statue of the Greatest of all Sacrifices is devoted as an everlasting memorial." On the adjacent walls are tablets with the names of the 18 officers and 683 soldiers who perished on that occasion.

The **Münster Platz**, or Cathedral Terrace, planted with shady chestnut groves, is a deservedly favourite promenade with both residents and visitors. On one side it is supported by a stone wall, rising almost perpendicularly from the bank of the Aare, 108 feet below. An inscription on the parapet sets forth how, in 1654, a horse ridden by a young student was frightened by some children, and dashed over the precipice. The horse was killed, the rider only damaged; he recovered, and became pastor of Kerzerz. A bronze statue of Berthold von Zähringen stands on the terrace. The view of the Oberland scenery from this terrace baffles description. The Wetterhorn, Schreckhorn, Finsteraarhorn, Eiger, Mönch, Jungfrau, Blümlisalp, and other peaks, are conspicuous features of the scene. Especially wondrous is the prospect when lit up with the *Alpenglühchen* that marvellous glow which rests on the mountains just after sunset, as if the reflection of a huge conflagration shone on them.

Behind the Kornhaus, in the Zeughausgasse, is the oldest building in the town, dating from about 1270, the **Dominican**

or **French Church**. Contains some old frescoes. For admission, apply to 22 Marktgasse.

There is an **Old Catholic Church** in Berne, but the interior is uninteresting, and there are iron gates to prevent the visitor from walking round to inspect what little there is to see. It belongs to the Old Catholics, and is situated next to the Hotel de la Ville.

The finest buildings in Berne are the

**Bundeshaus, or Federal Palace.** This magnificent edifice, 874 feet long by 170 feet broad, in the Florentine-Renaissance style, consists of three buildings connected with each other :—

(1) The Western Wing, built in 1852-57, contains the Session Halls of the Federal Council, the National Council, and State Council temporarily ;

(2) The Central Building, called the House of Parliament, with rich statues and ornamental pillars, the whole edifice crowned by an imposing cupola surmounted with a gilt Federal cross. Two deputies from each of the 22 cantons form the Upper House or Senate, whilst the House of Representatives is much larger, its members being returned by the cantons in proportion to their population. The debates, which usually take place in March, June, and December, are open to the public ; and

(3) The Eastern Wing, completed in 1892, similar in style and dimensions to the Western Wing, contains the Military, Commercial, and Agricultural Departments.

The Boulevard opens out in a line with the Belle Vue Hotel.

In front of the Bundeshaus a fountain will be noticed, with a statue representing Berne. At the back is a **terrace**, affording a mountain view even finer than the prospect from the Münster Platz. The highest mountain (to the eye), on the left, is the Wetterhorn (12,150 feet). Standing alone, a little more to the right, is the Schreckhorn (13,385 feet). Still further to the right, at the end of a group, sharp and rugged, is the Finsteraarhorn (14,025 feet). Then follows the stupendous mass of the Eiger, Mönch, and Jungfrau.

Cable tramway on the west side of the terrace to the Marzili quarter. Cars every five minutes ; fare, 10 c.

The **Museum of Fine Arts**, or the **Kunst Museum**, is in the Waisenhaus-Strasse, open on Sundays from 10.30 to 12 and 1 to 4 ; other days from 9 to 12 and 1 to 5. Admission,



$\frac{1}{2}$  fr. each person. Free on Sundays and Tuesdays. Catalogue, 50 c.

The following is a list of the principal pictures, but many of them, being lent by their owners, are liable to be removed at any time :-

The Flight into Egypt	...	...	...	<i>Albani.</i>
Madonna and Child	...	...	...	<i>Barbieri.</i>
Dutch Landscape	...	...	...	<i>Both.</i>
The Alchemist	...	...	...	<i>Brekelenkamp.</i>
The Walpurgis Night	...	...	...	<i>P. Breughel.</i>
Portraits	...	...	...	<i>Düntz.</i>
A Sketch	...	...	...	<i>J. Jordaens.</i>
The Triumph of Mars	...	...	...	<i>Rubens (copy).</i>
The Last Judgment	...	...	...	<i>Ibid.</i>
Allegorical Tableau	...	...	...	<i>Werner.</i>
Justice Crowning Virtue and Condemning Vice	...	...	...	<i>Ibid.</i>
Battle of Morgarten (p. 74)	...	...	...	<i>Volmar.</i>
Hoheweg at Interlaken (p. 145)	...	...	...	<i>König.</i>
The Reichenbach (p. 128)...	...	...	...	<i>G. Volmar.</i>
Landscape	...	...	...	<i>Wüst</i>
Battle of Morat	...	...	...	<i>K. Rieter.</i>
David with the Head of Goliath	...	...	...	<i>Imhof.</i>
Monument of Madame Langhaus at Hindelbank (p. 160)	...	...	...	<i>Sonnenschein.</i>
Infant Sleeping	...	...	...	<i>Ibid.</i>
Collection of Swiss Costumes	...	...	...	<i>Reinhardt.</i>
Mont Cervin	...	...	...	<i>J. Meyer.</i>
Jungfrau and Valley of Lauterbrunnen	..	...	...	<i>G. Lory.</i>
Portal of Berne Cathedral	...	...	...	<i>Löhner.</i>
Group of Cats	...	...	...	<i>G. Mind.</i>
Arch of Constantine, Rome	...	...	...	<i>Sonnenschein.</i>
Statuette. The Foundation of the Swiss Confederation	...	...	...	<i>Dorer.</i>
The Last Day of the Ancient Republic of Berne	...	...	...	<i>Walthard.</i>
The Cascades at Terni	...	...	...	<i>Bonstetten.</i>
Falls of the Giessbach (p. 142)	...	...	...	<i>R. Volmar.</i>
John Huss bidding adieu to his Friends	...	...	...	<i>Pixis.</i>
Episode in the Battle of Morat	...	...	...	<i>Girardet.</i>
View near Berne	...	...	...	<i>Dalton.</i>
Lake of Brienz. A Spring Morning	...	...	...	<i>Veillon.</i>

Falls of Schmadribach (p. 135) ... ..	<i>Sueli.</i>
Elijah in the Desert ... ..	<i>Geyer.</i>
Valley of Lauterbrunnen (p. 135) ... ..	<i>Diday.</i>
Chalet in the Bernese Oberland ... ..	<i>Ibid.</i>
The Dying Husband... ..	<i>Meuron.</i>
View near the Handeck (p. 137) ... ..	<i>Calame.</i>
Cascade near Meiringen ... ..	<i>Ibid.</i>
Mountain Scene. Canton of Glarus ... ..	<i>Steffen.</i>
Landscape near Geneva ... ..	<i>George.</i>
Villa Pamfili, Rome ... ..	<i>Meyer.</i>
The School Examination ... ..	<i>Anker.</i>
The Little Friend ... ..	<i>Ibid.</i>
Maternal Solitude... ..	<i>Schimon.</i>
Saying Grace ... ..	<i>Vautier.</i>
View in Rotterdam... ..	<i>Ulrich.</i>
Rebecca ... ..	<i>Imhof.</i>

On the ground floor to the left are two rooms containing sculptures, casts, and bronzes, and to the right a room with stained glass of the fifteenth century.

The **Natural History Museum** is in the Waisenhausstrasse, opposite the Museum of Fine Arts. Open on Sundays from 10.30 to 12.30 and 2 to 4; other days from 8 to 6; winter 9 to 4. Saturdays and Tuesdays, 2 to 4, free. Admission  $\frac{1}{2}$  fr. The Museum abounds in stuffed bears of all sizes and ages, and also contains many other animals, including specimens of the rare lynx and steinbock, a gigantic wild boar, chamois with three horns, etc. Very interesting is the noted *Barry*, the dog that saved 15 lives during his career at St. Bernard. In the ornithological department, the Lämmergeier (king of Swiss birds) is especially noticeable. There is a very complete exhibition of Swiss geological specimens, fossils, etc., with plans in relief, and a splendid collection of black crystals.

In the Kirchenfeld quarter is the

**Museum of Antiquities, or Bernese Historical Museum**, consisting of a very interesting collection of tapestries, ancient ecclesiastical vestments, armour, stained glass, etc. Open daily in summer from 8 to 12, and 1 to 6; winter, 9 to 12 and 1 to 5, 50 c. On Sundays, Tuesdays, and Saturdays, free. Sundays, 10.30 to 12 and 2 to 4; Tuesdays and Saturdays, 2 to 4.

This imposing building, completed in 1894 in the mediæval

Swiss style of architecture, contains several most interesting collections. On the

**Ground Floor** are models of Early Swiss Rooms, old printed books, old chairs and sledges, and iron articles. On the

**Middle Floor**, a Roman pavement, and a bronze statuette of Adrian van Bubenberg, the defender of Morat. To the right the Archaeological Collection, interesting remains of the lake dwellings, flint, bronze, and iron implements, Roman antiquities, etc. On the left is the Ethnographical Collection, containing specimens from all parts of the globe. On the

**Upper Floor**, in six rooms, will be seen Burgundy and Netherlands tapestries, weapons, stained glass, embroideries, costumes, the silver-gilt cups of the Bernese Guilds, masterpieces of the ancient goldsmiths' craft, old porcelain, carvings, glass, seals, ecclesiastical antiquities, and the Swiss *Schutz-custube*, containing a collection of rifles and uniforms.

On the south-west side of the Kirchenfeld is the new

**Swiss National Library**, open on week days 10 to 12, and 2 to 7.

The old **University** building, founded in 1834, is on the south side of the Police Station, and is the site of the new Town Casino to be built at a cost of 2,000,000 fr. It is a State Institution, the most frequented in Switzerland, with nearly 1,200 students. In addition to the usual faculties there is a Veterinary School, and new buildings are being erected in the Grosse Schanze for Medical and Natural Science departments. On the other side is the

**Town Library**, in the Kesslrgasse, containing 130,000 volumes, amongst which Histories of Switzerland abound. Open 10 to 12 and 2 to 5 (winter 2 to 4). The **Meat and Butter Market** occupy the space below the building.

The **University Library**, near the old University building in the Herrengasse, contains a rich collection of works of science and belles lettres. Open 10 to 12 and 2 to 7.

Near the Helvetiaplatz is the new

**Federal Library**, founded in 1895, and already possessing about 120,000 volumes, maps and printed matter concerning Switzerland. Open free. The excellent reading rooms are open every week-day 10 to 12 and 2 to 7; until 5 p.m. on Saturdays. The

**Federal Archives** are kept in the same building.

At the end of the street leading northward from the Clock Tower is the

**Zeughaus**, or Military Arsenal. Many of its chief curiosities were taken away by the French, but sufficient remain to make a visit interesting. Some may find it pleasing to contemplate the axes warranted to have cut off a hundred heads each. Here also are the halters prepared for the Swiss by Charles the Bold, and ancient specimens of arms and armour.

At No. 17 Zeughausgasse (opposite the French Church), called the "Ausser Standesrathhaus," is a new **Alpine Museum**, opened in June, 1905. Admission 50 c. In this building, a former town hall, the International Postal Union was founded in October, 1874.

There are many charitable institutions in Berne, of which the administration and efficacy are well spoken. The **Bürger-Spital** or City Hospital, near the Railway Station, bears the inscription, "Christo in pauperibus" (To Christ in his poor). The **Waisenhaus**, or Orphan Asylum, is near the hospital. A new **Maternal Hospital**, near the Observatory, has also been erected.

The **Kornhaus** is a fine building near the Arsenal, used till 1830 as a storehouse in case of famine, now fitted up as an industrial School, and on the upper floor is the cantonal **Industrial Museum**, open week days, except Mondays, 9 to 12 and 2 to 5; Saturdays, 10 to 12, free. Library and Reading Room. An immense shield is conspicuous on the wall, supported (of course) by bears. The basement contains a famous restaurant, Kornhaus Keller, in which there is a gigantic cask.

Near the Kornhaus is the new **Theatre**, to the south of the Kornhaus Bridge, opened at the end of 1903, one of the best-arranged theatres in Switzerland, accommodating 2,000 persons.

The **Rathhaus**, or Town Hall, on the Rathhausplatz near the old Catholic Church, was erected in 1404-1416, restored in 1862. It has a fine flight of steps, and a remarkable frieze. The Government Council Room is very elegant, with beautiful wood carvings, and stained glass window. Adjoining is the State Chancellery. To be visited on application to the porter.

The immense **Zuchthaus** (Prison and Penitentiary) and the **Post Office** are a little to the north of the Railway Station.

There are several bridges across the Aare, and in order to accommodate the new quarter of the town of Berne, which

is rapidly rising into importance, a magnificent new one was opened in 1883, called the **Kirchenfeldbrücke**, the height of which is about 115 feet, and the length about 750 feet. The views of the town and mountains are exceedingly good.

The **Nydeck Bridge** is at the extreme eastern end of the main street of the town. From this bridge the town is seen spreading out like a fan or the tail of a bird, as far as the gates of Morat and Aarberg. The structure, 900 feet in length, consists of three arches, crossing the river Aare at an altitude of 100 feet.

After crossing the bridge, we come upon the

**Bärengraben**, or Bear Pits, opposite to the old road leading to the Tower and Bridge of the Porte d'en Bas. In these pits a few bears are kept at the expense of the State - shuffling about after the manner of bears in captivity, and swallowing the donations of visitors. Several years ago an English officer fell into one of the pits, whilst attempting to cross the wall between, and was killed before he could be rescued.

After leaving the bridge and the bears' den, the turning to left leads to the

**Cavalry Barracks and Military School.** From 150 to 200 horses are kept here. Visitors can always get leave to inspect the stables.

Berne is well provided with good hotels, concerts, open-air concerts, theatres, restaurants, and garden restaurants, public gardens, hospitals, and schools of every possible description.

These, then, are the chief points of interest in the city of Berne, claiming such notice from the passing visitor as his time permits. If able to sojourn awhile in the town, so much the better. Its local attractions and glorious surroundings can then be more fully appreciated and enjoyed. The immediate environs are truly delightful, excursions to many renowned localities can be readily made, and it is *en route* to everywhere. Crossing the magnificent railway bridge, we find the slopes of the Aare charmingly utilised as **Botanical Gardens**. About half a mile further on is the

**Kursaal Schanzli**, a favourite place of resort in the summer season, where refreshments can be obtained, and musical entertainments enjoyed. The view is magnificent, including the roofs and spires of Berne, and the far-spreading glories of the Oberland and Stockhorn Alps.

A quarter of an hour's walk northward from the Railway Station, through the Aarberg Gate, conducts to the

**Enge**, a high rocky peninsula, forming a pleasant promenade, and a good point of view. Continuing by a charming forest path through the **Engewald**, we reach the castle of Reichenbach. Here dwelt Rudolph von Erlach, who led the Bernese to victory over the Burgundians at Laupen, in 1399. Here also the same hero was murdered by his daughter's husband, whose debts he had refused to pay.

The Bremgarten woods (pretty walks and drives) are in the neighbourhood.

Another noted position from whence to obtain fine views is the long hill to the south of the town, called the

**Gurten**, on the summit of which is an hotel pension, and restaurant (*see* Appendix). The panorama visible from this point is 100 miles in extent, including portions of the Oberland, Stockhorn, Freiburg, and Jura mountains, and portions of the Lake of Neuchâtel. Electric tramway from the Bubenbergplatz to Wabern; then electric cable railway. Ascent, 1 fr. 20 c., descent, 60 c.; return, 1 fr. 50 c.

The **Gurnigel Bad** is a very favourite health resort about 15 miles from Berne, and can be reached by railway. The road passes by *Wabern*, *Kehrsatz*, and *Toffen*, with views of the Bernese Alps. Further on are the villages of *Kirchenthurnen*, *Riggisburg*, and *Ruti*, then a steep drive through the *Laswald* to Gurnigel Bad. The springs are rich in lime and sulphur, and at the Baths the Hotel-Pension, with accommodation for over 400 guests at very moderate charges for board, was burned down in 1902 (since rebuilt). From Gurnigel over the *Gautrisch* the baths of Weissenburg (p. 156) can be reached in six hours.

A glance at the map will show that from the position of Berne, and the facilities for railway travelling in several directions, it is very easy for sojourners in the town to make excursions to a great number of places. These will be mentioned in connection with the routes to or from Berne. It will only be necessary for the visitor to find Morat, Laupen, Lindelbank, Fribourg, or whatever place he wishes, in the Index, and its connection with Berne, and its local attractions will be readily seen.

Berne to Thun and Interlaken, or *vice versa* (p. 154).

Berne by Herzogenbuchsee and Olten to Bâle (p. 160).

Berne to Bienne, Neuchâtel, etc. (pp. 161, 181).

Berne to Fribourg and Lausanne, etc. (p. 175).

Berne *via* Thun to Leuk, by the Gemmi Pass (p. 158).

## BERNE TO LANGNAU, ESCHOLZMATT, AND LUCERNE.

(By railway, 60 miles, in 2¼ to 4 hours.)

Berne to Gümlingen junction, on the Berne and Thun Railway. (Change for Thun.)

From *Gümlingen* the rail passes, with good views of the Stockhorn chain on the right, to the thriving industrial village of *Worb*, with its old castle, and thence by stations *Tägertschi* and *Konolfingen*, and round the base of the Hornberg, to *Zaziwil Bowil*, a prosperous place. At *Signau* there is a ruined castle above the pleasing village. Passing *Emmenmatt*, and crossing the Emme and the Iflis, *Langnau* is reached.

**Langnau** is the chief town in the Emme Thal, an industrious and prosperous valley, some 30 miles by 12 in dimensions, and famous for its widely exported cheese, its lovely green pastures, its picturesque wooden houses, and its fine cattle. Population, 8,700. (Railway to Burgdorf, p. 161.)

After leaving Langnau, the next important station is **Escholzmatt**, a rambling little town, the first in the Entlebuch. A summer resort, from which the ascent of the **Beichlen** (5,800 feet), and other excursions can be made. The line enters the valley of the *Weisse Emme*, to

**Schüpfheim**, with *Kurhaus* and a chalybeate spring containing iodine; diligence twice daily to Heiligkreuz, the chief village of the valley (was destroyed by fire in 1820, and since rebuilt). Many pleasant excursions may be made from here. By diligence or carriage, through the charming valley of the *Waldemme*, can be reached in two hours the pretty village of Fluhli, with sulphur spring. The health resort on the See-*wenalp* See, with extensive views of the Bernese Alps, can be visited in three hours— to Sarnen (p. 124), three hours more. The *Brienzer Rothhorn* (7,713 feet) may be ascended in three hours by an easy path (p. 140). The villagers in the neighbourhood are celebrated for their strength and skill in the national wrestling matches. So also are the people of

**Entlebuch**, on the east side of the wooded valley of the same name, a village charmingly situated at the foot of the

Bramegg, and having on the west the **Napf**, from the summit of which are views of great extent. Here the two torrents, the Emme and the Entle, unite, and add much to the picturesqueness of the place (Hotel—*see* Appendix).

Beyond **Wohlhusen**, or Wohlhausen, the line takes a sharp curve round the base of the Bramegg to *Malters* and *Littau*, after leaving which station a short run brings the traveller to **Lucerne** (p. 87).

### BERNE TO LAUSANNE (BY FRIBOURG).

(Railway, 61 miles - from 2 to 5 hours.)

The journey is made through a fine open country, abounding with charming landscapes. Passing *Bumplitz* and *Thörishaus*, and crossing the Sense river, we arrive at *Flamatt*.

*From Flamatt a diligence runs thrice daily in 50 minutes to Laupen (five miles), where the Burgundians and their allies were defeated by the Swiss, under Erlach, in 1399. The commemorative tower was erected in 1853.*

Then stations *Schmitten*, *Föllistorf*, and *Guin*, after which the Sarine is crossed on a viaduct, 100 feet above the water, and beyond *Balliswyl* the train crosses the gorge of the Saane by the great viaduct, 250 feet in height, and 1,094 feet from one abutment to the other. Fribourg comes into view.

The station for Fribourg is at some distance from the town. Omnibuses await the arrival of passengers. On approaching by the Suspension Bridge the view is exceedingly picturesque. The town, with its romantic medley of quaint houses, and towers and battlements, and gateways, is finely situated on a steep eminence above the Sarine Valley, and forms a more imposing spectacle when viewed from a little distance than when closely explored.

### FRIBOURG.

(Hotels—*see* Appendix.)

This town is the capital of the canton of the same name, containing a population of 17,300, of whom about 1,200 are Protestants. It was founded by Duke Berthold von Zahringen in 1175. It is a curious town, outwardly and inwardly. Go to



the upper part of the town, and everybody and everything is French; to the lower part of the town, and everybody and everything is German. It is a very hilly town; the streets are steep, and built one above the other; so that in one part the upper street is carried on arches of stone over the roofs of the houses in the street below.

There are three things which *must* be seen in Fribourg, and many more which may if time permit. First, an **old lime-tree**, 14 feet in circumference, its branches supported on stone pillars. It faces the Town Hall and Council Hall; and as the old tree is fruitful in bearing a good story, sit down beside it and read the following:—

“When the memorable Battle of Morat was being fought, the townspeople of Fribourg stood in the square anxiously waiting for tidings of how the day sped. There was one young fellow in the battle who remembered that the hearts of many of his friends and fellow citizens were beating painfully in that time of suspense, and, as soon as the contest was over, he ran from the field of blood, jaded and fatigued though he was, to bear to them the joyful tidings that the Swiss had been victorious. Away he sped over hill and dale, and sliding down a rocky slope, he grasped a twig which would not bear his weight, but came out by the roots. Rising from the fall, on and on he sped, till he reached the square of Fribourg, where the old men and maidens, invalids and women, were standing with pale faces and clasped hands, waiting his approach. Breathless and exhausted, the blood flowing from the wounds he had received on the field of battle, he could only raise his voice to shout out the word ‘Victory!’ and fell dead in their midst. The twig, which he still clutched in his hand, was planted on the spot where he fell; and now that fine old lime-tree stands there as a beautiful memento of the love and courage of that gallant young soldier and the victory of Morat.” This happened in 1481.

Then the **Cathedral**, or Church of St. Nicholas, a Gothic building, dating from 1285-1500, with a fine tower 280 feet in height. The visitor will be struck with the remarkable bas-relief over the entrance, “The Last Judgment”—an angel weighing mankind *in batches*, devils carting off the condemned, etc., etc. The **organ** is one of the finest in the world; there are two performances upon it each day, and a pleasant hour may be spent here in listening to its strange and marvellous

music, when some wonderful wind and storm effects are introduced by the organist. The bust under the instrument is that of *Mloys Mooser*, the builder. The organ has 67 stops and 2,800 pipes, some of them being no less than 32 feet in height. Performances in summer at 1.30 p.m. and 8 p.m.; admission, 1 fr. Special concerts, 12 fr. for 12 persons, or if more than 12, then 1 fr. per person.

Third, the **Suspension Bridge** thrown across the Sarine, a small river, which runs through, or rather below, the city, so that the principal streets are 200 feet and 300 feet above it. This suspension bridge, one of the longest in Europe, has a span of 810 feet, and as you stand in the centre of it, looking down into the wild rocky ravine, you have one of the most striking views that can be seen. This bridge was completed in 1834, at a cost of nearly £24,000. It is light and elegant, and yet amazingly strong.

Across the **Gotteron** ravine is another bridge, 746 feet long and 245 feet above the water; it is fastened into the solid rock, but looks, from its slight and delicate make, like a mere chain thrown from one side to the other of the gorge.

Amongst the other objects of interest in Fribourg we may enumerate the

**Post Office**, a handsome new building (1901), which includes the telegraph and telephone offices, the industrial and other museums, and library; the **Cantonal School**, which, previously opened in 1818, was a Pensionnat for 400 pupils, taught by the Jesuit fraternity. The **Lycée** next to the School contains the valuable **Cantonal Museum** and **Picture Gallery**, well worth a visit. The **Jesuit Convent**, suppressed in 1847, was founded by Father Canisius in 1584. The **Roman Catholic University**; the **New Natural History Museum**; the **Rathhaus**, with its curious clock tower; the statue of the Monk Gerard; the very perfect remains of ancient fortifications; and the general construction and architecture of the city.

Electric tramway from the station to the Suspension Bridge, and to Pérolles.

Funicular (cable) tramway between the upper and lower town, 10 c.

Fribourg to Yverdon, 31 miles; railway in two hours (p. 188).

Fribourg to Morat (p. 181); by electric rail, 14 miles in three-quarters of an hour.

Leaving Fribourg by the railway, we see Mont Moléson on

the left across the Sarine. Then stations *Villaz sur Glâne*, *Matran*, *Rosé*, *Neyruz*, *Cottens*, *Chérens*, *Villaz-St. Pierre*, and **Romont**. The town (population 2,100), picturesque situated overlooking the *Glâne*, is 2,230 feet above the level of the sea. There is an old castle here, dating from the tenth century, including in its construction an adapted Round Tower, similar to those seen in Ireland. Another Round Tower stands isolated outside the town. The Church was erected in the thirteenth century.

*At Romont is the junction for the branch line to Bulle (12 miles), the chief town of the Gruyère cheese district, to which an interesting excursion may be made, the mountains and valleys forming very pretty views. The village of Gruyères (Hotel—see Appendix), with its ninth century castle, is about two miles from Bulle, situated on a steep hill near Le Pasquier, the second station on the electric railway from Bulle to Château d'Œ. 17½ miles (p. 157).*

The next station after passing Romont—and, if the day is fine, catching a glimpse of the head of Mont Blanc—is *Sivirie*. Then *Vauderens*, *Oron*, *Palézieux* (electric tramway to Châtel St Denis), and **Chexbres** (Hotel—see Appendix), a large village (English Church Service in summer). *Hence a short line carries passengers to Vevey in about half an hour (see p. 224); fare, 1/1.* Leaving Chexbres, the train darts through a tunnel, after which a splendid view is obtained of the Lake of Geneva. *Grandvaux* and *La Conversion* (for Lutry) come next, and then, passing the line from Geneva, the train enters Lausanne (see p. 217).

Lausanne to Geneva (p. 188). Lausanne to Villeneuve (p. 191).

## BÂLE TO SOLEURE, NEUCHÂTEL, LAUSANNE AND GENEVA.

The direct route abounds in picturesque scenery. Another route is *via* Herzogenbuchsee.

From Bâle to Olten (see p. 85).

Beyond Olten the train turns to the right from the Bern-Lucerne line, follows the Valley of the Durnern, passing several small stations, to

**Oensingen** (branch line to Balsthal), on to Wangen, and crosses the Aare and the Emme; then, as Soleure is approached the Hotel on the Weissenstein becomes conspicuous.

**Soleure** (population, 10,860), in German *Solothurn*, is bright, clean town, the capital of the canton. It is a quaint

interesting place, of Roman origin; for, under its name of *Colodurum*, it was a flourishing colony in very early days. It was once a strong fortress; its ramparts (turned into boulevards) form an agreeable promenade (Hotel—see Appendix). Fountains and statues abound. The **Cathedral**, or St. Ursus-Church, dates from 1762, when it replaced an earlier erection of the eleventh century. Gideon wringing out the Fleece, and Moses striking the Rock, form two striking fountains on either side of the flight of steps leading to the façade. St. Ursus was one of the Theban Legion.

The **Arsenal**, near at hand, contains a good show of French, Austrian, and Burgundian standards and armour, some of which are for sale. It is the best collection of the kind in Switzerland. The most ancient building in Soleure is the

**Clock Tower**, a rough pile of masonry, bearing an inscription assigning its erection to the fifth century B.C. It is, however, believed to be of Burgundian origin. At the striking of the clock there is a performance of automatic figures similar to that of Berne. Amongst the other sights of Soleure we may note the

**Jesuits' Church**, with a Crucifixion by *Holbein* (1552), the Roman antiquities in the

**Hotel de Ville** and in the **Town Library** containing 3,000 volumes, the

**Museum**, built in 1898-1900, containing on the

**Ground Floor**, the Natural History Collection of 1,700 fossils from the Jura, etc., and the Archaeological Collection of prehistoric and Roman antiquities found in the neighbourhood.

The **First Floor** contains a small Picture Gallery with some good examples, a fine Madonna by *Holbein, jun.*, among the number. There is also a collection of coins, stained glass, and miniatures of the Burgundian period, and a Geographical Collection. Admission, daily, 9 to 12, and 1 to 5, 50 c.; Sunday, 9 to 12, free; catalogue, 50 c.

The **Franciscan Church**, which possesses a picture by *Raphael*.

At No. 5 in the Bieler-Strasse is the house where the Polish patriot, Kosciuszko, died in exile in 1811.

Among other charming walks in the vicinity of Soleure we may note that to the

**Hermitage of St. Verena**, a pious maiden, who accompanied the Theban Legion. The path lies through the pretty

ravine known as the St. Verenathal. Near the village of **St. Nicholas** is the Hermitage where the saint resisted the devil, à la St. Dunstan, on one occasion only escaping being carried off by clinging tightly to the rock. The marks of his finger nails are still shown. In the vicinity is the **Wengistein**, one of those immense granite boulders frequently seen on the Jura slopes, a memorial of the glacial epoch.

But the chief attraction of Soleure to tourists is the

**Weissenstein**, which rises to the height of 4,223 feet, eight miles to the north of Soleure. The view is more extensive than from the Rigi. The town of Soleure, the valley of the Aare, and the lakes of Neuchâtel, Biemme, and Morat, and a vast assemblage of mountains, including Mont Blanc, and the Jungfrau, the Schreckhorn, the Wetterhorn, the Titlis, and the Rigi, are comprised in the scene. The **ascent** of the Weissenstein is perfectly easy, either by the long winding road or by a steep path through the woods. Carriages pass to and fro several times a day; for, as the pension at the summit is town property, every facility is afforded for reaching it. At this pension the Swiss air cure and whey-cure are to be experienced in perfection, and all around are ample opportunities for pleasure walks and rides.

The **Röthi** (4,587 feet) and the **Hasenmatt** (4,754 feet), in the vicinity, afford views as extensive as those from the Weissenstein.

(*Soleure to Burgdorf by the Emmenthal Railway, 13 miles. Soleure to Lyss, Morat, and Lausanne by rail, 78 miles.*)

Leaving Soleure, the railway runs between the River Aare and the Jura Mountains, and passes the stations of *Selzach* (Passion plays performed every third year, 1907, 1910, &c., in a theatre built 1893, seating 1,200 persons, Hotel—see Appendix), *Grenchen*, *Langnau*, *Pieterlen*, and *Mett-Bözingen* to Biemme (Germ., *Biel*).

**Bienne** (junction, station buffet), a thriving town of 23,000 inhabitants, was a free and independent town from 1250 to 1798 (Hotels—see Appendix). A wire-rope railway, return fare 1½ fr., ascends in 20 minutes to the

**Kurhaus of Macolin** (2,960 feet), splendidly situated on the slopes of the **Jura**. Another wire-rope railway, opened in 1898, ascends in eight minutes from Biemme to

**Evilard**, where excursions through pine woods can be enjoyed; return fare, 65 c. Tramway to *Nidau*, also to *Boujean*

Bienne is the seat of the West Swiss Technical Institute, and has many watch factories. The

**Schwab Museum** has an interesting collection of Lacustrine antiquities, Roman weapons, coins, etc. Admission, 1 fr. ; free on Sunday and Thursday, 2 to 4.

English Church Service in summer (Hotels--see Appendix).

Leaving the town to the south-east, some beautiful avenues are passed, and the

**Lake of Bienna** (Germ., *Bieler-See*) is reached. This is a miniature affair in comparison with the more celebrated Swiss lakes, being only about 10 miles in length by 2 in breadth. From **Neuveville** (Germ., *Neuenstadt*), or, indeed, from any village on its banks, a boat can be hired to the small island of **St. Pierre**. Hither, in misanthropic mood, came J. J. Rousseau in 1765, after being ejected from Paris and stoned by the street boys of Motiers. Of the peace and tranquillity of this island home he has written enthusiastically. The room occupied by him in the little inn is still preserved as he left it, except that tourists innumerable have scrawled their names all over it.

[From Bienna, Bâle may be reached by a romantic journey through the defiles of the *Val Moutier* (Germ., *Münster-Thal*) via Sonceboz (junction for St.-Imier, La Chaux de-Fonds, and Le Locle, see pp. 185, 186), Tavannes, Moutier, Delémont, Laufen. *Bienna to Berne, railway 21 miles, in an hour.*]

The train to Neuchâtel runs along the north-west coast of the lake, stopping at *Douanne* and *Neuveville*, the last town in Canton Berne, the first where French is spoken. From the latter station, on the right, is seen the **Chasseral**, rising in three terraces to the height of 5,800 feet. The view from the summit embraces a considerable extent of Switzerland, the Black Forest, the Vosges, and the Alps.

The stations of *Landeron*, *Cressier*, *Cornaux*, and *St. Blaise* are successively passed, and then the

**Lake of Neuchâtel** comes into view. This lake is 25 miles in length by 5 miles in breadth, and covers an area of 90 square miles. It is connected with the lakes of **Bienna** and **Morat** by canals, lowering the surfaces of the lakes 7 feet. A steam-boat runs twice daily from the Lake of Neuchâtel to Estavayer or **Yverdon** (p. 188), also four times daily, in two hours, to

**Morat** a thriving town with arcaded streets, famous for the great battle and victory of June 22nd, 1476, when the Burgundians are said to have left 12,000 men dead on the field. The lake is  $5\frac{1}{2}$  miles long and 2 miles broad. The

country between these three lakes, being subject to inundations, has been drained at an immense cost, and through the two canals made, each more than five miles long, the River Aare now flows.

## NEUCHÂTEL.

(Hotels—*see* Appendix.)

The **Railway Station** is high above the town, one mile from the lake.

**Electric Tramways** from the Place Purry to the railway station in 8 minutes (10 c.); to the west to *Serrières*; to the east to (3 $\frac{1}{4}$  miles) *St. Blaise*; to the north to (3 $\frac{1}{4}$  miles) *Valangin* and (2 $\frac{1}{2}$  miles) *Corcelles-Cormondrèche* *viâ* *Peseux*; to the south *viâ* *Auvernier* and *Colombier* to (5 $\frac{1}{2}$  miles) *Boudry*.

**Cable Tramway.** Écluse Plan. From the centre of the town to the Parc du Plan, from which there is a splendid view. Cars about every quarter of an hour; ascent 20 c.

**Baths** for men at the harbour and at the *Crêt*; for women at *Evole* and at the *Crêt*.

**Steamers.** To *Auvernier* and *Éstavayer*, thence railway to *Yverdon* twice daily. To *Morat* four times daily, whence electric tramway to *Fribourg* (14 miles), in three-quarters of an hour.

**English Church,** Avenue Léopold Robert.

**British Vice-Consul,** E. Chable.

**Post and Telegraph Office** Avenue du Premier Mars (opposite the Quay).

Neuchâtel is the capital of the small canton of the same name, which chiefly consists of six or seven valleys amongst the ridges of the Jura. (Pop., 22,700.) From being a Burgundian province in the eleventh century, this province has since had many masters. German, Prussian, French, or petty local potentates have at various times ruled its destinies before its final settlement as a canton of the Swiss Republic.

The town of Neuchâtel is pleasantly situated on the Jura slopes, rising from the lake, at its base, in the form of an amphitheatre. The general aspect of the place is peculiarly inviting, the streets being open and admirably clean, and the principal buildings substantial in appearance. Scholastic institutions of the first class abound, both in the city and in the surrounding localities, and it is scarcely possible to walk abroad without recognising, by eye and ear, groups of English pupils.

Neuchâtel is renowned for its wine and its watches. Of the former, both in red and white varieties, large quantities are exported; the latter are manufactured in vast abundance, and, it seems, can be produced at a smaller cost here than at Geneva.

The town is built at the mouth of the Seyon, which has been diverted from its former course, and made to pass by a tunnel through the rocks to the lake. On a bank of *débbris* brought down from the old channel, a fine terrace skirting the lake, and known as the

**Promenade du Gymnase**, has been constructed. This is adorned with rows of lime, chestnut, and other trees in luxuriant growth. One remarkable clump of trees, probably 90 feet to 100 feet high, is to be seen near the Belle Vue; and skirting the basin of the lake is a magnificent grove of trees, all of gigantic dimensions, under which are placed seats overlooking the water. On the terrace first named is an ingenious contrivance for distinguishing the various mountains in the vicinity. A brass plate, forming half a circle, has the names engraved on its outer margin, and a style, fixed by a pivot, works from one end of the half-circle to the other; when the side of the style coincides with a line on the brass plate opposite—we will say Mont Blanc—the spectator looks along the style and over a “sight” something like that on a rifle, and, if the weather is clear, it distinctly marks the mountain we have mentioned. The panorama of the lake, the Jura Mountains, and the more distant summits of the Oberland Alps, white with snow, is very pleasing.

The **Château**, on the hill, formerly the residence of the princes of the province, is now used for the Government offices.

The temple, or **Church**, is a Gothic building dating from the twelfth century. In the choir is a remarkable monument, erected in 1372, by one of the Counts of Neuchâtel, comprising 15 life-sized figures. Farel, the reformer, who was buried on the terrace outside, and General Zastrow, one of the Prussian Governors of the town, have also monuments in this building.

The **Gymnasium**, or **College**, on the lake, is the large new educational building in connection with which Professor Agassiz has been so earnest a worker, and who was professor here from 1832 to 1845. It comprises a Museum of Natural History, Lacustrine relics, etc. Open free on Sundays and Thursdays,



from 10 to 12, and 1 to 4 o'clock. At other times  $\frac{1}{2}$  fr. is charged.

In the same building is the **Public Library**, containing 150,000 volumes, and a vast number of autograph letters of J. J. Rousseau, dating between 1760 and 1770. Open free daily, except Sunday and Monday, from 10 to 12 and 2 to 4.

In front of the Gymnase is a statue of David Purry, originally a poor boy, who, in the course of his life, amassed a fortune of over 4,000,000 francs, the whole of which he left to his native town. The **Cantonal Hospital** was built from the fund thus created.

The **Pourtalès Hospital** owes its origin to the munificence of a private citizen. It is open to applicants of any religion or nationality.

The **Observatory**, a recent erection for the benefit of the watchmakers of the town, is in telephonic communication with Chaux-de-Fonds and Locle. Visitors admitted on Fridays.

On the lake beyond the College is the new

**Museum of Fine Arts**, containing a valuable collection of **antiquities** on the ground floor, the

**Municipal Picture Gallery**, in which is a very good collection of modern Swiss pictures, and a **Natural History Museum**. Open free Sundays, Thursdays, and holidays, 10 to 12 and 1 to 4 (or 5). Other days admission 50 c. to each collection.

In the Entrance Hall is a collection of casts; also three splendid Allegorical Frescoes painted by Paul Robert, presented by him to the town.

Room I of the Picture Gallery contains paintings by Dubois, P. Robert, Berthoud, Calame, Meuron, Jacquand, and others.

Room II. Engravings and drawings.

Room III. Paintings by K. Girardet, de Pury, Greuze, Isabey, and Berthoud.

Room IV. Cattle, small landscapes, &c.

Room V. Sketches by L. Robert, and copies of his works by his brother

Room VI. Paintings by Guillardmod, Anker, Corot, Schuler, E. de Pourtalès, A. de Meuron, Coleman, Bocion, Imer, etc.

Room VII. Paintings by L. Robert, Anker, E. Girardet, K. Girardet, and A. Robert.

Room VIII. Landscapes by A. and M. de Meuron, Berthoud, A. Veillon, and others.

Room IX. Paintings from Count Pourtalès's collection ; others by Grosclaude, Bachelin, D. I. Richard, Anker, E. Burnand, Tschaggeny.

Adjoining the museum is a "Sépulcre Préhistorique," discovered in 1876 at Auvernier.

Amongst the excursions from Neuchâtel, that to the

**Chaumont** - a spur of the Jura chain - is the best. There is a fine view of the Lakes of Neuchâtel, Biemme, and Morat, and the towns of Soleure, Berne, and Fribourg, and the fertile country between. Motor omnibus in summer every hour in 22 minutes ; fare, 1 fr. 50 c. ; there and back, 2 fr. 50 c.

The **Pierre à Bot** (toadstone) is an immense mass of granite about 14,000 cubic feet, in a wood above the town, probably deposited by a melting iceberg, when the condition of things in this part of the world was very different from the present.

Visits to the **Gorge of the Seyon** (Electric Tramway), **Chanélaz** with its Hydropathic establishment (near Colombier), or longer expeditions to the **Creux du Vent**, or **Chasserai**, can be undertaken by those protracting their stay at Neuchâtel. Steamboat expeditions to Yverdon or Morat can also be made.

Neuchâtel to Lausanne (p. 187).

## NEUCHÂTEL AND CHAUX-DE-FONDS.

The traveller wishing to vary the preceding route by visiting La Chaux-de-Fonds, may do so by taking a train thence from Biemme Junction (p. 180), go on to Le Locle, and then proceed *via* La Chaux-de-Fonds to Neuchâtel.

Or the visit to Chaux-de-Fonds (and Le Locle) may be made (as is more frequently the case) from Neuchâtel (about 1½ hours by rail to La Chaux-de-Fonds, and 20 minutes more to Le Locle).

The **views** from the railway between Neuchâtel and Hauts-Geneveys are magnificent.

Stations, *Vauxyon, Corcelles Cormondrèche, Chambretien, Geneveys-sur-Coffrane*, then

**Hauts-Geneveys.** The views from here are the finest on the line, and Mont Blanc is seen to perfection (ascent of the **Tête de Rang**, magnificent view). Passing through a tunnel, two miles long, under the Col des Loges, *Convers* is reached, and the next station is

**La-Chaux-de-Fonds** (Hotel—*see* Appendix), a large scattered town, resembling an assemblage of villages, with good streets, public buildings, and electric tramways, situated in a bleak, bare valley, over 3,000 feet above the sea, and very imperfectly supplied with water. The inhabitants (about 38,000) are almost exclusively engaged in the manufacture of watches and clocks, which is carried on in the dwellings of the workpeople, each of whom devotes himself to the manufacture of one particular piece of the mechanism.

There are always to be found commercial travellers in the hotels, a brisk trade being done here. Sometimes as many as 200,000 watches are manufactured in the course of the year.

**U.S. Consular Agent**, Ernest L. Phillips.

There is not much beyond the inspection of the industries of the people, the Church, the Picture Gallery (good Swiss paintings), Natural History, Historical and Horological Museums, also a large collection of Swiss coins and medals, to detain the tourist.

Pleasant excursions may be taken, one of which, to the picturesque **Côtes du Doubs**, occupies the whole day.

Railway to Bienne, 27 miles, passing the health resort of St. Imier, at the foot of the Sonnenberg (4,100 ft.). Pop. about 8,000; watch manufactures, excellent schools. Cable railway up the mountain (ascent 60 c., descent 40 c., 10 minutes).

From Chaux-de-Fonds it is an uninteresting run past *Eplatures*, and then the traveller arrives at

**Le Locle** (Hotel *see* Appendix), another town where nearly all the men are watchmakers, and the majority of the women are employed in the manufacture of lace. Population, 12,350. Distance from the French frontier 2 kilometres. A bronze statue of Jean Richard, who made the first watch in 1681, was erected in 1888. A tunnel through the limestone rock forms a channel for the *Bied*, which in former days inundated the plain, and worked much havoc. The *Bied*, below its exit from the tunnel, leaps down a chasm 100 feet deep, and joins the Doubs, the water of the fall being utilised for turning the mills.

The **Saut du Doubs** is quite a curiosity in its way, and should be visited by the tourist with leisure, as the scenery around is very beautiful, and the fall (about 90 feet) itself picturesque. This charming excursion can be made by a narrow-gauge railway, or good carriage road, or interesting footpath to the pretty village of **Les Brenets**, thence on the

**Lac des Brenets**, a dark green lake three miles in length, by row boat or small steamer to the **Saut du Doubs**.

From Le Locle by railway, *via* Chaux-de-Fonds to Neuchâtel.

## NEUCHÂTEL TO LAUSANNE.

(By Railway, 46 miles,  $1\frac{1}{2}$  to  $2\frac{1}{2}$  hours.)

Leaving Neuchâtel, the railway crosses the River Seyon, and then enters a tunnel. On emerging, be careful to notice the charming prospect of lake and mountain. Near the Castle of Beauregard, a lofty viaduct spans the ravine of Serrières, and we rapidly reach *Luvernier*. Here the Pontarlier railway diverges, and after passing *Colombier* (noted for its white wine) we arrive at

**Boudry**, the birthplace of Marat, at some distance from its station. Steam tramway to Neuchâtel. Boudry (or Gorgier St. Aubin, further on) is the place for the ascent of the **Creux du Vent**, where a strange phenomenon is to be seen. There is a basin like a crater at the top of the mountain, and when the weather changes, clouds of vapour roll within it, but do not quit the hollow. A gunshot produces a rattling echo like a volley of musketry. An idea of the phenomenon in miniature is produced by filling a tumbler with smoke from a cigar, and witnessing the action of the atmosphere upon it, causing it to surge and roll like the sea. Rare plants and minerals are found here.

The **Gorges de l'Areuse** should be visited from Boudry.

At *Berain* we again reach the lake, and follow its banks to Yverdon. At the next station, *Gorgier St. Aubin*, we see the small town of Estavayer on the opposite bank of the lake. Passing *Vaumarcus* on the right, with castle and château of La Lance, formerly a monastery, on the same side, we reach *Concise*, *Onnens-Bonvillars*, and then

**Granson**, with its picturesque and historical old castle, overgrown with ivy. The town is memorable for its siege, by Charles the Bold, in 1476, when the populace were cruelly massacred, after being induced to surrender by promises of safety (see p. 22). Roused by this atrocity, the Swiss collected their forces, rushed on the Burgundians, and totally routed them. A collection of antiquities is kept at the old castle.

Skirting the south-west end of the lake, we have fine views of the Jura mountains, and crossing the river Thièle, speedily reach

**Yverdon**, where Pestalozzi lived from 1805 to 1825, and elaborated his practical methods of teaching "the young idea how to shoot." (Hotel - see Appendix.) The ancient castle was the scene of his labours. It now contains a Museum, with Lacustrine curiosities, Roman antiquities, a Town Library, and Public Schools.

Less than a mile to the south-east of the town are the **Bains d'Yverdon**, with Kurhaus, Sulphur Baths, and Hotel-Pensions.

There is much picturesque scenery in the neighbourhood, affording many delightful walks, or drives, or longer excursions. The **Chasseron** (5,285 feet) may be visited by a narrow-gauge railway, 15 miles, in 1½ hours (single fare, 2 fr. 50 c.; return, 4 fr.; trains only on week days), by way of the town of **Ste.-Croix**, a summer resort in a sheltered position, noted for its manufactories of musical boxes and watches. The **Aiguilles de Baulmes**, or **Mont Suchet**, both over 5,000 feet, may be visited from Ste.-Croix, and a diligence runs twice daily in ½ hour to **Les Rasses**, another summer resort in the Jura Mountains.

Yverdon is a very good place to stay at for those who wish to explore the scenery of the Val d'Orbe. This excursion can be effected by taking the train to Chavornay (15 minutes), and then by electric tramway, 2½ miles, to the old Burgundian city of **Orbe** (diligence to **Baulmes** three times a day); or by going on to Chavornay, then by the branch line to La Sarraz and the Val d'Orbe district.

From Yverdon the railway passes along the Thièle Valley, with fine views of the Jura, and other mountain scenery. The stations of *Ependes*, *Chavornay* and *Eclépens* are passed and then *Cossonay* (line from Pontarlier joins), on its wood-embowered hill. Near Bussigny is a branch line to Morges and Geneva (*see* below), that to the left leading to *Renens* and Lausanne (p. 217).

## LAUSANNE TO GENEVA.

(Railway, 38 miles, 1¼ to 2 hours.)

In addition to the regular trains there are a number of slow trains, called tramway-trains, stopping at a great many small stations, and taking the same route as the faster service. These trains only carry passengers with hand baggage not exceeding 22 lbs. in weight. No baggage or dogs are registered by these trains at the stopping-places.

The direct main line train leaves Lausanne in the morning and is due at Geneva about  $1\frac{1}{4}$  hours later; the Sleeping Car Lausanne-Marseilles train leaves in the evening, arriving at Geneva without a stop in a little less than an hour.

By the direct train the only stations called at are Morges, Allaman, Rolle, and Nyon. Leaving Lausanne, the train passes *Renens*, and, joining the Neuchâtel line near Bussigny, soon reaches

**Morges**, an agreeable summer resort bordering on the Lake of Geneva, from which the triple summit of Mont Blanc appears in all its splendour. The streets and quays are broad and spacious, and the town is surrounded by parks. Morges possesses first-rate schools, a Classical College, two High Schools for Girls, a Casino, and good hotels. Horse races are held every year, and lawn tennis is very popular.

There is a branch line to the important military station of **Bière**, and to **L'Isle**, situated at the foot of the Jura Mountains. There are many places of interest *en route*, including the *Castle of Vufflens*, and an excursion from *Ballens* to the *Mont Tendre*, the highest peak of the Jura. Bière is the starting point for the valley of the **Lac de Joux** (p. 191). L'Isle is a pleasant summer abode.

From the next stopping station at

**Allaman**, an electric railway runs to *Gimel* (*see below*), and to *Aubonne*, a very old town, the centre for most varied excursions, and known for its excellent educational establishments. Between three and four miles further on the train stops at

**Rolle**, a pleasant, healthy town situated on the middle of a bay, and provided with well-kept shady walks, good hotel-pensions, public and private educational establishments.

In 1898 a very interesting electric railway was inaugurated from **Rolle** to **Signal de Bougy-Gimel**. Starting from the Port, the line ascends through charming points of view to *Mont*, a summer and autumn resort in the centre of La Côte vineyards, to **Signal de Bougy**, with pavilion overlooking the Lake, the Savoy Mountains, and Mont Blanc. Continuing past the beautiful village of *Essertines*, the terminus of the line is reached at **Gimel les Bains**, a much-frequented and esteemed health resort, surrounded by woods, where visitors find numerous hotels and pensions. Diligences to St. Georges and Bière.

Passing several wayside stations, the next halting place is

**Nyon**, a pretty town of 5,000 inhabitants, whose foundation dates back to the Romans. In the ground floor rooms of the fourteenth century castle, formerly the residence of the Bernese Sheriffs, is the Museum containing a collection of *amphora*, discovered in different parts of the old city. The manufactures of Nyon, such as pottery, combs, matches, hats,

screws, chemicals, and tanneries, etc., are flourishing; and good public Schools and Colleges are numerous. The neighbourhood abounds in pleasant promenades by the lake, or on the slopes of the Jura. The Hotel-Pension of *Bois Bougy* is reached by tramway in a few minutes. At a short distance is the village of *Prangins*, with its ancient castle, once inhabited by Joseph Bonaparte and the Empress Josephine, now a Moravian school for boys. Five miles from Nyon are the Baths and Hydropathic Establishment of **Divonne**.

The principal excursion from Nyon is to Saint Cergues (3,430 feet), diligence twice daily, in 2½ hours, or carriage, a charming village and summer resort; thence two hours with guide (5 fr.), to ascend to the top of the **Dôle** (5,500 ft.), the highest point of the Swiss Jura. Here the panoramic view embraces the whole of the Lake of Geneva, and the immense chain of the Alps to the Wetterhorn, the grand, majestic Mont Blanc forming the centre.

Leaving Nyon, and passing in quick succession the pretty villages of *Céligny*, *Coppet*, *Versoix*, *Genthod-Bellerue*, and *Chambesey*, the train arrives at the principal station (Gare de Cornavin), at the upper end of the Rue du Mont Blanc at Geneva.

Geneva (*see* p. 199).

Lausanne to Geneva by steamer from Ouchy, by the North Bank of the Lake, *see* pp. 214-217 (reverse direction).

## PONTARLIER TO LAUSANNE, BY VALLORBE.

(Railway, 45 miles, 2½ to 4 hours.)

Travellers between Paris, Dijon, and Switzerland, or *vice versa*, will find the line of railway from Pontarlier to Lausanne of great convenience. Formerly the tourist had to travel to Neuchâtel, and thence to Lausanne, the journey being two sides of a triangle. The new line is the base of the triangle, and it is an easy problem to solve how great a saving is thus effected. Express from Paris to Lausanne, 327 miles in 9 hours.

The line is a continuation of that from Cossonay (*see* p. 188) to Vallorbe, and is one of the most popular of the many Swiss railways.

Leaving **Pontarlier** (Hotel—*see* Appendix), a French town on the Doubs, the line for a short distance runs in the same course as that to Neuchâtel. It then diverges southward, and

continues, through pleasant scenery, to Jougue. Traversing a fertile valley, the Swiss frontier is passed, and the line descends to

**Vallorbe** (Customs examination of luggage), a considerable village, whose inhabitants are nearly all watchmakers.

From **Vallorbe** to **Le Pont** and **Le Brassus** by railway, 15½ miles. **Le Pont** (Hotel--*see* Appendix) (English Church Service) is a much-frequented health resort both in winter and summer, situated at the north end of the *Lac de Joux*, at the foot of the Dent de Vaulion (4,880 feet), from the top of which (two hours) a delightful view of lakes and mountains is enjoyed. The **Lac de Joux**, 5 miles long and 1 broad, is separated from the *Lac Bruant* by an embankment. A small steamer conveys passengers to several villages on both sides of the lake. From *Recheray*, at the south end of the lake, a walk of three miles leads to *Le Brassus*, thence over the Col du Marchainuz to Bière or Rolle (*see* pp. 189, 210).

From **Vallorbe** to **Ballaignes**, a charming summer resort above the valley of the Orbe, a diligence runs twice daily, or carriage with two horses, or fr. English Church Service in summer. Good Hotel-Pensions.

Beyond the next station, the Orbe is crossed by a handsome iron bridge; the scenery improves to

**Croy-Romainmôtier**, whose old Abbey Church, dating from 750, is one of the most interesting in Switzerland. Margaret of Austria was married here to Philibert, Duke of Savoy (1501).

Splendid views of the entire Alpine chain from Mont Blanc to the Jungfrau are obtained as the train proceeds.

From Croy-Romainmôtier the railway descends to **Arnex**, and through short tunnels reaches

**La Sarraz**, a well-to-do village, with a fine old castle, the last station on the line, which soon after joins that from Neuchâtel to Lausanne, and proceeds to *Cossonay*, and thence to Lausanne (p. 217).

## LAUSANNE TO MARTIGNY.

(Railway, 41¼ miles, in 1¼ to 2¼ hours. Seven trains daily.)

From Lausanne the railway, skirting the lake most of the way to Villeneuve, passes several unimportant stations, runs through the La Vaux vineyards, and past the coal mine at *Fully* to *Lutry*, *Cully*, *Rivaz*, *St. Saphorin*, **Vevey** (p. 224), and then the station of **Clarens** (p. 227), **Montreux** (Central) (p. 228), Territet Glion (p. 232), *Veytaux-Chillon* (for **Chillon**) (p. 232), to Villeneuve (p. 234). For further details of this enchanting district, *see* the Tour of the Lake of Geneva (p. 214).



At **Villeneuve** the route enters the Valley of the Rhone about four miles wide, with grand scenery on either side, which can, however, be much better appreciated from the road than from the railway. Through a large tract of alluvial soil the Rhone pours its yellow waters to the lake—singularly different in hue from the river that leaves the lake at Geneva. This alluvial land has gradually encroached on the lake, so that the Roman Station of Port Valais, once on the shore, is now a mile and a half from it.

The first station after Villeneuve is *Roche*. The top of Mount Yverne was thrown down by an earthquake in 1584; a white wine of good repute is produced on the scene of the catastrophe.

**Aigle** (Rom., *Aquila*) (Hotels -*see* Appendix), situated on the Grande Eau, is built of black marble from the neighbouring quarries of St. Triphon. English Church Service. Golf Links. An electric railway is now completed (opened 1907) to **Monthey** (intermediate stations Ollon-St.-Triphon, Colombey). Time occupied about  $\frac{3}{4}$  of an hour.

From Aigle a fine excursion can be made to the beautiful scenery of the Val des Ormonts (Hotel -*see* Appendix). Diligence to **Le Sepey** (Hotel -*see* Appendix) twice daily in 2 $\frac{1}{2}$  hours, to **Ormont-Dessus** in four hours. Another trip is to **Villars**, a small village with several pensions, at a height of over 4,000 feet, and with splendid views of the Valley of the Rhone. Diligence twice daily from Ollon-St.-Triphon (in 3 hours); carriage from Aigle (three hours), with two horses, 30 fr. Now more easily reached by the electric railway from Bex *via* Gryon (*see* p. 193).

**La Comballaz** (4,476 feet), much frequented for its mineral springs and pure air (Hotel -*see* Appendix) is within 12 miles of Aigle, half way to Château d'Œx.

There is an electric railway on the cog-wheel system from **Aigle** to the lofty village of **Leysin**.

Leysin has become a famous health resort, with three large Sanatoria for the special treatment of tuberculosis, each directed by resident physicians.

The public apartments (drawing rooms, dining rooms, winter gardens, halls, billiard rooms, libraries) are arranged on the most practical and pleasant method.

For patients to whom the doctor gives permission, or for visitors in good health who accompany them, **tennis** or **croquet** in summer, **luging**, **skating**, and **ski** in winter, are popular sports at Leysin.

**Concerts** are given every week during the winter season by an orchestra from Lausanne, and are always heartily welcomed.

**Libraries**, well supplied with books and newspapers, are provided in each of the above-mentioned Sanatoria.

There is also a large Popular Sanatorium, and a Sanatorium for Children.

Near *Ollon St. Triphon* Station, a Roman Beacon Tower, 60 feet high, on a small wooded hill, will be noticed. Diligence from Monthey to Champéry (p. 198) twice daily in summer (about  $3\frac{1}{4}$  hours). Railway to be extended from Monthey to Champéry (*see* p. 198).

The next station, at the foot of the Dent de Morcles and the Dent du Midi, is the village of

## BEX (OR BEX-LES-BAINS).

(Hotels—*see* Appendix)

on the Avançon, an interesting place (pronounced Bay), with plenty of accommodation in the way of hotels, pensions, and baths. Electric tramway from the station to the market-place. It is a noted station for the milk and grape cures, and also for bathing in salt water from the mines. The pension-studded environs are charming. The most popular excursion is to Devens and Bévieux, to inspect the salt magazines, evaporating houses, etc., and also to explore the excavations from which the rock salt is obtained. One of these is a gallery cut into the mountain, nearly 7,000 feet in length, 7 feet high, and 5 feet broad.

Bex is connected with Gryon, Villars, and Chesières by an electric railway, open in summer only. Starting from the railway station, the electric railway runs through the town to **Bévieux**, where the cog-rail commences. Ascending through trees and crossing the *Avançon*, the line rises above the wooded valley of the Avançon to **Fontannaz-Seulaz**, then through a tunnel to Les Poses, and by a steep curve to

**Gryon** (Hotel—*see* Appendix), a picturesque village from which many attractive mountain excursions, with experienced guides, may be made, including (by experts) the highest peak of the *Diablerets* (10,650 feet). Leaving Gryon by the *Gryonin* over a long iron bridge, a short ride of  $1\frac{1}{2}$  miles brings the traveller to

**Villars-sur-Ollon**, a much-frequented summer resort, sheltered from the north and east winds. Magnificent views, short or long mountain excursions, one of the most interesting being the ascent of the **Chamossaire** (7,000 feet), for which a guide is not necessary. Hotels and Pensions. English Church. Electric railway tickets from Bex to Villars and Chesières issued by Thos. Cook & Son. (Hotel—*see* Appendix.)

Bex to Sion, over the Pas de Cheville, is a wild rock excursion of 12 hours.

Mountain excursions to les Plans, les Diablerets, la Dent de Morcles, and le Moeyeran.

From Bex the railway nears the Rhone and crosses it by a wooden bridge, to unite with the line from Bouveret. There is a fine view of St. Maurice before dashing into the tunnel that conducts to the station (railway restaurant) just beyond the town.

## ST. MAURICE

(Roman, *Agannum*) stands hard by where the Dent de Morcles on the east, and the Dent du Midi on the west, closely approach, leaving a gorge only just wide enough for the road and river to pass. At this spot is a **bridge** of the fifteenth century, reaching from the base of one mountain to the base of the other, with a single arch of 70 feet. The view from the bridge is really superb, but is missed unless the visitor arrives by road from Bex. The old town, which was fortified previous to the Sonderbund War, stands beside the Rhone, with dark cliffs lowering behind.

The ancient **Abbey**, one of the oldest religious houses in Switzerland, was founded in the fourth century by St. Theodore, and is now occupied by Augustin monks. Its treasury contains many elaborate specimens of ecclesiastical art in gold, silver, and precious stones. Queen Bertha's famous chalice, and a celebrated episcopal staff of gold, elaborately carved with small figures, and a noted Saracenic vase presented by Charlemagne, are amongst the most striking. There are also a curious MS. of the Gospels, the gift of the same prince, and various other curiosities. Orders to view may be obtained at the Hotel Grisogono, and at the Station Buffet.

On the right, beyond St. Maurice is the

**Chapel of Véroille**, covered with rough frescoes, supposed to mark the site of the martyrdom of the celebrated Theban Legion, and their leader, St. Maurice, whose name the town now bears. This legion consisted of 6,000 men, who had become Christians. In A.D. 302, with the rest of the Roman army, the Theban Legion, one of the most courageous in the world, crossed the Alps. On arrival at this spot, Maximian commanded the whole army to offer sacrifice to Jupiter. The Theban Legion refused to take part. For so doing, every tenth

man was mercilessly slain. A second command and consequent refusal was followed by a second decimation. Again and again the terrible ordeal was repeated, till the whole legion, except a few who escaped and became hermits, had perished, rather than prove false to the faith of their Redeemer.

Not far from this traditional spot, the visitor may get a splendid view by toiling up over 400 steps to the hermitage of **Notre Dame du Sex**.

On the opposite bank of the Rhone, in the middle of a vast and beautiful park, with many comfortable hotels (1½ miles from St. Maurice), is **Lavey-les-Bains**, a much frequented thermal station. The hot sulphurous waters rise from the middle of the river, and are conveyed to a pump-room on its bank.

The **Grotte des Fées** is a stalactite cavern of immense length, containing a lake and waterfall, a short walk from the station, on the north side of the railway tunnel.

[*Change of carriage at St. Maurice for travellers proceeding to Bouveret, whence train or steamer for Geneva.*]

The next station after leaving St. Maurice is *Evionnaz*. The village marks the site of Epaunum, destroyed by a torrent of mud in 563. Near the same locality a similar stream of mud descended to the valley in 1835, bringing down numerous blocks of limestone, etc. As it crept slowly down like a lava stream, no lives were lost, but much property was destroyed.

Near La Balmaz village are the falls known as the **Pissevache**, above 280 feet in height, and formed by the descent of the *Salanfe* from the glaciers of the Dent du Midi. Above the fall a fine view is obtained of the snow-clad Mont Velan (12,350 feet), connected with the Great St. Bernard.

The train continues to

## VERNAYAZ.

(Hotels--see Appendix.)

This is the station for visiting the Pissevache (1 mile), and also the **Gorge du Trient** (¾ mile beyond Vernayaz). A visit to this imposing ravine, with its rocky precipices, recesses never penetrated by the sun, foaming torrent, waterfall, and wonderful echoes, is strongly recommended (entrance fee, 1 fr.).

[From Vernayaz, Chamonix may be reached by the Valley of the Trient, *et vice versa*. Diligence, 10 hours, 16 fr. Carriage for two persons, 45 fr. The road zigzags up through chestnut and walnut woods, crossing the

stream fifty times to **Salvan** (3,035 feet). Close by is the **Cascade du Dailly**, which is worth visiting, but, with proper inspection of its surroundings, will add two or three hours to the expedition. From Salvan the route forward leads by the Falls of the Triève, and on through the **Gorge of the Triquent**, with the steep slopes thickly clothed with pine. Passing Triquent (3,261 feet) and **Finhaut** or **Fins Hauts** (4,058 feet), the path then descends to **Le Châtelard**, on the Tête Noire route (*v. p.* 255). This cross route will occupy about 4 hours, exclusive of time spent at the Cascade du Dailly.]

The diligence journey as described above will soon become obsolete. An electric railway is being constructed, starting from Martigny for Chamonix, and is finished as far as the French frontier at Le Châtelard (opened August 20, 1906). The ascent begins at Vernayaz (station about a mile from the Swiss frontier station of the Federal Railways). At Vallorcine (*see p.* 255) a junction will be effected with the line being constructed by the P.-L.-M. Railway, and this, in the direction Chamonix-Martigny, is finished as far as Argentière. When the line is quite completed (probably about the middle of the present year, 1908), the railway journey between Martigny and Chamonix will only occupy about two hours.

Leaving Vernayaz, the Castle of La Bâtiâz is passed. It was built by Peter of Savoy in 1260, and was long a fortress of the Bishops of Sion; but the Round Tower is of much earlier and unknown date. Splendid view. The Dranse is crossed, and Martigny is reached.

## MARTIGNY.

(Hotels *see* Appendix.)

Martigny (the Roman *Octodurus*) is an uninteresting town in itself, though its situation as to surrounding scenery is fine. It is an important and busy tourist centre, from its position as the starting-point of the routes to Chamonix (*see p.* 254), the Col de Balme, and the Great St. Bernard to Aosta (*see p.* 250), with the routes from Geneva to the Simplon, etc. (*see p.* 277). Martigny has been twice nearly destroyed by inundations from the Dranse, the last occasion being in 1818. Of the latter calamity, evidences on the walls of some of the buildings are still apparent. The bridge is one of the specimens of the roofed wooden bridges of Switzerland; the monastery sends its inmates in their turns to keep guard at the Hospice of St. Bernard.

**Tramway** from Martigny-Gare to Martigny-Ville and Bourg (10 mins.).

The electric railway in course of construction from Martigny to Chamonix (*see* p. 196) is level for three miles to Vernayaz, whence it ascends (at first by rack and pinion) 1,000 feet to the valley above, passing on through wooded rocks to

**Salvan**, a much-frequented summer resort, with hotels (*see* Appendix), and English Church Service in summer. Continuing still high above the stream the line arrives at the hamlet of *Triquent*, and the village of

**Fins Hauts** (or Finhaut), charmingly situated, and, like Salvan, a much-frequented resort of Swiss families in summer (Hotel - *see* Appendix).

Beyond, it approaches the Col, passes through a tunnel and descends into the Valley of the Aare to Le Châtelard, where at present it terminates (Hotel--*see* Appendix).

From Le Châtelard carriage may be taken *via* Tête Noire and the Col de Balme route, joined at the village of Trient, returning to Martigny or proceeding to Chamonix in the opposite direction *via* the Col de Balme and Argentière. At Argentière train may be taken to Chamonix, but most travellers continue by road, it being scarcely worth while changing conveyances. Argentière and Le Châtelard are soon to be connected by railway (*see* p. 196).

From Martigny (or from *Saxon les Bains*) the **Pierre à Voir** ridge (8,124 feet) may be ascended in five hours; descent, three hours. The descent to Saxon by sledges is performed in an hour. The panorama of the Alps from the summit is very grand, including the Jungfrau (east), the Great Meveran (north), the Dent du Midi, the Aiguilles Rouges (west), the Aiguille du Tour, the Great St. Bernard, Mont Velan, the Great Combin (south), and many other intervening heights. The ascent of the **Arpille** (6,830 feet), superb view, and visits to the **Gorges du Durnant** or to **Lac Champex** should be made.

The Gorges du Durnant are among the most wonderful natural phenomena in Switzerland, and are situated about 4 miles from Martigny (carriage 7 frs.). The gorges are rendered accessible by means of wooden galleries securely fixed to the sides of the rock. There are 14 falls, some being very imposing. From the upper end it is a pleasant walk to the Valley and Lake of Champex.

Martigny to Chamonix by the Tête Noire (p. 254). Martigny to the Great St. Bernard, Aosta, etc. (p. 251). Martigny to Chamonix by the Col de Balme (p. 256). Martigny to Zermatt (p. 257).

Visitors not intending to proceed from Martigny to Chamonix should, if time allows, make an excursion at least to the Forclaz or Col de Trient (4,997 feet) (*see* p. 256).

### BOUVERET TO MARTIGNY.

From Bouveret (*see* p. 236) the railway passes over ground formed since the time of the Romans, to *Port Valais*, once a real port on the shore of the lake, now  $1\frac{1}{2}$  miles inland. *Porte du Sex* is next reached, a narrow gap between the mountain and the river, formerly the fortified gate of the Canton of Valais.

**Vouvry** stands where the unfinished Stockalper Canal, commenced in 1740, joins the Rhone. Here can be made the ascent of the **Grammont** (7,145 feet), an agreeable excursion of five or six hours, and of the **Cornette de Bise** (8,000 feet) in seven hours, with guide.

In passing Evionnaz, notice the view of Yvorne, the Diablerets, and Oldenhorn, on the opposite side of the Rhone Valley.

**Monthey** (*see* p. 192), at the mouth of the **Val d'Illicz**, is an industrial town, possessing clock and cigar manufactories, glass works, &c. Up this delightful valley, well stocked with rare plants for the delectation of botanists, a fine excursion can be made to **Champéry** (*see* p. 193), a favourite summer resort, beautifully situated in the Val d'Illicz (Hotel—*see* Appendix),  $8\frac{1}{2}$  miles from Monthey. English Church Service. Diligence twice daily in summer in about  $3\frac{1}{4}$  hours, but the railway from Aigle will shortly be extended from Monthey to Champéry. Hence the **Dent du Midi** (10,450 feet) can be ascended, and many other mountain excursions made.

Diligence from Monthey to Morgins twice daily in summer in about  $4\frac{1}{4}$  hours (3fr. 70c.).

Near Monthey are some huge boulders, in a chestnut wood, evidently deposited by a glacier. Among them is the celebrated rocking-stone, the Pierre Adzo.

After leaving Monthey, the mountains converge towards the river, and the rail from Villeneuve is joined before entering the tunnel leading to St. Maurice.

St. Maurice to Martigny (*see* pp. 194-197). Martigny to Zermatt (*see* pp. 257 and 269). Martigny *viâ* Brigue, and through the Simplon Tunnel to the Italian Lakes (*see* p. 277).





# Parc des

*Golf-Links*

*Race Course*

Restaurant : Lunch

At 8 minutes distance from the main

## GENEVA.

*French*, GENÈVE. *Italian*, GINEVRA. *German*, GENÈ.

(Hotels—See Appendix.)

**Cook's Office**—90, Rue du Rhone, adjoining the Hotel du Lac, corner of the Place Longemalle.

The **Railway Station** for the Swiss Federal Railways and the French Paris, Lyons, and Mediterranean lines is in the upper end of the Rue Mont Blanc, on the north bank of the Lake.

The *Eaux Vives* Station for Annemasse, Cluses, Chamonix, Annecy, Bouveret, is on the route de Chêne. French railway time is about 55 minutes behind that of Geneva.

The narrow-gauge Railway to *Vevey* and *Salève* is on the Cours de Rive, and for *St. Julien* via Carouge, near the Post Office, Rue du Stand.

The Steam Tramway for Ferney Voltaire starts from the Rue du Mont Blanc, near the General Post Office.

The **General Post Office** is in the Rue du Mont Blanc (7 a.m. to 8 p.m. in summer; 8 a.m. to 8 p.m. in winter). The **Telegraph Office** is in the Rue du Stand, and at the Post Offices, open day and night. Branch Post Offices, 57, Rue du Rhône, Rue du Stand, Rue d'Italie, and elsewhere.

The **English Church** (Holy Trinity) is in the Rue du Mont Blanc. Services, 8.30, 10.30, 5.30.

The **American Episcopal Church** is in the Rue des Voirons, 6. Services, 8.30, 10.30, 4.30.

**British Consul**, Sir G. Phillippon; **Vice Consul**, L. Stein; **United States Consul**, F. B. Keene; **Vice and Deputy Consul**, L. H. Munier.

**American Dentist**.—Dr. Patterson, Quai des Eaux Vives, 2.

**Cabs and Carriages** wait on the various places. The coachman must give a printed card, with number, name, and address, and the local tariff.

**Day Service** from April 1st till September 30th, from 5 a.m. to 10 p.m.; from October 1st till March 31st, from 8 a.m. to 8 p.m.

Fare to any place in the town or immediate suburbs, 1 fr. 50 c. (day), 2 fr. 25 c. (night). By the hour: day, 2 fr. 50 c. an hour, every 15 minutes extra 65 c.; night: 3 fr. 75 c. an hour, every 15 minutes extra 1 fr.

The cabmen who are at one of the stands cannot refuse a fare under pretence of being engaged, or because the above conditions do not suit them.

Boxes or other luggage, except what is carried by hand (handbags, etc.), are charged for at the rate of 50 centimes each.

**Tramways.** There are six lines of Electric Tramways serving the town as follows:—

1. From Carouge to the **Eaux Vives Station** (thence to *Chêne* and *Annemasse*).
2. From Carouge to the **Parc Mon Repos**.
3. From the Junction to the **Parc des Eaux Vives**.
4. From Petit Saconnex to **Champel**.
5. From the Gare de Cornavin to the Place du Molard.
6. From the Gare de Cornavin to the Place du Port. Tour of the town (Ligne de Grande Ceinture).

#### **Electric Tramways to the Environs:—**

1. From the Place de l'Entrepôt to **Pregny** (for the Ariana Museum and the Château Rothschild), and to **Ferney** 14 times daily (steam tramway from Ferney to *Gex*, 5½ miles, at the foot of the Jura).
2. From the Quai de la Poste to **Vernier**, 3 miles, 10 times daily.
3. From the Quai de la Poste to the **Bois de la Batie, Bernex, and Pougny-Chancy**.
4. From the Place du Molard to **Carouge** and **St. Julien**, 6 miles, 12 times daily.
5. From the Place du Molard, or from the Cours du Rive, to the **Salève** (*see* p. 211).
6. From the Cours du Rive to **Vésenaz**, 3 miles (branch line to *Douvaine*, 10 miles, and to *Hermance*, 7 miles).

**Steamboats** start for the northern and southern banks of the Lake from the pier beside the Jardin Anglais, also from the Quai du Mont Blanc and the Quai des Pâquis. The express boats from the pier close by the Hotel de Russie. Excellent provisions on all the boats. Return tickets issued at Cook's Office are available for the season at a fare and a half, thus affording visitors staying at Geneva an opportunity of

being Ouchy, Lausanne, Vevey, Montreux, the Rochers de Naye, Villeneuve, etc. For fares, etc, *see* local time tables.

**Theatres.**—Theatre or Opera House, Place Neuve, performances daily in winter. Admission  $1\frac{1}{2}$  fr. to 5 fr.

**Music.**—Concerts in the Bâtiment Electoral every Sunday afternoon in winter; also fortnightly in the Theatre. Concerts in the summer in the Jardin Anglais, at the Place des Alpes, and in the Kiosque des Bastions (*see* daily papers). Organ Concert in the Cathedral on Monday, Wednesday, and Saturday, at 8.15 p.m.; admission 1 fr. Concerts at intervals during winter by the Harmonie Nautique, in the Victoria Hall.

**Kursaal.**—Quai des Pâquis. Open from April 1st to October 30th. Concert and Variety Entertainments every evening. Admission 1 fr. to 3 fr.

**Golf Links.**—The best in Switzerland, at Charmilles, 10 minutes by tram from the G.P.O.

**Cricket and Lawn Tennis** at Garance, Grange Canal (tram from Place du Molard).

Geneva is the most thickly populated town in Switzerland, although it is only the capital of one of the smallest of the cantons; population, 114,550. The River Rhone separates the town into two parts. The city, like many others on the Continent, is being rapidly transformed; progress and improvement are noticeable everywhere. The railways which concentrate here have wrought great changes; for all around acres of fortifications have been cleared away to make room for beautiful private residences and public buildings and institutions. The chief manufactures of the town are watches, jewellery, musical boxes, and automobiles. In the production of the three first-named a large quantity of gold, silver, and precious stones is made use of. The visitor will find splendid assortments of watches and jewellery in some of the shops of Geneva, as also of furs, lace, and silk.

Geneva is a famous educational centre, the canton of Geneva devoting one-third of its annual budget to the maintenance of its schools. Holiday Courses of modern French are held at the University in the summer.

The climate of Geneva is temperate and healthy. The heat in summer and the cold in winter are seldom excessive—the mean temperature being 65 Fahr. in summer, 34 Fahr. in winter. The prevailing wind from the north (*Bise*) is dry, cool, and invigorating, bringing pure air from the mountains and lake.

Geneva and its lake have an interesting and eventful history, of which, of course, only the most prominent details can be briefly glanced at here. Passing over the ages when the mastodon and his compeers were evidently lords of the rich tropical luxuriance which then characterised this district, we find the mysterious tribes of the Age of Stone dwelling on the shores of the lake, and leaving memorials of their existence in the piles and stakes that supported their rude huts. Then, as history dawns, come the Helvetians and Allobroges, who have left weapons, and chariots, and Druidical monuments in evidence. For a time mighty Rome asserted her sway in these regions, then, as Rome decayed, Teutonic tribes conquered or assimilated the Gallo-Roman element, which, however, has always been prominent in this part of Switzerland to the present time. How Burgundians and Franks occasionally wrested these fair regions from each other we cannot stay to tell; in 1033 the Burgundian Empire broke up, and these States became absorbed into the German Empire: Geneva and Lausanne slowly ripened for free institutions and Protestantism, whilst the country districts of Vaud were still intensely feudal and Romanist.

Geneva became a town of the German Empire, governed by a Prince-Bishop. By continuous struggling, the Genevese contrived to reduce the episcopal power to a minimum, and to a large extent governed themselves. Meanwhile, another danger threatened; the neighbouring Dukes of Savoy managed to draw Vaud from its allegiance to the Empire, and longed to obtain Geneva also. They got scions of their own house appointed by the Pope to the Genevese bishopric, and much oppression, and strife, and discord resulted for some 250 years. At length, to throw off the yoke that was growing intolerable, the burghers of Geneva allied themselves, in 1530, with Berne and Fribourg. It was about this time that the patriot Bonivard was seized by the Duke of Savoy, and imprisoned in the dungeons of Chillon for six years (p. 232). Fierce war now raged between the Duke and the gallant burghers. In 1536, by the aid of Berne, Geneva was freed, Chillon taken, and Bonivard and his companions released. In 1580 the struggle was renewed, and raged till 1602. In that year the event known as "The Escalade," a final attempt to take Geneva, failed. Savoy now accepted the situation, and left Geneva to itself, growing and prospering, and backed up by all the Reformed Countries of Europe.

The Reformed Countries might well be interested in Geneva, for here Calvin had taught from 1543 till 1564, and made the town memorable for ever in the history of religion. The tourist, as he stands by that small square stone in the cemetery bearing the initials "J. C.," will think of the mighty forces that have been put in motion through that man's work, and of the fruit of seed sown in troublous times in the good town of Geneva.

In 1712 Jean Jacques Rousseau was born at Geneva, and he stamped the impression of his genius on much of the surrounding scenery.

Geneva was made a province of France in 1798, under the name of Léman : it again, however, became free in 1814, and joined the Swiss Confederation. In 1846 the aristocratic Government gave place to a democratic one, and since then affairs have gone smoothly.

The principal **sights** of Geneva can be readily seen in a day or two. Passing from the Place in front of the **Railway Station** (where the large **Hospice des Orphelins** is a conspicuous object), along the Rue des Alpes, and turning up the Rue Lévrier, we reach the **English Church**, a small but elegant building, consecrated by the Bishop of Winchester in 1853. Thence the Rue du Mont Blanc, with the monumental **Post Office**, will bring us to the **Pont du Mont Blanc**, completed in 1863, and re-constructed in 1903. There the visitor obtains a good general view of the city, with its broad quays along the banks of the blue and rushing Rhone. But the distant view is very striking, as from this bridge is obtained one of the best possible views of the Mont Blanc chain, in some respects eclipsing that from Chamonix. Between this bridge and the next, the Pont des Bergues, is a small island, called the **Ile de J. J. Rousseau**. It contains a statue of that writer by *Pradier*. At the other end of the Pont du Mont Blanc (left bank) is an open place, where stands the **National Monument**, a bronze group by *Doré* of Helvetia and Geneva. It commemorates the union of Geneva with the Swiss Republic.

Close at hand is the **Jardin Anglais**, a pleasant and attractive promenade. Concerts and fêtes take place here during the summer months. In a small building in the garden is the **Relief of Mont Blanc**, the finest model in Switzerland of this celebrated group. On Sundays it is open free from 11 to 3 ; at other times the admission is 50 c. The model is carved in limewood, the artist, *Ségué*, having been

ten years engaged upon it. From this garden may be seen, standing just above the waters of the lake, the **Pierres du Niton**, said to have been used as Roman altars for the worship of Neptune. By some they are considered to be portions of a harder rock than the bed of the lake, from which surrounding softer materials have been washed away; others assign them to a glacial origin.

On the opposite side of the lake, at the end of the **Quai du Léman**, is the **Parc Mon Repos**, a public promenade (bequeathed to the city by M. Plantamour), containing a museum of paintings and an ethnological collection.

The **Grand Quai** will conduct us to the Church of St. Joseph and the **Hall of the Reformation**. The latter was erected by public subscription in memory of Calvin, its chief use being for lectures, etc.

The **Boulevard Helvétique** stretches across the more modern part of the town. In the vicinity are the **School of Gymnastics**, the **Observatory** (admission first Thursday in the month, 4 to 5 p.m.), and the **Russian Church**, with a gilded dome; it is noted for its exquisite music, and the interior, containing a few paintings, is worth seeing.

The continuation of the **Boulevard Helvétique** is the **Boulevard des Philosophes**, passing the School of Chemistry to round point **Plainpalais**, where trams are met with.

**The Cathedral** is near the Hotel de Ville. Admission free on Tuesdays, Thursdays, and Saturdays, 1 to 3 p.m.; at other times fee to verge. This edifice, dedicated to St. Peter, dates from A.D. 1024, and is a fine example of the Romanesque style. The Corinthian Porch, added by *Miffieri*, at the commencement of the last century, is an incongruous blemish. The **interior** displays some fine wood carving in the stalls, and some stained glass windows, and several **monuments** of interest. That of the Duke de Rohan and his wife, Margaret de Sully, and their son Tancred, is worthy of notice. Rohan was leader of the Protestants in the reign of Louis XIII, and was killed at Rheinfelden in 1638. On two sculptured lions rests a black marble sarcophagus, above which is a statue of the Duke in plaster, the original one of marble having been destroyed in the time of the French Revolution of 1798. The grave of Jean de Brognier, once President of the Council of Constance, is marked by a black tombstone in the nave. The monument to Agrippa d'Aubigné.

ected by the town in grateful remembrance of his services whilst in exile at Geneva, will be noticed in one of the aisles. He was a favourite of Henri Quatre, and grandfather of Madame de Maintenon. But perhaps to many more interesting than any of these pretentious monuments, as a memorial of the illustrious dead, will be the canopy of the pulpit. It is the same which hung over Calvin when the Genevese burghers crowded the Cathedral, and drank in his impassioned utterances. An organ concert is given on Monday, Wednesday, and Saturday, at 8.30 p.m. ; admission, 1 fr.

Splendid view from tower (156 steps), fee 50 c.

Close by the Cathedral, at No. 13, Rue Calvin, is the **house** built on the same spot as the house **where Calvin lived** for 19 years, and where, in 1564, he died in the arms of the devoted Beza. Turning from thence up the Rue St. Pierre, we come shortly to the Genevese Historical Museum or **Arsenal**. Open in winter on Sundays and Thursdays 10 to 12 and 1 to 4 ; in summer Tuesdays and Thursdays same hours : admission 50 c. Here are preserved many specimens of mediæval arms and accoutrements of the Swiss. The Duke of Rohan's armour is shown ; also some scaling ladders, and other memorials of the Duke of Savoy's abortive "Escalade" in the night of December 11-12, 1602. The anniversary is still celebrated by the Genevese "Fête de l'Escalade." At the end of the Rue St. Pierre is the

**Hotel de Ville**, a good-sized, heavy building in the Florentine style, the square tower dating from the fifteenth century. In this building an inclined plane takes the place of a staircase, so that it was possible to enter the Council Chamber on horseback. In the Salle de la Reine are some fine pictures. It will be remembered that this edifice is associated with the history of our own time : for here, in 1872, sat the Arbitration Commissioners on the Alabama Claims. In front of the Hotel de Ville, in 1762, the "Emile" of *Rousseau* was burnt by the common hangman. Now the city counts his fame and glory as her own.

In the Grande Rue, at No. 40, is the **house in which Rousseau was born**. The house formerly shown as his birth place, at No. 27, Rue Rousseau, was the abode of his grandfather.

At No. 11 Grande Rue is the **Fol Museum** (open free Sundays and Thursdays, 1 to 4 p.m.). Contains mediæval curiosities and a valuable collection of Greek, Roman, and Etruscan antiquities found during recent excavations, objects



from the lake dwellings, also works of art of the middle ages and the renaissance. Good catalogue.

In or near the Place Neuve are two or three objects of interest. The **Rath-Museum** owes its foundation to the Russian general Rath, who was a citizen of Geneva. Free on Sundays (10 to 12 and 1 to 4) and week-days, except Mondays, 1 to 4 p.m. At other times and Mondays admission 50 c. It contains some good paintings: in six rooms, landscapes by *Salvator Rosa*, examples by Dutch, Spanish, French, and Italian masters; pictures by Swiss artistes *Didot* and *Calame*, and the Death of Calvin, by *Hornung*. There are also some beautiful plaster casts by *Pradier*, *Ravel*, and others; a collection of enamels, and some water colour drawings. A detailed catalogue may be had at the entrance, price 50 c.

The **Theatre**, or Opera House, is constructed on the same plan, and by the same artist, as the Grand Opera in Paris, but on a smaller scale. The adjacent **Conservatoire de Musique** (erected 1858) was founded through the liberality of a Genevese, M. Bartholony. Close by is the **Botanic Garden**, founded by the celebrated De Candolle in 1816, and memorable for the horrible scenes enacted on the spot by the Republicans in 1794. Small fee to attendant.

On the **Bastion promenade**, a favourite resort (with a statue of David in the grounds opposite), adjoining the Botanic Garden, are the

**University buildings**, in three different parts, connected by glass galleries, erected in 1871. They contain the

**Public Library** (open Sundays and Thursdays, 1 to 4 p.m. free; at other times fee to concierge), which owes its origin to Bonivard, the prisoner of Chillon, whose library formed the nucleus of the present collection. It contains more than 130,000 volumes, and 16,000 MSS. Amongst these are autograph letters of Calvin, Beza, Luther, Rousseau, St. Vincent de Paul, etc., documents of the Council of Bale, a MS. volume of the Waldensians' "Noble Leçon," and many other unique curiosities. There is also a collection of precious miniatures and a cabinet of coins. In this institution we may see, amongst the portraits, one picture, which is a sad reminder of the intolerance so often mixed with earnest belief. It is a picture of Servetus the Spanish Unitarian, condemned by Calvin. On the ground floor is the

**Archæological Museum**, which contains pre-historic and other antiquities, and in the courtyard is a collection of Roman

and mediæval inscriptions found at Geneva. In the same building is the

**Natural History Museum**, containing the geological collection of De Saussure and the zoological collections of Boissier and Necker, etc. There is also a collection of medals and antiquities. Open in summer, Sundays 10 to 12 and 2 to 5; Mondays, Wednesdays, Thursdays, and Fridays 2 to 5; in winter, Sundays 10 to 12 and 1.30 to 4.30; Mondays, Wednesdays, Thursdays, and Fridays 1.30 to 4.30. Admission free, except Tuesdays and Saturdays 50 c.

On the south-west side of the Place Neuve, and behind the **Conservatoire de Musique** (erected 1858), is the handsome **Church of the Sacré Cœur**. Further on in the Boulevard de Plainpalais is a **Panorama** of the Siege of Belfort, by Bellecour, admission 1 fr.; also a **Relief of Geneva**, open Sundays and Thursdays 10 to 12 and 2 to 5 free. Close by is the well-known **Ecole de Médecine**, and a garden containing a fine collection of Alpine and European plants for sale.

Continuing below the bridge are the new

**Waterworks** (beyond the Post Office).

**Water Power of the Rhone.**—The splendid machinery for utilising and developing the water power of the Rhone, commenced in 1866, completed in 1893, under a concession granted to the Municipal Council, is well worth a visit (open daily, admission free). The regulation of the current and the level of the lake is effected by machinery of 4,200 horse-power, supplied by 20 turbines. This hydraulic motive power is distributed throughout the town by pipes under high pressure, to houses, buildings, and factories, at moderate rates, varying with the nature of the supply, either by meter or annual subscription for a fixed supply of so many hours daily. Similar works ( $3\frac{1}{2}$  miles down the Rhone by steamer) at Chevres are also well worth inspection.

The **Brunswick Monument**, erected to the memory of the Duke of Brunswick (died 1873), who bequeathed his property (about 20,000,000 francs) to the town of Geneva, is in the Place des Alpes. It is a magnificent work, composed of six colonnades, in which are placed statues of the Duke's ancestors.

The Quai du Léman leads to the **Parc Mon Repos**, a public promenade. In the park is the **Ethnographical Museum**, closed in winter, but open daily in summer, except on Mondays, 10 to 12 and 2 to 5. Admission free.

The **Eglise de la Madeleine**, in the Place of the same name, is the oldest religious edifice in the city, dating from the ninth century. The doctrines of the Reformation were first taught in this church in 1534. One of the favourite Protestant places of worship in Geneva is the **Temple St. Gervais**, in the Rue du Corps Saint, where, on Sundays, the most popular preachers may be heard. It contains the tomb of the 17 heroes of the Escalade. The Roman Catholic Church of **Notre Dame**, in the Place Cornavin, was commenced in 1851, and dedicated to the Immaculate Virgin in 1859. Pope Pius IX presented the statue of the Virgin Mary, by *Forzani*. The windows are from designs by *Claudius Lavergne*.

**The Athenée** (near Rue Beauregard) is the seat of the Society of Arts, Fine Arts, and Geography. It contains a permanent exhibition of modern paintings, to which artists residing in Geneva send their works. Most of the pictures are for sale. Open daily, 10 a.m. to 6 p.m.; Sundays, 11 a.m. to 2 p.m. Entrance fee, 1 fr., which includes a ticket in the lottery of paintings at the end of the year. The **Schools of Chemistry, Industrial Arts, and Watchmaking** are in the **Boulevard James Fazy**, near the railway station. Admission free.

**Circulating Library**, Rue du Rhone 78.

Geneva can boast of a Rowing Club, a Golf Club, a Cricket Club, a Lawn Tennis Club, and a Football Club. Regattas are held here during the season. There are 20 racing boats, 23 steam yachts, and 60 sailing yachts belonging to the residents.

We have enumerated the chief objects in which the tourist is likely to be interested. There are, of course, other churches, municipal buildings, fountains, etc., the nature of which will readily be ascertained by the inquiring visitor.

With a few exceptions, the streets of Geneva are neither imposing nor picturesque. The quays, however, are broad and handsome, and afford pleasant and much-frequented promenades. The terrace near the Town Hall, known as **La Treille**, affords a splendid prospect; and parallel with the Botanic Garden is a pleasant walk under a fine avenue of trees, called Les Bastions. The **Plaine de Plainpalais** is the Champ de Mars of Geneva; it is pleasantly surrounded with trees and houses. The **Corraterie** was anciently the rampart where the "Escalade" of 1602 was tried, and failed (see p. 205). A fountain in the Rue des Allemands commemorates this event. In the **Cemetery** of Plainpalais will be found the

opposed grave of Calvin, already alluded to, and also the graves of Sir Humphrey Davy and the great botanist, De Candolle.

## ENVIRONS OF GENEVA.

In addition to excursions on the lake (to be mentioned presently), several pleasant walks and drives can be enjoyed in the neighbourhood of Geneva. Amongst places most visited is the **Confluence of the Rhône and Arve**. It is very curious to watch the two rivers as they meet at the junction, but do not blend for a considerable distance; the Rhône a deep blue, which gives you the idea that anything white steeped in it must come out dyed; and the Arve a thick, dirty white, struggling side by side, until at length they merge into a mottled mass of waters.

Geneva abounds in beautiful suburbs and environs, and no difficulty will be experienced in reaching them by those having time at their disposal. Travellers with limited time should secure one of the open carriages on the quays and drive round to the most picturesque spots. The coachmen are accustomed to such drives, and can be trusted to make the selection according to the time the visitor can spare.

We will just enumerate a few of the chief points of interest: **Secheron**, with villa of Sir Robert Peel. **Varembé** (half hour in carriage) or electric tramway for Ferney, as far as Pregny in seven minutes, where the

**Ariana Museum** is situated, about two miles to the north-west of the railway. The Museum, Park (deer, and other animals), Gardens, and Herbarium were founded and bequeathed to the town by Mr. Gustave Revilliod. This Museum, from its splendid situation, architecture (Renaissance), and rich contents, well deserves an attentive visit. The Museum contains beautiful Tapestries, Pottery, Arms, Silver, Medals, Coins, Ivory Carvings, Paintings, and Engravings. Open free on Thursdays and Sundays 10 to 4; other days 1 fr. Closed in winter. Catalogue, 1 fr.

**View** of Lake of Geneva (from the Belvedere) as far as Lausanne, with the Alps in the distance. The Empress Josephine, and, subsequently, Lola Montez, resided at Varembé.

**Pregny**, with fine villa of the Baroness Adolphe de Rothschild; open by cards (given in the hotels) on Tuesday and Friday, from 2 to 5 (July to September). The **Petit**

**Saconnex**, with the finest cedars in Europe, about 100 feet in height and a dozen feet in circumference. The **Grand Saconnex**, from which splendid views of Mont Blanc, etc., are obtained.

Cross the frontier to **Ferney**, in France, distant only five miles from Geneva. Voltaire's château open Wednesdays, 2 to 6 p.m. Here Voltaire lived, and built the church with the inscription, "Deo crevit Voltaire." Here is the garden where he used to compose; also his bed, armchair, etc.; and the mausoleum which was intended by the Marchioness de Villette to contain his heart.

On the Savoy side: the **Campagne Diodati**, residence of Byron in 1816; the promenades of the **Bois de Frontenex**; the Genevese holiday makers' resort at **Montalègre**. A special excursion on the Savoy side should be made to **Mont Salève**, from which a grand panorama of the lake and adjacent cantons of Geneva and Vaud is beheld (see p. 211).

**Mornex** and **Monnetier** (Hotels - see Appendix) are favourite resorts, and can be easily reached from Geneva by rail, carriage, or electric tramcar.

The **Perte du Rhône**, where the river dives beneath the rocks (10 minutes from *Bellegarde* station). The French fortifications, known as the **Fort de l'Écluse** (half an hour from *Collonge* station); the splendid **Suspension Bridge of La Caille**, over a gorge 700 feet in depth, which can be visited by carriage, are within excursion distance from Geneva.

**Les Voirons**, a charming excursion, can be reached by train from the Eaux Vives Station, *via* Annemasse to Bons St. Didier, thence carriage or walk to the summit on the Calvaire or Grand Signal, 4,875 feet.

**La Faucille**, and the summit of the Dôle, in the Jura, *via* Gex, a very pleasant carriage excursion and mountain ascent, or electric tramway to Ferney, branch line to Gex, then walk, or by brake meeting tramcars, in summer only. Return fare from Geneva 6 fr.

Many other excursions can be made conveniently and at little expense by the various electric tramway services, such as to **Vernier**, beyond the hamlet of Châtelaine and Bois des Frères to the village. **Chancy**, past the Bois de la Bâtie (fine view of the town and the confluence of the Rhône and the Arve), to **Bernex**, **Laconnex**, **Athenaz**, and **Avussy** to the railway station at Chancy. (Geneva-Chambesey line.) **Lancy**, a short journey, passing the Plaine de Plainpalais,

across the Pont d'Arve, through the Acacias quarter, and across the Pont Rouge to the village. **St. Julien**, through Carouge, Bachel-Pesay, Plan-les Ouates, Perly, to the little French town on the Aire (station on the Bellegarde-Bouveret line).

**Veyrier**, to Florissant, down the Arve Valley, crossing the Arve and arrive at Veyrier, starting-point for the ascent of the **Salève**, either on foot or by electric railway (*see* below).

**Douvaine**, to Ruth, Vézenaz across a plain to Aubonne, and the small French town of Douvaine.

**Jussy**, *via* Chougny to Vandœuvres (fine view of Alps), descending *via* Crête, Présinge and Sionnet to Jussy at the foot of the **Voiron**s (ascent four hours).

**Geneva to Chamonix**, p. 237.

## THE SALÈVE.

One of the finest excursions that can be made in the environs of Geneva is the ascent of Mont Salève, which is 4,290 feet above the level of the sea. The view from the top is magnificent; few summits of the Alps of the same altitude show the tourist a panorama of equal beauty. On one side there is the fertile valley of the Rhône, with Geneva and its lovely lake in the centre; on the other side the chain of the Alps from the Dent d'Oche to the chain of Dauphiné. When the weather is clear every detail of the Dent du Midi may be perfectly well distinguished, and at sunset the spectacle is fairy-like, the snow-clad crests being coloured with the most varied hues.

The Salève may be ascended on foot, in a carriage, or by the electric railway, this last mode being the most expeditious and agreeable.

On foot the most convenient way is through Veyrier, up the Pas de l'Échelle to Monnetier, and from there to the Little or to the Great Salève. If the tourist prefers to go in a carriage, he must pass by Annemasse, Étrembières, Mornex, and Monnetier.

By railway there are two routes: (1) leaving the Place du Molard by the tramway to **Annemasse** and **Étrembières**, where the electric railway goes up through **Mornex**; (2) starting from the Cours de Rive by the tramway to **Veyrier**, where the electric railway ascends the steep side of the mountain, and passing through a tunnel reaches **Monnetier**,

effects a junction with the line from *Étrembières*, and afterwards goes on to (the plateau of) **Treize Arbres**, the terminus, where there is a hotel (*see* Appendix) and restaurant. This excursion may be made in a morning or an afternoon, but a whole day may well be devoted to it, and a good plan is to ascend by the *Étrembières* and descend by the *Veyrier* route. Circular tickets, including steam tramway and electric railway (price 5 fr. 80 c. in winter, 7 fr. 80 c. in summer), can be obtained at *Thos. Cook and Son's Office*.

**The Electric Railway**, which enables visitors to make the above excursion in a few hours, was opened in 1893. The motive power which supplies the works for generating the electric current is derived from the River *Arve*. The dynamos at the *Arthaz Works* are on the *Thury* system, and the electric current is conveyed about a mile and a half to *Monnetier* by a double line of metallic cables, whence it is distributed to the different sections of the line by a metallic conductor along and inside the rails. The incline in some parts is about 60 in 100, but the train is stopped or started at any point with the greatest ease and safety; and notwithstanding the expense of construction and maintenance, this mountain railway is probably the most moderate of its kind in its passenger tariff.

## COACHING EXCURSIONS.

Excursions made by Coaches or Brakes offer a pleasant and economical mode of seeing the environs of Geneva. In the summer (only) there are

**Daily Excursions** by three- or five-horse brakes (with double springs) from the Office of *Thos. Cook & Son*, 90 Rue du Rhône, at 2 p.m., returning about 6.30 p.m.,

Saturday, Sunday, and Monday.—Excursion to *Monnetier-Salève*, visiting the old Castle of *Étrembières*, *Monnetier*, the ancient feudal Castle of the *Ermitage*, the *Natural Voûtes*, *Cascade d'Aiguebelle*.

Tuesday and Friday.—Splendid excursion to *Pont de Peney*. *Bois de la Bâtie* (splendid view of the junction of the rivers *Rhône* and *Arve*, also of the City of Geneva), visiting the largest waterworks in the world; the *Brunswick Monument*, etc.

Wednesday.—Visit to the historical Castle of *Voltaire*; visit of the old artistic Pottery of *Ferney*; visit of the largest waterworks of the world.

Thursday.—Excursion to and visit of the historic Castle of Mme. de Staël at Coppet, containing numerous and precious souvenirs of the time of King Louis the XVI. ; visit of the Museum and Park Ariana.

## RAILWAY AND STEAMER EXCURSIONS.

Visitors making a prolonged stay in Geneva will be able to avail themselves of the facilities offered both by the railway and the steamer companies for long or short excursions to numerous attractive towns and villages on the beautiful lake.

The steamers are naturally far preferable, but it is convenient sometimes to visit some town by steamer and return by train, or *vice versa*, and railway tickets for the sections bordering the lake may be used for the steamers.

The fares by the steamers are very moderate, and there are good restaurants on board. Return tickets are issued at a fare and a half ; fortnightly tickets, allowing unlimited use of the steamers, 25 fr. ; monthly tickets, 40 fr.

Tickets of every description, both for the railway and the steamers, can be obtained at Thos. Cook & Son's Offices, 90, Rue du Rhône.

Geneva to Chamonix (*see* p. 237), Geneva to Chamonix and back *via* Martigny (*see* p. 240).

## THE LAKE OF GENEVA.

(*Lacus Lemanus* of the Romans.)

The Lake of Geneva is the largest in Switzerland, being 56 miles long on the north shore, and 44 miles on the south ; it is in shape like a crescent ; its surface is 1,230 ft. above the sea level, and its depth from 240 ft. to 1,100 ft. The widest part is near Lausanne, where it is eight miles across ; and the extreme beauty of its scenery is between Villeneuve and Ouchy. The colour of the water is blue, that of other Swiss lakes being green. It has been sung about, written about, preached about ; and to select what has been said and sung



would fill a large volume. Byron is most often quoted, and deservedly, as he is, *par excellence*, the poet of the lake. Every body knows the lines—

“Clear, placid Leman! thy contrasted lake,  
With the wild world I dwelt in, is a thing  
Which warns me, with its stillness, to forsake  
Earth’s troubled waters for a purer spring.  
This quiet sail is as a noiseless wing  
To waft me from distraction.”

And the lines

“Lake Leman woe me with its crystal face,  
The mirror where the stars and mountains view  
The stillness of their aspect in each trace  
Its clear depth yields of their far height and hue.”

A delightful hour or two in the evening may be spent in rowing on the lake in a good English boat (to be hired for 2 fr. or 3 fr. an hour on the Quai du Mont Blanc), or take a place in the steamer for a short trip, and, if so inclined, select one that has a company of Swiss singers on board, to give a promenade concert. The lake contains 21 different kinds of fish. Wild swans, gulls, and swallows haunt its banks. The temperature of the lake varies from 45 degrees in winter to 80 degrees in summer; it has never been entirely frozen over.

### NORTHERN BANK.

We will now make the circuit of the lake, describing all that is of importance, and leave the tourist to visit for himself whatever opportunity and inclination may render desirable, or, if unable to do more, survey them as well as possible from the steamer deck, or the window of the railway carriage.

The **railway** from Geneva along the northern shore of the lake has stations at *Chambésy, Genthod-Bellevue, Versoix, Coppet, Céligny, Nyon, Gland, Gilly-Bursinel, Rolle, Perroy, St. Prex, Morges, Renens, Lausanne, Pully, Lutry, Villetle, Cully, Epesses, Rivaz, St. Saphorin, Vevey, La Tour de Peil. Burier, Clarens, Vernex-Montreux, Territet-Glion, Neytaux, Chillon, Villeneuve*. Some of these places are small, but are well known to many English visitors from having children or friends at the schools which abound all through the district. There are also numerous houses and chalets which belong to or are occupied by English gentlemen. Many exquisite views of the lake are obtained on this route.

*For fuller description of the Railway route from Geneva to Lausanne, see p. 188; and from Lausanne to Villeneuve and Marigny, see p. 191.*

The **steamboat journey** between Geneva and Villeneuve is far preferable to the rail, presenting a thousand charms which cannot be seen and leisurely contemplated from a railway carriage. The express steamer leaves the **Quai du Mont Blanc** at 9.15 a.m., and calls at towns on both banks of the lake, arriving at Villeneuve at 1.50 p.m., and at **Bouveret** at 2.15 p.m. In the summer an express steamer leaves Geneva at 7.55 a.m., and is due at Territet at 11.45 a.m. "La Suisse" steamer returns thence at 4.53 p.m., arriving at Geneva at 6.0 p.m. The ordinary steamers to **Villeneuve** keep near the Swiss or northern side, passing in front of Sécheron, Pregny (p. 209), Chambésy, Bellerive, Genthod (where the two Genevese scholars, De Saussure and Bonnet, dwelt), and

**Versoir.** This town was vainly attempted to be nursed into a rival of Geneva by Choiseul, the Minister of Louis XV. Looking southward we have a grand view of Mont Blanc; the peaks surrounding it are the Salève, the Savoy Alps, the Dôle, and the Voirons. Northward, the long blue line of the Jura forms the background of the Swiss shore. Above Versoir is the pass of **La Faucille**, one of the few carriage roads across the Jura (Hotel—see Appendix); it passes under the Reculet, the highest summit of the range, and affords magnificent views.

At Versoir we leave the Genevese territory, and enter the canton of Vaud. Soon we reach

**Coppet.** Here there is a château (open on Thursdays, 2 to 5, May to October) belonging to M. d'Haussonville, where Necker, the Finance Minister of Louis, retreated to end his days, and where also his daughter, Madame de Staël, spent the long years of her exile, when banished by Napoleon I. The villages conspicuous on the green hills by Coppet are Més and Fannay. The hydropathic establishment of **Divonne** (Hotel—see Appendix) is  $3\frac{1}{2}$  miles from Coppet. The next landing-place is at

**Céligny**, which, though enclosed by Vaud, is Genevese territory. Close by the pretty village of Crans is noticeable.

The next stopping-place is at

**Nyon**, an ancient Roman colony, founded by Julius Cæsar. The castle contains the museum of antiquities and relics.

From this point the ascent of the **Dôle** (5,500 feet) is most readily accomplished. The promontory of Promenthoux here juts out, opposite to that of Yvoire in Savoy, and passing these, the lake expands to a much greater width. Above the point of Promenthoux is the Château de Prangins, formerly belonging to Joseph Buonaparte, now a Moravian school for boys. Prince Napoleon's villa, La Bergerie, is very near.

Passing Dulit, Bursinel, Bursins, and other villages, and numerous pleasant villas, we arrive at

**Rolle**, from which to Thonon on the opposite shore the greatest width of the lake is measured. This is an agreeable little town with a small island in the harbour, laid out as a promenade, and adorned with a monument to General La Harpe, a native of the place (Hotel—*see* Appendix). Electric tramway to *Signal de Bougy* and *Gimel*, 6½ miles. We next come in sight of *Terray* and **Allaman**, passing the celebrated vineyard of La Côte, nine miles in length. Between Rolle and Aubonne, on the height above, the **Signal de Bougy** should be noticed. One of the most extensive views in Switzerland is obtained from it (*see* p. 189).

Passing close to the point of St. Prex, and in sight of innumerable villas, and the towering ruins of the Château de Wufflens, attributed to good Queen Bertha in the tenth century, we arrive at

**Morges** (population 4,400. Hotel—*see* Appendix), with its arsenal close by the lake. Here Mont Blanc is again beheld: a splendid view, one of the finest on the lake. It is, however, quickly lost as we pass on. Morges is a delightful place for a lengthened visit (*see* p. 189). The picturesquely situated village of St. Sulpice is soon left behind, and the next landing-place is Ouchy.

## OUCHY.

(Harbour for Lausanne.)

(Hotels.—*See* Appendix.)

The Land Society of Ouchy have greatly improved this port, and in a few years a great change has taken place, the environs being now covered with country residences. It was at the Hotel Ancre that Byron and Shelley had to stay two days through stress of weather after boating across from Diodati, and here "The Prisoner of Chillon" was written.

The **Hotel Beau Rivage**, erected and furnished at a cost of 2,000,000 fr., will accommodate one hundred and fifty visitors. Its sheltered position, the pretty gardens, and excellent views, have made the hotel very popular.

The new **Hotel du Château**, and smaller hotels, are also well patronised, and there is communication between Ouchy and Lausanne every fifteen minutes by the **Cable Railway** (Ficelle); fare, 40 c. and 20 c., return ticket, 60 c. or 30 c. There are two bathing establishments on the lake; bath, including towels, etc., 80 c. From the steamboat piers visits can be made to all places of interest along both banks of the lake. Electric tramway to Lausanne, 25 c.

The Railway Station (Swiss State) now called **Gare Centrale Lausanne**, is nearly a mile from Ouchy.

## LAUSANNE.

(Hotels. — See Appendix.)

**Cook's Office.** —16, Place St. François. Tickets for many interesting day and half-day excursions from Lausanne and Ouchy can be obtained here. Motor-car trips can also be arranged.

**Post Office.**—Place St. François, open 7 a.m. to 8 p.m. week days. Sundays, 8 to 10, 11 to noon; afternoon, 2 to 3. **Telegraph and Telephone Office**, open from 1st of April to 31st October, 6 a.m. to midnight; from 1st November to 31st March, 7 a.m. to midnight.

**Central Railway Station.** —The junction of six lines: (1) Geneva and the South of France; (2) Brigue *via* Visp to Zermatt, and *via* the Simplon to Milan; (3) Paris *via* Neuchâtel; (4) Paris *via* Pontarlier; (5) Berne and the centre of Switzerland; (6) Lyss and the Valley of Broye.

**Cable Railway**, to Ouchy, the Port of Lausanne, p. 221.

To the **Signal**, from the Place du Vallon, p. 223.

**English Church**, Christ Church, Avenue de Grancy, between Lausanne and Ouchy. Services, Sunday, 10.30 and 4.30, except that from 15th June to 15th September the second service is held at 8 p.m.; Wednesday, Litany at 10.30 a.m.

**English Club**, on the route d'Ouchy, p. 222.

**Trinity Presbyterian Church.** Services, Sunday, 10.3 and 4; in summer the second service is at 8 p.m. Avenue de Rumine.

**Other Churches,** Reformed National, and Free, Roman Catholic, German, Jewish, Wesleyan, and Salvation Army.

**British Consul.** A. Galland.

**Carriages** wait at the Railway Station, Place St. François, etc. Drivers must give a list of local tariff to each passenger. Fares, one horse,  $\frac{1}{2}$  hour, 1 $\frac{1}{2}$  fr.; two horses, 3 fr.; or 1 hour, 3 fr. and 5 fr. respectively. From the town to the railway station, 1 fr. 50 c. and 3 fr. To Ouchy, 2 fr. and 4 fr.

**Steamboats** start from Ouchy to all the principal watering places on both banks of the Lake of Geneva.

**Tramways.** The town and suburbs of Lausanne are well served by electric tramways.

One very useful line starts from the Gare Centrale to the Place St. François, thence by the Place Bel Air (*branch to Echallens and Prilly*), Place de la Riponne (*branch to Pontaise*), round the City to the Place de la Barre (cable railway to the Signal (*see p. 223*)), and round again to the Place St. François.

From the Place de St. François to Ouchy, 25 c.

From the Place St. François to Cour (Cemetery), 20 c.

From the Place du Tunnel to Le Mont, return, 50 c.

Line to Renens, 2 $\frac{1}{2}$  miles, to join the local or so-called tramway trains to Geneva.

From the Railway Station to Chailly, La Sallaz, and Chalet à Gobet in about an hour.

Another line goes to Pully and Lutry (stations on the lake, *see p. 224*). A narrow-gauge railway, 12 $\frac{1}{2}$  miles, runs to Echallens and **Bercher**, in about an hour and twenty minutes.

**Theatre.** - Avenue du Théâtre. Dramas in winter; operettas in spring.

**Kursaal.** Place Bel Air. Concerts and Variety Theatre, 8.30 p.m. 1 $\frac{1}{2}$  fr. and 3 fr.

The population of **Lausanne** is 53,210, of which 8,000 are foreigners, 2,000 being resident English and Americans. **Lausanne** is the junction for six railways, and is the capital of the Canton of Vaud, beautifully situated on hills and intervening valleys. It enjoys the advantage of a salubrious climate, and a moderate temperature in winter. The water supply is ample and good, being taken from springs, some

situated in the neighbourhood, others in the Alps above Château d'Œx. The drainage also is good, and typhoid fever is unknown in the town. The municipal authorities are very active and enterprising, and at the present moment (1907) Lausanne is probably the most improving town in Switzerland. Building operations on a large scale may be seen in all directions, and magnificent buildings, public and private, are springing up in rapid succession. The opening of the Simplon Railway (*see* p. 281) has given a great impetus to the growth of the city, which will necessitate a great enlargement of the railway accommodation of Lausanne.

From the steamboat or railway we proceed to the **Place St. François**, the chief place of public resort, containing the **Post and Telegraph Offices**, etc., and also the **Hotel Gibbon**, in the garden of which the great historian completed his history of Rome. To the left is the **Grand Pont**, a fine structure, spanning one of the intersecting valleys, and affording a good central view of the city.

The fine old **Cathedral**, whose Gothic towers are seen standing high and dark against the sky before landing at Ouchy, is the chief sight of the town. The most direct approach is by 164 steps, ascending from the market place. The Cathedral is open to the public every day, but to inspect it in detail, and to mount to the belfry, application must be made to the sacristan, No. 5 in the little square north of the Cathedral. The simple and massive edifice is one of the handsomest Gothic churches in Switzerland. It is associated with the stirring events of the Reformation, for here, in 1536, Calvin, Farel, and Viret met in disputation: from which came about separation of Vaud from the Romish Church, and the transfer of its allegiance from Savoy to Berne. The Cathedral, originally founded about 1000 A.D., was completed in its present form in 1275, and consecrated in the presence of Rudolph of Hapsburg, by Pope Gregory X. (Restorations from plans by Viollet le Duc were finished in 1906.) It is 333 feet in length and 61 in height. It has a central spire and two towers to the west, of which only one is really completed. The beautifully sculptured West Portal (of recent date) and the South Portal, or Porch of the Apostles, claim special notice. The prominent features of the interior are:—

Columns “(over a thousand).”

The Rose Window.

Monument of Otho of Granson.

**Tomb** of Victor Amadeus VIII (who was successively duke, bishop, pope (Felix V), and finally monk).

Monuments of

Bishop of Menthonex.

Russian Princess Orloff.

Duchess of Courland.

Harriet, first wife of Lord Stratford de Redcliffe, by *Bartolini*.

Robert Ellison.

Countess Wallmoden.

There is a fine view from the **Terrace** surrounding the Cathedral; but if the visitor likes to ascend the clock tower (162 feet) a much finer prospect will be obtained.

Close by, in the Place de la Riponne, are the New University buildings (Palais de Rumine), completed 1905.

The **College** or **Academy**, founded in 1549, inaugurated as the **University** in 1891, containing the **Cantonal Museum**, is well worth a visit. The Museum is open free daily, 10 to 12 and 1 to 4, except Mondays.

In the Museum (shortly to be transferred from Cité Devant) will be found :-

Collections of Minerals, given by Emperor Alexander to General La Harpe.

Zoological and Botanical Collections.

Antiquities from Herculaneum, Pompeii, etc.

Relief of the Bernese Oberland.

Antiquities from Aventicum.

Objects from the Swiss Lake Dwellings.

Natural History Collection.

Collection of 23,000 Coins and Medals.

The **Cantonal Library**, in the same building, contains about 280,000 volumes and valuable MSS. There is a public reading room for persons wishing to consult books and catalogues. Open every week-day, except Mondays, 10 to 12 and 1 to 4.

Also in the same building is the **Musée Arlaud**. It contains a fine collection of ancient and modern works of art. The principal paintings are by *Boçion, Koller, Gleyre, David, Domenichino, Carracci, Charvannes, Fautier*, etc. Open free on Wednesday and Saturday from 10 to 4; Sunday, 11 to 2. Admission on other days 50 c.

Near the Cathedral is the old **Château de St. Maire**, erected in the fourteenth century, but since subjected to many alterations. It is in form a heavy square tower, with turrets, and from once being the Episcopal Palace, it has now become the seat of the government of the Canton of Vaud. From the terrace of the château there is a good view of the western part of the town, and of the Jura.

The **Industrial Museum** (shortly to be transferred from the Rue Chaucrau) has a carefully classified collection of Industrial products, with method of preparation clearly indicated. On the ground floor a room for lectures.

The **Agricultural Museum**, in the Champ de l'Air, contains machines and objects relating to agriculture; and in the same building is a meteorological observatory and a milk station. Admission free.

The **Palais de Justice Fédéral**, in the Promenade of Montbenon (*see* p. 223), the supreme court of appeal for Switzerland, is a beautiful building in the Italian Renaissance style. Inaugurated 1886. Frescoes by Paul Robert.

The **Hôtel de Ville**, in the Place Palud, was built during the fourteenth century, and repaired in the seventeenth. The porch is pure Ionic. Notice the Fontaine de la Palud almost opposite.

The **Theatre** (built 1869-71) accommodates 800 persons. There is also a concert-room and restaurant in the building. The theatrical season lasts from October to the end of May. During the summer concerts are given either at the Casino, Place Montbenon, the Derrière-Bourg (Esplanade), or the Beau Rivage (Ouchy).

**Music.**—During summer, concerts are given three times a week in the gardens of the Casino, or of Beau Rivage, Ouchy. On the alternate evenings by different musical societies. Organ recitals are given in the Cathedral on Mondays and Thursdays.

**A Cable Railway** has been made between Lausanne and Ouchy, the journey occupying 9 minutes. Trains every quarter of an hour. There are intermediate stations at *Les Jordils*, *Montriond* and *St. Luc*, the latter being near the Central Railway Station. Another Cable Railway starts from the Place du Vallon for the Signal de Sauvabelin. (Pramway from the Place St. François to the Buanderie.)

The **schools** of Lausanne are in very high repute, and pupils from Great Britain are found in them in large numbers.



Professors of music, drawing, etc., abound. The Public Schools of Design maintain a high standard of excellence. The **High Schools** for boys are superior establishments, where pupils from the **Cantonal College** and from other schools are prepared for the University. The **Industrial and Commercial Schools** afford a sound education in modern languages, mathematics, physical and natural science. The **New University** is in a state of great efficiency, and bestows degrees of Doctor, Licentiate, Chemist, and Engineer. The new and superb building (*see* p. 220) was erected by the aid of a legacy made to the town of Lausanne by M. Gabriel de Rumine and was inaugurated December, 1906. Music is highly cultivated and appreciated in Lausanne. Lessons are given at the **Institute of Music** (Conservatoire) and by skilled private masters. There is an Asylum for the Blind, admirably conducted, which owes its origin to Mr. Haldimand, a Swiss who amassed a large fortune in England, and Miss Cerjat, who, when resident here, took great interest in works of philanthropy and benevolence.

**The English Club**, situated on the route d'Ouchy in front of the Pension Campart, contains reading rooms for ladies and gentlemen, library, smoking room, billiard room, and a large hall for concerts, lectures, theatricals, dances, &c. English newspapers, periodicals, and magazines are regularly taken. The subscriptions, to be paid to the Concierge, are:—

Annual, 50 fr. ; half-yearly, 30 fr. ; quarterly, 20 fr. ; monthly, 10 fr. ; weekly, 5 fr. For ladies half the above is charged.

Afternoon tea, frequent concerts, theatrical performances, dances during the winter months.

**American Club**, adjoining the English Church ; 10 fr. per month, 50 fr. per annum ; ladies half price.

The **Literary Club** has a good library, a billiard room, and a reading room, where reviews and papers of all countries are to be found.

In Rue de Bourg (No. 2), which is the central and chief business street, there is an

**English Reading room** and Circulating Library, where, for an admission fee of half a franc, the traveller can peruse various English newspapers and periodicals.

**Lausanne** offers numerous advantages for permanent residents, and amongst its minor attractions maintains Lawn Tennis, Hockey, Football, Cricket, Archery, Shooting, Cycling, Automobile and Rowing Clubs.

There is an excellent Bathing Establishment on the lake, and capital Skating is obtained in the season in the **Sauvabelin Wood** on a large pond, also at **Romanel**. Game is fairly plentiful: Duck, teal, and grebe on the shores of the lake; white partridge and white hare on the plains; roebuck in the Jura; chamois and grouse in the Alps. Grayling, perch, and pike may be caught in the lake, trout in the rivers.

## ENVIRONS OF LAUSANNE.

The neighbourhood is exceedingly beautiful; an abundance of tasteful country villas enliven the scene. Those fond of a quiet, healthy town, with plenty of opportunity for charming walks in the vicinity, will find their tastes well provided for. One of the most frequented spots is the

**Montbenon**, a fine open promenade, where the Federal Palace of Justice has been erected at a great cost on the Geneva road, commanding a lovely prospect of the lake and its surroundings.

**Montriond-le-Cret**, one of the finest properties in the neighbourhood of Lausanne, has been acquired as a public park. The view from the centre is magnificent. The

**Signal** is on a hill 2,900 feet high, north of the town and commands the finest view in the neighbourhood, the greater part of Lake Lemau being visible, and a vast horizon, crowded with mountain peaks. The adjacent forest of Sauvabelin is traditionally linked with the worship of Bel by the Druids. Cable railway to the Signal opened in 1899, from the Place du Vallon, close to the tramway station at the Place de la Barre, connected with the Place St. François.

**Les Grandes Roches**, where the Barracks are situated, are about a mile and a half on the road to Yverdon, affording a fine view across the lake, including Mont Blanc, which is not visible from the Signal.

**La Sallaz and Chalet à Gobet**, beautifully situated and surrounded by Fir Forests, may be visited by electric tramway in about an hour. The Cemetery of La Sallaz, two miles along the Berne road, contains the remains of John Philip Kemble, the tragedian. At a short distance is the garden he delighted to cultivate, and the house where he died (February 26th, 1823).

Lausanne is the centre from which many interesting excursions may be made, either by boat or rail. Full particulars of these will be found in a useful little pamphlet published (gratis) by the 'Society for the development of Lausanne.'

Leaving **Ouchy**, the route becomes surpassingly beautiful, the steamer passes Pully and Lutry, and we find ourselves in front of the celebrated vineyards of Lavaux, which extend for 10 miles along the lake. An immense amount of labour has been expended in rearing the innumerable low walls which sustain the crumbling soil. Near Cully, which stands in the midst of these vineyards, is the monument to Major Davel, executed at the time of the struggle between Vaud and Berne. On a terrace of rocks, near St. Saphorin, stands the old Castle of Glérolles; and hard by a picturesque waterfall is formed by the torrent of the Forestay. Above, on the height, is the **Tour de Gourze**, the remains of a stronghold, dating from the tenth century—once a refuge for the neighbouring villages in times of chronic strife and disturbance. The traveller will be struck with the amount of skill and industry that must have been necessary to construct a carriage road and railway in the narrow limits between the mountains and the lake. On leaving Glérolles, and catching sight of Vevey, the slopes are more gradual, the valley wider, and the whole landscape softer and more cultivated.

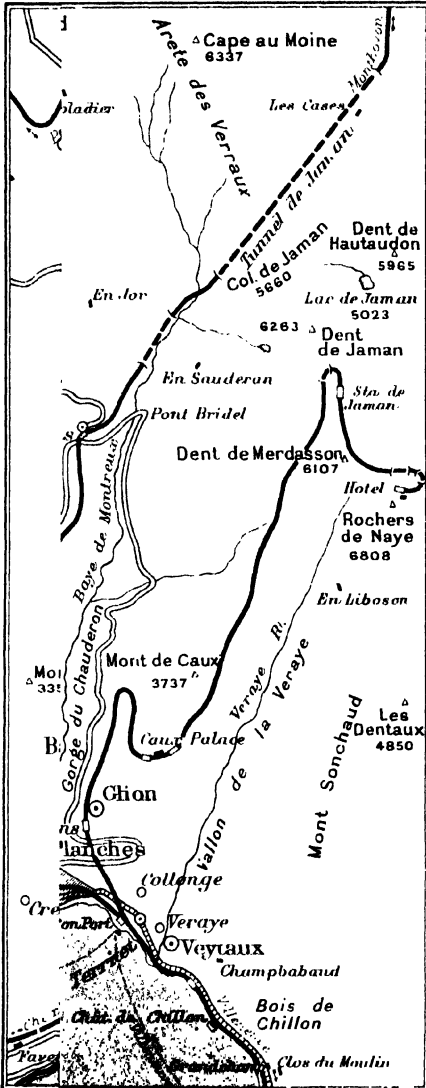
## VEVEY, CLARENS, MONTREUX.

(Hotels—see Appendix.)

**Vevey** (pop. 13,380), the representative of the old Roman *Vibiscus*, is the second town of the Canton Vaud; clean, picturesque, and with a climate free from extremes, either in summer or winter. The town is situated at the end of a narrow valley, down which the Veveyse rushes to the lake. Its exquisite views and pleasant walks in the neighbourhood attract a large number of visitors.

From Vevey may be seen Chillon, Clarens, Villeneuve, and the mouth of the Rhone; in the distance the Alps of the Valais, with the Dent du Midi and Mont Catoire; whilst on the opposite shore of the lake are seen the rocks of Meillerie, with the Dent d'Oche. The best point of view in the town is

# DISTRICT





the Quai Sina, but some spots outside the town afford more extensive prospects.

On the left of the landing-place is the château of M. Couvren, with its beautiful tropical garden, open free from 10 a.m. to 12, on Thursdays, Fridays, and Sundays. At other times the gardener expects a franc.

**Post and Telegraph Office**, Place de l'Ancien Port. **Electric Tramways** (*see* below); **Electric Railways** (p. 226).

In the **Church of St. Martin** (fifteenth century), amongst the vineyards above the town, are the graves of Ludlow and Broughton, two of the judges of Charles I. :—it was Broughton who read the sentence of death. In vain Charles II. demanded their extradition; in this quiet town they ended their days. An "Indicateur des Montagnes" will be found here. Organ concerts and Church Service in summer.

The art collections of the town will be found in the **Musée Jenisch**.

In the **English Church** (All Saints) there are three services on Sundays, also services on Wednesdays and Fridays.

Rousseau's favourite inn, the "Clef," has been transformed into a café, with the same name.

**Vevey** is the centre of the Swiss wine-growing district, the wine called Lavaux being its specialty. An ancient guild, known as "L'Abbaye des Vignerons," exists here, whose function it is to promote the interests of the wine-growers, and excite competition by presenting prizes to the most successful. At intervals of about every 15 years (the last was in 1905) a grand festival is held, known as "La Fête des Vignerons."

"The Vintners' Fête, Vevey," says a recent writer, "is famous everywhere, and though still in vogue, is a genuine relic of the old worship of Bacchus—a deity long revered in this, a wine country *par excellence*."

**U.S. Consular Agent.** T. F. Dwight.

There is an electric tramway from **Vevey** to **Chillon** every 10 minutes, passing through Clarens, Montreux-Vernex, and Territet, the journey occupying 50 minutes. There is also a connecting tramway line from Chillon to Villeneuve, running every half hour. Railway between **Vevey** and **Chexbres**, four miles, in 20 minutes, corresponding with most of the trains (*see* p. 178).

The environs of Vevey are replete with interest.

**Hauteville**, a mile and a half from the town, is an imposing structure, and affords beyond doubt the finest prospect in the neighbourhood.

**Blonay**, at a somewhat greater distance from the town, is a romantic castle, which for eight centuries was the residence of the most powerful and distinguished of the old Vaudois families. History and tradition join in confirmation of the spotless honour and renowned valour of the house of De Blonay. When the aristocracy were swept away at the close of the last century, the family was still held in local reverence. It exists in the neighbouring French province of Chablais to this day.

The **Pléiades** (4,533 feet) is visited for the view from its summit, and also for the Sulphur Baths of **L'Alliaz** at the base. A mountain railway is projected from Blonay to the summit of the Pléiades.

**La Tour de Peilz**, west of Vevey, was an old castle built in 1239 by Amadeus IV. Duke of Savoy; but its two round towers are of very uncertain and possibly far earlier origin. Peilz means skin, and is said to refer to a certain Crusading proprietor, who returned to find his château roofless, and made for it a temporary roof of skins.

The principal excursion in the immediate neighbourhood of Vevey can be made by a **Funicular Railway**, opened in 1900 (trains start from near the Grand Hotel every hour), which ascends to *Corseaux*, *Beau Site*, *Chardonne-fongny*, and **Baumaroché**, within a short distance of the summit of

**Mont Pèlerin** (3,550 feet) in 25 minutes, from whence, or from the adjacent hotels and restaurants (*see* Appendix), the view embraces one of the most charming panoramas of this part of Lake Lemán.

The **Vevey Electric Railways** comprise

(1) The *Vevey-Blonay-Chamby* line, eight miles, starting from the Vevey Central Station to *St. Léger* and several villages, *La Chèssaz*, *Château de Blonay*, and a long climb at the foot of the Pléiades to **Blonay**, thence to *Cornaux* and **Chamby**, junction for Montreux or Les Avants.

(2) The *Vevey-Châtel St. Denis*, connecting with the electric railway of La Gruyère to Bulle, etc. From Vevey the line starts from the Central Station and follows the Blonay-Chamby line as far as *St. Léger*, then, turning to the left, crosses the *Lerose* by a splendid bridge over the gorge to *Fénil*, then through picturesque scenery to *Monts de Corsier* and **Châtel**

**St. Denis**, with its well-known establishments for the celebrated Kneipp cure. Electric railway to **Palézieux**, on the main line to Berne, or to Lausanne and Geneva. Electric railway to Bulle (*see* p. 231).

Fifteen trains a day pass over these lines, opening out to the tourist a comfortable means of visiting many beautiful districts.

Most of the districts overlooking Vevey are visible from the steamer as we resume our course on the lake. The vineyards again reappear, and become a conspicuous feature of the landscape. In about a quarter of an hour we arrive at

**Clarens**, a pleasant, quiet village (Hotel—*see* Appendix). The climate is mild, the views over the lake and of the mountains superb. Clarens has been rendered famous by Rousseau in his “*Nouvelle Héloïse*,” by Byron, and by Lamartine; and Byron must again describe it to us in the place which none would feel as if they had visited did they not read it here:—

“Clarens! sweet Clarens, birthplace of deep Love!  
Thine air is the young breath of passionate thought;  
Thy trees take root in Love; the snows above  
The very glaciers have his colours caught,  
And sunset into rose-hues sees them wrought  
By rays which sleep there lovingly; the rocks,  
The permanent crags, tell here of Love, who sought  
In them a refuge from the worldly shocks  
Which stir and sting the soul with hope that woos, then mocks.

“’Twas not for fiction chose Rousseau this spot,  
Peopling it with affections; but he found  
It was the scene which passion must allot  
To the mind’s purified beings; ’twas the ground  
Where early Love his Psyche’s zone unbound,  
And hallowed it with loveliness; ’tis lone,  
And wonderful, and deep, and hath a sound,  
And sense, and sight of sweetness; here the Rhone  
Hath spread himself a couch, the Alps have rear’d a throne.”

Eastward of Clarens the shore of the lake is covered with villas and houses, hotels and pensions, as far as Villeneuve, which are filled by a succession of visitors and invalids, both in summer and winter, some attracted by the mild climate, others by the scenery, and the fairly moderate charges for living. All these villages, including Clarens, Charnex, Vernex, Glion, Colognes, and Veytaux, are collectively called **Montreux**, the central point of the district. In midsummer, when the climate on the shores is found warm and relaxing, the hillside stations of **Caux**, **Villars**, **Glion**, **Les Avants**, the **Rochers de Naye**, and the cool green valley of **Château d’Œx**



(p. 156), are delightful retreats, easily accessible by recently constructed mountain railways or by carriages (*see* also pp. 231, 232).

The first cluster of houses after leaving Clarens is the village of Vernex, near which is the station of

## MONTREUX.

(Hotels *see* Appendix.)

**Cook's Office.**—Arcades du National, Bon Port. Tickets for various excursions in the neighbourhood may be obtained here.

**English Churches.**—Christ Church, at Montreux; services, 10.30 a.m. and 4 p.m. St. John's, at Territet; three services on Sunday all the year; daily services in winter and spring. Presbyterian Church, Rue de la Gare 21, Montreux. services, 10.30 a.m. and 4 p.m.

**British Vice-Consul.**—M. Cuénod, Maison Rousseau, Clarens.

**English Physicians.**—Dr. Tucker Wise, Villa Champod, Bon Port; Dr. Stuart Tidey, Rue de Bon Port 43; Dr. Gamgee, Villa Miguel, Territet.

**Club.**—Villa Mont Riant, Territet.

**Golf Club.**—Course at Aigle (*see* p. 230).

**Lawn Tennis Clubs.**—Les Avants: Secretary, Mr. L. Dufour. Territet: Secretary, Count Dzichleicki.

**Kursaal.**—Rue du Théâtre (*see* p. 230).

**Hydropathic Establishment.**—Near the Kursaal.

**Post and Telegraph Offices.**—By the railway stations, Montreux, Clarens, and Territet. Branch offices at Planches, Trait, Veytaux, Glion, Caux, and Les Avants.

**Steamers.**—The excellent service of the General Navigation Company of some 20 saloon steamers, calling at Clarens, Montreux, and Territet, places Montreux in frequent communication with all the Swiss and French ports of the lake.

**Electric Trams.**—The Vevey-Montreux-Chillon line runs every 10 minutes in both directions between Vevey and Chillon.

The line connecting Trait with Les Planches leaves every quarter of an hour in correspondence with the tramway which stops at Trait.

The line from Montreux to Les Avants and Montbovon is continued to Château d'Oex, Saanen, and Zweisimmen, whence

travellers can proceed by ordinary railway to Spiez, Interlaken, and Thun.

Trains on the Funicular Railway, Territet-Glion-Caux-Jaman to the summit of the Rochers de Naye run frequently (*see* time table), the journey occupying about 1 hour and 20 minutes (*see* p. 231).

**Carriages.**—By the day, one horse, 17 fr.; two horses, 28 fr.; coachman's fee extra. Drives to mountain districts as per tariff, which includes only two persons for one horse, and four persons for two horses.

Delightfully situated on the banks of the beautiful Lake of Geneva, and enjoying probably the most even and windless climate of all Western Switzerland, Montreux is one of the most popular and progressive health resorts in Europe (pop. 16,370). The railway through the Simplon Tunnel to the Valley of the Rhone, and that between Montreux and Spiez *via* Château d'Œx will undoubtedly bring a large increase of visitors.

Montreux is a favourite resort in all seasons, and the residential advantages of the district are not confined to any one season of the year.

In winter the climate is very mild, owing to the position of the town, which is sheltered from the north and east winds by the mountains.

At this period of the year the younger people and the amateurs of sports betake themselves to Caux or Les Avants, where the air is more bracing, and where they can indulge in skiing, skating, and tobogganning. This last named sport is very popular, and the Mountain Railway Companies organise special cheap trains during the day in order to bring back to the heights the tobogganners who have sleighed down.

Spring is a delightful time for visiting Montreux, the fields being covered with flowers, especially with the lovely white and delicately-perfumed "narcisse" (narcissus). In May the fields at Glion and Les Avants are so carpeted with these flowers that in the distance they look as if covered in snow. The narcisse has given rise to an open air festival called "Fête des Narcisses," which is held annually, and consists of children's dances, songs, and battle of flowers.

Summer in Montreux is a favourite time for visitors more or less on pleasure bent. It is a great centre for excursions, and the frequent service of saloon steamers on the lake, and the numerous mountain and other railways, place all the interesting surroundings of the district within the reach of every one.

Autumn is particularly a pleasant season in Montreux and the mountain health resorts, and when the first snap of cold makes itself felt in the hill stations, visitors descend to Montreux, and the hotels are crowded.

The parish of Montreux is divided into three parts, Le Châtelard, Les Planches, and Veytaux, with a population of 20,000. From the shady terrace of the old church above Les Planches there is a grand view of the lake and mountains, as also from the Château des Crêtes.

On the Territet Road is situated the

**Kursaal**, a large building, with beautiful and shady garden facing the lake, built in 1881, considerably enlarged and improved in 1902. Admission 1 fr.; weekly subscription 3 fr. An orchestra plays every afternoon and evening. Concerts and dramatic representations take place in the Theatre every evening in winter. The other attractions include Billiard Rooms, Club Room, Lawn Tennis Court, Ladies' Room, Tea Room, Restaurant, and Reading Room, well supplied with papers and periodicals.

There is a Subscription Library at the Parish room, a Hydropathic Establishment near the Kursaal, and the swimming baths on the lake are at Basset.

Social life is very much developed and cultivated among the visitors at Montreux, and during winter there is a frequent succession of concerts, dances, amateur theatricals, etc. There are several Lawn Tennis clubs, and in the courts at Les Avants tournaments are held every year in September. The golf links at Aigle, and the clay pigeon shooting at Villeneuve are both within easy distance.

Montreux possesses several good Schools for girls and boys.

The natural Alkaline Mineral Waters are recommended by doctors, being agreeable to the taste and slightly effervescing.

There are now 80 hotels and pensions scattered over the district of Montreux, catering for all purses and tastes. Among the palatial hotels, than which there are none more excellent in Switzerland, mention may be made of the Grand Hotel at Territet, the Grand Hotel at Caux, and the Montreux Palace and Cygne at Montreux, all of which accept Cook's coupons.

Amongst the many interesting and enjoyable excursions to be made in the neighbourhood of Montreux, some of the most delightful are to the

(1) **Gorge du Chauderon**, a wooded ravine between Glion and Sonzier, returning by Glion.

(2) **Les Avants** (3,190 feet), a charmingly-situated health resort for winter or summer, about two hours' drive by Charnex and Chaulin, at the foot of the Dent de Jaman.

This delightful excursion is now made by **Electric Railway** in 45 minutes. Tickets issued by Thos. Cook & Son—single fare, 2 fr. 50 c.; return tickets, 4 fr.

From the Railway station the line makes several curves after passing the station of **Le Châtelard**, the views becoming more and more beautiful as the train ascends. Beyond **Chamby** (the junction for Vevey, p. 226) the railway skirts the wooded slope of **Mont Cubli**, above the Gorge du Chauderon, in view of the Dent de Jaman, and the Rochers de Naye. English Church and Hotel-pensions open both winter and summer.

From Les Avants, electric railway to Château d'Ex, Saanen, and Zweisimmen (*see* p. 156), whence ordinary railway to Spiez and Interlaken.

(3) **Montbovon** (2,608 feet) is reached by a continuation of the same electric railway from Les Avants (described above) (Hotel—*see* Appendix). The train passes under the **Col de Jaman** through a long tunnel, on emerging from which a succession of picturesque scenery is enjoyed.

From Montbovon, electric railway, 10½ miles, *via* **Albeuve** and **Gruyères**, in 45 minutes, to **Bulle**, a prosperous town, the capital of the Gruyère, celebrated for its cheese (*see* p. 178.)

From Bulle, electric tramway to **Châtel St. Denis**, 12 miles; whence electric tramway, nine miles in 40 minutes, *via* **St. Légier** to Vevey (*see* p. 224), or *via* **Blonay** and **Chamby** to Montreux.

(4) **Glion** and the **Rochers de Naye** (Hotel—*see* Appendix) by mountain railway from the Territet-Glion Station. To Glion (Hotel—*see* Appendix) the cable tramway ascends in nine minutes, constructed on the same system as the Giessbach tramway, but much steeper, the maximum gradient being 1 in 1½. At the top a splendid view of the upper end of the Lake of Geneva is obtained.

From Glion to Naye, 4½ miles, the rack-and-pinion railway, adjoining the Glion and funiculaire, ascends through meadows, over viaducts, and by tunnels, to the station of

**Caux**, a very important and popular resort, with luxurious

hotels, commanding splendid views of the Lake and the Alps (Hotel—*see* Appendix); then to the head of the valley of the *Terray*, and soon the conical **Dent de Jaman** (6,493 feet) appears: past the small **Lac de Jaman**, and over ridges commanding grand views to the uppermost valley, and the train arrives at the station of

**Naye**, 10 minutes below the summit of the **Rochers de Naye** (6,808 feet), from which are seen the whole of the Lake of Geneva, the Jura and the Lake of Neuchâtel, the Bernese Alps, Wetterhorn, Eiger, Monch, Jungfrau, etc., the Alps of the Canton of Vaud, the Valaisian and Savoyan Alps, including Mont Blanc— one of the finest panoramas in Switzerland. Fare from Territet to Naye and back, 12 fr. Tickets can be purchased at any of Cook's offices.

Many other shorter or longer excursions, which we have not space to describe, may be mentioned as follows:—To **Mt. Cubli** (3,525 feet), the **Bains de L'Alliaz**, in the charming valley of Villars, and the **Pléiades** (4,488 feet), to **Mt. Sonchaud** (4,850 feet), to the **Col de Chaude** (5,291 feet), etc., etc.

Just beyond and in continuation of Montreux is

**Territet** (Hotels—*see* Appendix), or, as the railway station is called, **Territet Glion**, where, 1,000 feet above Montreux, on the mountain under the Dent de Jaman, is the hamlet of **Glion**, which can be reached in a few minutes by a funicular railway, and then on by rack-and-pinion railway to the Rochers de Naye, already described (*see* above).

At a short distance from Territet Glion is the station of **Veytaux Chillon** (Hotel—*see* Appendix), close to the renowned **Castle of Chillon**, standing on an isolated rock about 20 yards from the bank, with which it is connected by a bridge.

This Castle, washed by the waters of the lake, which at this point is over 300 feet in depth, was built in A.D. 830, and fortified by the Dukes of Savoy about four centuries afterwards. Apart from its historic interest, it is impressive from its solid walls and towers, and its strangely isolated situation on a rock, connected with the bank by a wooden bridge. It well repays a visit to its feudal hall, bedrooms, etc., and the rock-hewn dungeons beneath, in one of which thousands of Jews are said to have been sentenced to death, and forthwith drowned in the lake. The beam where criminals were hung, the torture chamber, the oublicette, and other horrors are shown. But the

dungeon, rendered memorable by Lord Byron's "Prisoner of Chillon," is, of course, the chief point of interest.

"Chillon! thy prison is a holy place,  
And thy sad floor an altar--for 'twas trod,  
Until his very steps have left a trace  
Worn, as if thy cold pavement were a sod,  
By Bonivard! May none those marks efface,  
For they appeal from tyranny to God."

The tourist, when he treads the pavement worn down by the feet of the prisoner, or touches the iron ring in the dungeon by which he was bound to one of the pillars, must remember that the subject of Lord Byron's poem is not to be received as a record of the historical Bonivard. A few facts may not be uninteresting, nor need they necessarily spoil the charm of the fiction.

François de Bonivard was born in 1496 at Seyssel. He was educated at Turin, and at the age of 16 received from his uncle the rich priory of St. Victor, and the lands attached thereto. In 1519 the Duke of Savoy attacked Geneva, and Bonivard, who was of liberal opinions, and opposed to feudal oppression, sided with the Republic. He was captured, and confined by the tyrannical Duke for two years in the Castle at Grolée. No sooner was he released than he again made a strenuous effort to advance the principles of the Republic. Again, in 1530, he fell into the hands of the Duke of Savoy, and was confined for six years in the Castle of Chillon. During this time the Cantons of Berne and Fribourg were in league with the Republic of Geneva, and when at length the Bernese took possession of the Canton of Vaud, they lost no time in throwing open the doors of the Château de Chillon, and releasing Bonivard. He returned to Geneva, fought bravely in the cause of the Republic, and died in 1570 at the age of 75. His fine collection of books formed the foundation of the public library (p. 206).

"On the fact of Bonivard's imprisonment here, and certain traditions of the residents in the vicinity, Lord Byron founded his short narrative poem of 'The Prisoner of Chillon.' The additional circumstances of two of the brothers of Bonivard having been imprisoned with him has no foundation, except in the imagination of the poet. The description of their sufferings and death, which forms the most affecting part of the narrative, was probably suggested by Dante's Count Ugolino and his two sons."

The earliest recorded prisoner was a dangerous Bishop of Corbie, shut up here by Louis le Débonnaire.

Near the Castle of Chillon a part of the plot of Rousseau's celebrated "Nouvelle Héloïse" is laid.

Between **Chillon** and **Villeneuve**, 10 minutes' walk from either, is the **Hotel Byron**, a well-known comfortable hotel and pension (Clay Pigeon Shooting Club). Tramway every half hour between Chillon and Villeneuve. We now speedily arrive at

**Villeneuve** (Hotels—*see* Appendix), the ancient little town at the head of the lake, whence the journey may be continued by rail through the broad Rhone Valley (*see* p. 191). (Some of the steamers go on to *Bouveret*, where the railway may be taken to Geneva or to St. Maurice, and the Simplon Railway to Brigue.)

### SOUTHERN BANK.

Steamers run four times daily from Geneva to Bouveret in five hours; five times daily to Évian-les-Bains, crossing thence to Ouchy (*see* local time-tables). Good restaurants on board.

If preferred, the journey may be made to Bouveret by railway, 42 miles, in 2½ hours, *via* Annemasse, St. Cergues (Hotel—*see* Appendix), Machilly, Bons St. Didier, Perrignin, Allinges, Thonon-les-Bains, Amphion-les-Bains, Évian-les-Bains, Bains d'Évian, Tour Ronde-Lugrin, Meillerie, St. Gingolph, Bouveret.

Bouveret to St. Maurice (p. 194) by Jura Simplon Railway, 14½ miles, in 40 minutes.

The express steamers leaving Geneva at 9 a.m. and 1.40 p.m. (Quai du Mont Blanc) only call at Thonon, Évian, and Bouveret.

A fine view of the town is had on leaving the quay, and two miles from Geneva is Cologny, between which and the lake stands the Villa Diodati, where Lord Byron resided in 1816, and composed the third canto of "Childe Harold" and "Manfred." The hamlets of *La Belotte* (stat.), Bessinges, Vésénaz, Collonge, *Bellerive* (stat.), Corsier, *Amières* (stat.), and *Hermance* (stat.), are in Genevan territory. Entering Haute-Savoie (France), we pass the Savoyard Castles of Beauregard, the property of Count de Boigne, and the little village of Nernier, on the edge of the water. From the point of Yvoire a deep bay recedes, on which stands

**Thonon-les-Bains** (nine miles by road from Geneva), the ancient seat of the Dukes of Savoy (Hotel—*see* Appendix). Thonon to *Les Gets* and *Taninges*, 32 miles. Thonon to *Arondaz* and *Morgins* (Hotels—*see* Appendix) 28 miles. (Railway to Bouveret.)

Passing the Château of *Ripaille* and Amphion-les-Bains, omnibus from Évian, 50 c., the next station is

**Évian**, or **Évian-les-Bains** (Hotel—see Appendix), a fashionable French watering-place; the mineral waters have a high reputation for gravel, gout, and various other complaints. A company, “under English direction,” is engaged in developing the attractions of this charming neighbourhood. The Bath House is in a pleasant garden in the centre of the town; the Casino and Theatre on the lake. (Railway to Geneva and Bouveret.) Several short excursions can be made; for instance, to the fine ruined Castle of **Allinges**, where St. Francis de Sales dwelt many years, to **Laninge**, or to the Valley of the Dranse. The torrent of the Dranse widens as it reaches the lake, and is crossed by a curious bridge of 24 arches. Near the mouth of the river is the pretty village of Amphion, with ferruginous waters.

Another pleasant expedition is to the old Castle of **Ripaille**, famous for its connection with the eccentric Victor Amadeus VIII of Savoy, successively duke, antipope (Felix V), and friar. To this monastery he withdrew for several years with six companions, and founded the order of the Knight-errants of St. Maurice. According to one tradition they passed their time in dissipation, and thus gave rise to the French expression, “*faire ripaille*,” to carouse, make merry. According to another, they led an exemplary life of abstinence, and the name of the convent was derived simply from its situation on the shore, or *ripa*.

It is now a farm, the church is a hayloft, the cemetery a cultivated field. The park of oaks which Amadeus had laid out in the form of a star was allowed to run wild. The vegetation here is extremely rich. An enormous walnut-tree overshadows the ruins; its origin, according to folklore, was supernatural indeed. The tree sprang from a walnut containing a diamond brought hither by the Prince of Darkness himself, from the shades below, and buried in the ground. At certain intervals it was said to bear a crop of diamonds, but of late years the tree appears to have given up this good habit. In the numerous superstitions of Chablais and Vaud hidden jewels and buried gold and silver play a prominent part. The nobles, constantly at war with Berne and Geneva, alternately conquered and conquering, would often find it a measure of prudence in such precarious times to conceal their treasure. Valuables dug up here from time to time prove this to have



been their habit. At Évian no landed property is ever sold without some special stipulation as to reserved rights or possible treasure-trove; and when, in building, excavations have to be made, a watch is always kept on the workmen.

The views across the lake from Évian are very fine.

Passing on, we see **La Tour Ronde-Lugrin**, and then the cliffs of **La Meillerie**, famous for their supposed resemblance to the Leucadian Rock. They afford excellent stone for building. At one time they ran down straight to the lake, and Évian and St. Gingolph could only communicate by water. The rocks were blasted by Napoleon, to make way for the Simplon Road.

It is in this portion of the lake, where the waters are least disturbed, that the fisheries are chiefly carried on. From hence come those fascinating little boats with double sails, like wings, that strike every traveller who sees them, poised like butterflies on the surface. Here, in Rousseau's story, the lover of Héloïse lodged, to be in sight of her dwelling place on the opposite shore.

Six miles further on is

**St. Gingolph**, at one time the residence of Rousseau, the border village between Valais and Chablais, situated on both sides of a ravine that separates the two countries. For a long time the only place of worship was on the Chablais side, so that people were in Switzerland when at home, and in Savoy when they went to church.

Excursions from St. Gingolph are made to the **Dent d'Oche** (7,300 feet), in four hours: up the Gorge of the Morges, the frontier ravine just alluded to; or by boat to the Grotto of Viviers. Boats can be hired to cross the lake for 10 fr. to Clarens, Montreux, Chillon, or Villeneuve, or for 6 fr. to Vevey. Three miles beyond St. Gingolph is

**Bouveret** (Hotels *see* Appendix), at the head of the lake, a flat marshy place, whence train to Martigny and Brigue, joining at St. Maurice the railway from Geneva, Lausanne, Vevey, etc. Railway to Annemasse and Geneva. Bouveret to Martigny, p. 198.

Besides the swift Rhone, cleaving "his way between heights which appear as lovers who have parted," Lake Lemán receives about 40 rivers and streams. The depth of the lake varies from about 950 feet near the rocks of Meillerie, to 30 or 40 feet in the neighbourhood of Geneva. It covers an extent of about 90 square miles.

The marvellous beauty of this delightful lake has won encomiums from a host of writers. Mr. Laing says, "The snowy peak, the waterfall, the glacier, are but the wonders of Switzerland: her beauty is in her lakes—the blue eyes of this Alpine land. The most beautiful passage of scenery in Switzerland is, to my mind, the upper end of the Lake of Geneva, from Vevey, or from Lausanne to Villeneuve." Again, "The margin of the lake is carved out, and built up into terrace above terrace of vineyards and Indian corn plots: behind this narrow belt, grain crops, orchards, grass fields, and chestnut trees have their zone: higher still upon the hill side, pasture, grass, and forest trees occupy the ground: above rises a dense mass of pine forest, broken by peaks of bare rocks shooting up, weather worn and white, through this dark-green mantle; and, last of all, the eternal snow piled up high against the deep blue sky; and all this glory of Nature, this varied majesty of mountain-land within one glance!" "It is not surprising that this water of Geneva has seen upon its banks," he adds, "the most powerful minds of each succeeding generation. Calvin, Knox, Voltaire, Gibbon, Rousseau, Madame de Staël, Byron, John Kemble, have, with all their essential diversities and degrees of intellectual powers, been united here in one common feeling of the magnificence of the scenery around it. This land of alp and lake is indeed a mountain-temple, reared for the human mind on the dull, unvaried plains of Europe."

It is from Geneva and the lake—especially that celebrated view near Morges—that the traveller realizes the supremacy of Mont Blanc, more than he can do even at Chamonix when in its immediate presence. No one should be content with the scenery at the Geneva end of the lake; its grandeur is only fully perceived from Morges or Ouchy (p. 216).

## GENEVA TO CHAMONIX.

*(Railway from Eaux Vives Station (Gare des Vollandes) to Le Fayet-St. Gervais, 43 miles, in 2½ to 3 hours; Electric Railway, St. Gervais to Chamonix, 52 miles, in 1¼ hours. Through tickets, single or return, also from Chamonix to Martigny, or Vernayaz, to be obtained at Cook's Office, 90 rue du Rhône, Geneva.)*

Leaving Geneva by the *Eaux Vives* station, the train travels over a plateau with the Jura mountains on the left, and the Salève on the right, to the village of

**Chêne.** At the River Foron the French territory is reached, and a short stop is made at

**Annemasse** (junction for the Bellegarde and Bouvère line). Steam tramway to Samoëns (*see* p. 240). The Arve is soon crossed at

**Étrembières** (electric railway to the Salève, *see* p. 211).

At **Monnetier-Mornex** the village of **Mornex**, prettily situated, is seen on the right, a massive viaduct leads through orchards to *Reignier*, *Cherrier*, and

**La Roche-sur-Foron** (junction on the line to Annecy and Aix les-Bains). The fine mountain scenery is very enjoyable, and the train descends into the Arve valley to

**Bonneville**, one of the most considerable towns on the road, though its population has much declined of late years. At the foot of the town the Arve is crossed by a stone bridge; and on the river side, close by, is a monument over 90 feet in height, erected in honour of *Rev Carolus Felix* of Sardinia, as an expression of gratitude for favours conferred on the town by the execution of works to prevent inundations of the Arve. A superb view of Mont Blanc is seen at the head of the valley. To the summit of the Brezon or the **Mole** (6,128 feet) is a four hours' excursion from Bonneville.

The railway continues through the valley to *Marignier*, on to **Cluses**, on the right bank of the Arve, chiefly inhabited by watchmakers. Near this town the Brezon precipices seem almost to overshadow the route, and the fertile valley seems to be closed in by the mountain. But the road is continued through a narrow gorge. Beyond La Balme two small cannon are planted, for the purpose of awakening the echoes. The entrance to a grotto is seen on the side of the rock to the left, which penetrates into the heart of the mountain to the extent of 1,800 feet. Mules wait here to take visitors to the cavern. A couple of hours will be occupied if the visit is undertaken. Passing **Magland** and on to **Œx**, several fine cascades and waterfalls attract attention on the left: the finest of these is the graceful **Nant d'Arpenaz**, dreadfully beset, however, with specimen dealers, cannon firers, and various sorts of beggars. The rocks on the same side of the road are exceedingly fine, and the low flat on the right shows signs of the effects of the overflow of the Arve, to which

the country is subject. The mountain views are now superb. The Dôme du Gouter, Mont Blanc, and other peaks appear in all their grandeur, and the train reaches

**Sallanches**, which, like most of the towns on the route now under notice, has had its conflagration. The road from Sallanches and St. Martin, still recommended to pedestrians, continues along the picturesque banks of the Arve. Fairly easy ascents can be made by experts to the **Pointe Percée** (6,029 feet), with guide, in five hours; to the **Pointe d'Aren** (8,090 feet), six hours; the **Pointe de Callony** (8,852 feet), seven hours, more difficult.

The railway continues by the left bank of the Arve to *Domançy*, crosses the Bon-Nant, and passes near the ruins of **St. Gervais-les-Bains** in the lovely Bon-Nant ravine (which were totally destroyed in July, 1892, by an outburst of the Tête-Rousse Glacier, but have been since rebuilt in a higher and better position) to the station of

**Le Fayet-St. Gervais** (Hotel—*see* Appendix), a mile from the baths. Carriages are changed here for the electric railway.

Excursions to the eastern part of Mont Blanc, or the ascent of the great mountain itself, can be arranged from St. Gervais or Le Fayet.

From St. Gervais a road leads *via* Bionnay to **Les Contamines** (p. 248), and **Mont Joli** (8,290 feet) is easily ascended in five to six hours.

From Le Fayet the **Col de la Forclaz** (Hotel—*see* Appendix) near the Tête Noire can be crossed in six hours (p. 256).

Another excursion for experts, with guide, is to **Sixt**, over the trying Désert de Platé and the Escaliers de Platé.

Continuing the journey by electric railway the line crosses the Bon Nant and the Arve, and ascends gradually the left bank of the Arve, and enters the charmingly wooded valley of Le Châtelard (*see* p. 197), in view of the mountains right and left of Mont Blanc; then near the old road from Servoz (*Gorges de la Diosaz*, *see* p. 244), reaches the station of

**Servoz**, then passing a large electric power house and a short tunnel, crosses the wild ravine of the Arve by a splendid viaduct of seven arches high above the rushing river, and in a few minutes arrives at the station of

**Les Houches**, at the entrance of the Valley of Chamonix, a view of the glaciers and peaks of Mont Blanc on the right.

Proceeding along the right bank of the Arve the railway crosses the river to the station of

**Les Bossons**, not far from the *Glacier des Bossons*, which, as also the Gorges de la Diosaz already mentioned, is within a short and easy excursion by rail or road from Chamonix (p. 247). Crossing and recrossing the Arve the journey ends at the terminus at the east side of

**Chamonix** (*see* below).

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An excursion can be made from Geneva to Chamonix, *via* **Sixt** (Hotel *see* Appendix), as follows:—

Railway (Chamonix line) from Geneva to Annemasse, four miles, in a quarter of an hour; thence steam tramway to Samoens, 27 miles, in three hours; omnibus to Sixt,  $4\frac{1}{2}$  miles, in 1 hour. Sixt to Chamonix, over the **Col d'Anterne** (7,425 feet) and **Col du Brévent** (8,075 feet), by bridle path, 11 hours—a long fatiguing journey, but affording magnificent views of Mont Blanc. Provisions should be taken. Guide necessary in bad weather, 18 fr.

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Everyone visiting Geneva who has time to do so makes the excursion to Chamonix by rail (route already described on pp. 238-240), returning *via* the Tête Noire or Col de Balme route to Martigny, thence by rail to Geneva. Or, if not desirous of travelling by road all the way from Chamonix to Martigny, the return journey may be made by following the Col de Balme route as far as the village of Trient, then (to the left) *via* the Tête Noire to Le Châtelard (*see* p. 255); train to Vernayaz (p. 195) and Geneva.

*Train may be taken from Le Châtelard as far as Argentière, but this is scarcely worth while, the distance being so short* ( $4\frac{1}{2}$  miles).

## CHAMONIX.

(Hotels *see* Appendix.) (Population, 4,800.)

Chamonix is situated in the valley, about 15 miles long, extending from the Col de Balme in the north-east to the Col de Voza in the south-west. Its north-western boundary is formed by Aiguilles Rouges and the Brévent, whilst on the

South-eastern side, Mont Blanc, with seven glaciers streaming down towards the valley, forms its crowning glory. Along the entire length of the valley flows the Arve, with a multitude of mountain-born rivulets flowing into it.

Chamonix is 3,445 feet above the sea. Its permanent population is small, but in the season it is a popular resort of tourists, for whom the district offers attractions and excursions innumerable. During July and August the hotels are generally crowded. Chamonix was long an almost unknown spot. The monks of Benedict came and settled here in the eleventh century, and its occasional notice or inspection by bishops and counts of Geneva is historically proved, but it was not till Pococke and Wyndham visited the valley in 1741, and reported on it to the Royal Society of London, that the locality began to be generally known. From that time the fame of the valley has spread, and the tide of eager sightseers has increased, till now in every land Chamonix is justly celebrated for its glorious prospect of the "Monarch of Mountains" and its surroundings, and for the absorbing interest of the excursions that may be undertaken in the neighbourhood.

Applications for the services of any of the 200 intelligent and efficient **guides** of Chamonix must be made at the office of the Guide en Chef. There is an official tariff and a code of rules as to the engagement of guides, mules, etc., which must be strictly carried out.

The **English Church**, where services are celebrated during the season, is opposite the railway station.

The **Alpine Pictures**, by M. Gabriel Loppé, are well worth seeing. The collection is situated in the Avenue de la Gare, at the back of the Royal Hotel. Admission free (closed from noon till 1.30 p.m.).

The **Alpine Library** is near the Hotel Imperial.

The **Model of the Mont Blanc Group**, made of various kinds of rock, by J. Demarchi, is at the west end of the village (admission, 1 fr.).

In an open space on the left bank of the Arve is the **De Saussure Monument**, representing De Saussure and Jacques Balmat (*see* p. 246).

A **Large Telescope** of M. L. Donat, for viewing Mont Blanc (fee 50 c.), is at the west end of the village.

The **Casino-Kursaal** for concerts, variety entertainments in the evening, café restaurant, open in summer only, is in the Rue Nationale. The new Municipal Casino is at the entrance

to the Bois du Bouchet (10 minutes' walk). It has a hall for theatrical performances. Tennis and golf may be also enjoyed.

**Horses and Mules**, with some exceptions, are charged for at the same rate as for guides, as also are the attendants.

The number of points of interest to be visited depend upon the time at the disposal of visitors. The following summary of excursions may be useful to the traveller:—

To visit Montanvert, the Mer de Glace, the Chapeau, and the source of the Arveyron, is an excursion of at least 8 to 10 hours, *z. e.*, a whole day must be spent over it.

To the Glacier des Bossons and back, about 3 hours.

To La Flégère and back, 5 hours.

To the Jardin and back, 10 hours, from Montanvert, when the night is passed.

To the Brévent and back, 7 to 8 hours.

To the Pavillon of La Pierre Pointue and back, 6 hours.

To the Gorges de la Diosaz and back, 5 hours (less by railway).

To the Grands Mulets (10,037 feet), 7 hours. (Sleep, and if not going to the summit of Mont Blanc, return next day to Chamonix.)

We will note a few of the principal excursions, and the tourist must combine or select from these according to circumstances.

**Montanvert** (6,302 feet above the sea level, or 2,858 feet above Chamonix) needs no guide; anybody will point out the path; and when once found, nobody need lose it. The ascent can easily be made in two hours. On the way, a pine forest, *débâs* of avalanches, and other scenes usual in mountain paths, will be passed, and by-and-by you will stand face to face with the

**Mer de Glace.** “Imagine the ocean to have overflowed the mountains in front of you, and to have descended, boiling, foaming, dashing, bubbling, into the valley, thousands of feet below. Imagine the waters in the height of their wild and furious descent to have been miraculously stopped by the Divine fiat, ‘Be still,’ and you see before you thousands of sharp and tapering billows, mountain waves arisen and petrified before they burst, snow-crested heights and chasms of the deep. Such is the Mer de Glace. And then imagine the surroundings. To your right, as you look up, are green precipitous banks, covered with shrubs and plants, and beyond

ices Mont Blanc, approached by walls of barren rock, where the snow can find no settling-place. In front and to your left rises a barrier of rocks, and mountains and peaks that make you cold and dizzy to gaze upon. There is the *Aiguille du Drac*, shooting up alone like an arrow, 6,000 feet above the spot on which you stand. There are the dark, awful masses of vertical granite, on which no blade of grass will grow, no bird will rest, no snow will cleave, standing like evil spirits brooding over the haunts of death. Then imagine the sounds which give tone to these scenes. There is a crash and a tumble, and thunder is echoed all around, and a thousand weird voices seem chuckling at some sad disaster. It is an avalanche that has fallen in the distance! Listen again. You hear the moan and the strain of glaciers grinding each other to powder in a deadly strife. Again, and you hear the war and tumult of cataracts and torrents rushing madly into the hollow vaults, and delighting to startle their awful stillness."

Nearly 300 feet above the edge of this sea of ice is an hotel, where the night can be spent by those wishing to go forward from this point in the morning. A rude hut once stood here, where Forbes and Tyndal studied glacial phenomena. The "Pierre des Anglais," commemorating the visit of Pococke and Wyndham, is close by.

Everybody should cross the Mer de Glace; it is easy for ladies, or even children, but should not be attempted without a guide, as the steps cut in the ice may easily be missed, and the traveller would as easily get astray and nervous. If intending to return direct from Montanvert to Chamonix, the visitor should first take a walk by the side of the glacier for some distance, and so get a better idea of the wondrous scene.

The new electric railway from Chamonix to Montanvert and the Mer de Glace is expected to be completed in May, 1908.

The descent from Montanvert, after crossing the Mer de Glace, is by the **Mauvais Pas**, cut in the side of the rocks, which once was a formidable journey, but is now bereft of its horrors from having an iron rail along it, to which the traveller can hold, instead of having to take his chance upon the bare rock-ledge. The green mound called the

**Chapeau** (5,082 feet), where some glorious views are obtained over the Glacier des Bois, the lower part of the Mer



de Glace is next reached. Here there is a grotto and an inn. Descending by the moraine, the visitor soon reaches

**The Source of the Arveyron.**—The stream issues from the Glacier des Bois, and passes through an arch of ice. Sometimes this spot is very beautiful, and at others it has little or no interest, and does not repay the trouble of leaving the direct path to view it. In any case it is dangerous to stand under the ice arch, and instances are recorded in which fatal results have happened.

N.B. Whatever else the traveller may omit, the round just described, occupying about nine hours, ought to be taken. Either the Chapeau or the Source of the Arveyron, or both may, of course, be visited direct from Chamonix, without crossing the Mer de Glace, if wished.

**La Flégère**, a plateau on the side of the Aiguilles Rouges (5,925 feet), is ascended for its fine view of the entire chain of Mont Blanc. This excursion can be entirely accomplished on mules, about six hours being required for going and returning. There is a chalet, where refreshment, or, if required, beds, can be obtained.

To visit **The Jardin** is a good day's work from Montanvet where the previous night is passed. This is a very fine glacial excursion. Guides are required, but ladies may undertake the expedition if expert climbers, and an idea will be obtained of the glorious rock and glacier solitudes of Mont Blanc which no shorter excursion will afford. The Jardin itself is an island of about seven acres, a grassy, flower-sprinkled oasis of beauty in the midst of eternal snows and ice peaks.

The **Brévent** (8,285 feet) presents an almost identical view towards the south east with that from the Flégère, but is still finer, and more opposite Mont Blanc. It takes about five hours to walk up, and somewhat less to descend. Many visitors only go up as far as the inn at Plan Praz (three miles), which can be reached with mules. Here there is a terrace 6,772 feet above the sea, connected by a mountain path (three miles) with the Flégère. An hour's walking brings you to the foot of La Cheminée, where some 50 feet of nearly vertical climbing must be done. There is a longer way round for ladies. The view from the summit (8,285 feet) is a glorious panorama of the Mont Blanc chain, and the hamlet-studded Valley of Chamouni from the Col de Balme to the Col de Voza.

**Gorges de la Diosaz.**—A short journey by the elect.

Way, or a drive, to the Gorges de la Diosaz and back makes a very enjoyable afternoon's excursion of between three and four hours. Proceed along the Geneva road past the **Glacier des Bossons**, along the rapid Arve to les Montets, turning to the right to the hamlet of Servoz at the entrance of the gorge (admission, 1 fr.), a grand ravine through which the Diosaz, a mountain torrent, rushes in bold cascades, along which a gallery more than half a mile long is attached to the rocks. The furthest cascades at the **Gorge de Soufflet** are the finest.

*The Cascade du Dard, the Glacier des Bossons, the Pavillon de la Pierre Pointue, are all in the same direction, and can be visited together or separately.*

Travellers wishing to get only a slight notion of the ascent of Mont Blanc may ascend to the **Grands Mulets** (10,037 feet), and spend a night at the inn.

Those not intending to return by Martigny should, if possible, spend a day in exploring the **Col de Balme** (7,225 feet) and **fête Noire**; a mule path connects the two (pp. 254, 256).

Railway under construction Between Chamonix and Martigny, opened between Martigny and Le Châtelard and Chamonix and Argentière, 1906 (p. 196). It is also proposed to construct a railway connecting Chamonix with Aosta, piercing Mont Blanc by a tunnel about 11 miles in length.

## MONT BLANC.

To realise in some degree the height of this wonderful mountain, compare the following heights of certain mountains in Europe:—

Malvern Hills	...	...	1,444	feet.
Skiddaw	...	...	3,022	„
Macgillicuddy Reeks	...	...	3,464	„
Snowdon	...	...	3,571	„
Vesuvius	...	...	3,731	„
Cairngorm	...	...	4,050	„
Ben Nevis	...	...	4,380	„
Rigi	...	...	5,905	„
Pilatus	...	...	6,998	„
Grand St. Bernard (Convent)	...	...	8,010	„
Peak of Teneriffe	...	...	12,358	„
Jungfrau	...	...	13,669	„
Matterhorn	...	...	14,705	„
Monte Rosa	...	...	15,217	„
<b>Mont Blanc</b>	...	...	<b>15,782</b>	„

It is curious how much higher Mont Blanc appears from the Flégère or the Brévent than it does from the valley of Chamonix, where the actual peak of Mont Blanc does not impress the spectator with the glory and majesty of nature. So do the marvellous peaks around it, varying from 12,000 to 13,000 feet.

The group of mountains known as Mont Blanc is an immense mass of rock, stretching about 13 miles from south-west to north-east, and about five or six miles in breadth. The enclosing valleys vary from 3,000 feet to 4,000 feet above the sea level. The whole of this mountain mass rises to at least 1,000 feet above the line of perpetual snow. Innumerable aiguilles or peaks shoot up from this vast basis, of varying heights, surrounding the mighty monarch himself, who towers to a height of more than 12,000 feet above the level of Chamonix.

The scenery of Mont Blanc is a wonderful combination of Alpine glories on the grandest scale. Lofty peaks, for ever robed in untrodden snow, wide seas of ice, huge crevasses, bright green glaciers, savage rocks, and pine forest (skirting the borders of civilisation), make up a *tout ensemble* truly marvellous and impressive.

Dr. Paccard and the guide, Jacques Balmat, were the first to scale Mont Blanc, in August, 1786. The celebrated naturalist De Saussure made the ascent a year later (August, 1787) with several assistants, and numerous scientific observations were made on the summit. Since that date, the ascent has become increasingly frequent: and guides and all necessary appliances are to be found either at Chamonix or St. Gervais, for those who feel physically qualified for the undertaking, and are willing to meet the somewhat expensive outlay required.

The **Ascent** of Mont Blanc occupies from 17 hours to 22 hours, and the descent about eight hours. This does not include stoppages, and parts of three days must be employed to make the excursion comfortably. The ascent is frequently made in summer; favourable weather is necessary, and the advice of the guides must be strictly adhered to. It is usual to go on mules to the **Chalet de la Pierre Pointue** (see p. 242), and then forward to the **Grands Mulets** (see p. 242) to spend the night; the ascent to the **summit** (15,782 feet) and return to the Grands Mulets occupies the second day, and the return to Chamonix the third (or the return to Chamonix *can* be made in the second day). The

Grands Mulets route unites on the **Grand Plateau** with the route of St. Gervais (p. 239). Visitors coming from the latter place spend the night at a hut on the **Aiguille du Goûter** (12,610 feet). The view from the summit is far-reaching, but indistinct.

A railway to the summit of Mont Blanc is in course of construction and the permanent way is already (1908) completed as far as Mont Lachat (6,925 feet). To a height of 8,220 feet the line will be in the open, commanding magnificent views. From this point to a height of 11,900 feet the trains will pass through a gallery bored through the mountain side, with frequent openings. Thence to the summit a tunnel will be driven under the glaciers so as to protect the line from avalanches. This portion will take years to construct, nor will it be completed until the section to the Aiguille du Goûter begins to yield profits. In the meantime a path will be made from the Aiguille du Goûter to enable tourists to reach the top of Mont Blanc by means of sledges or on foot without fatigue or difficulty.

The chief peaks of importance in the Mont Blanc group, after the summit, are the Grandes Jorasses, 13,800 feet; Aiguille Verte, 13,540 feet; Aiguille de Bionnassay, 13,324 feet; Les Droites, 13,322 feet; Aiguille de Trélatête, 12,900 feet; Aiguille d'Argentière, 12,799 feet; Mont Dolent, 12,566 feet.

## TOUR OF MONT BLANC.

(By Chamonix, Courmayeur, Aosta, and the Great St. Bernard.)

Geneva to Chamonix (*see* p. 237).

Martigny to Chamonix (*see* p. 254).

Leaving Chamonix by the road, and passing the **Glacier des Bossons** on the left, the traveller reaches the small, prettily-situated village of **Les Houches**. Here the mule path is taken leading to the **Pavillon de Belle Vue** above the **Col de Voza**. The views of the Chamonix valley from this point are very fine. Hence the path may be taken by Bionnassay to the high road at Bionnay, but it is nearer to keep by Champel, joining the high road at La Villette. This part of the route is very charming, as the Valley of Bionnassay is beautifully wooded, and surrounded by mountains of every

form and colour. Two miles along the high road from La Villette brings the traveller to

**Les Contamines**, 18 miles from Chamonix. Here the night is usually spent.

From Contamines, **Mont Joli** (8,290 feet) can be ascended in four or five hours, and affords good views.

Leaving the village to resume the route, the visitor reaches the pilgrim-visited Church of Notre Dame de la Gorge. Here the road terminates, and the path leads through a rocky, pine-clad defile, and crosses the mountain torrent near the waterfall, emerging on an elevated plain. **Nant Borrant** (4,560 feet) is next reached, and then the **Chalet à la Balme** (an inn) situated at the head of the *Montjoie Valley*, where a guide should be taken to the top of the pass. Crossing the **Plaine des Dames**, where a conical heap of stones is said to be the memorial of a lady who perished here in a snowstorm, the path winds up to the **Col du Bonhomme**.

Hence the traveller may descend by the **Col des Fours** to **les Mottets**, or by the **Col de la Croix du Bonhomme** to the Alpine village of **Les Chapieux** or **Chapiu**.

From Les Chapieux the visitor may proceed to Fré St. Didier by the Little St. Bernard. In bad or doubtful weather this should be preferred to going forward by the Col de la Seigne.

At Les Chapieux (36 miles from Geneva) the night is usually passed. The route to the **Col de la Seigne** is through les Mottets. From the summit of the Col de la Seigne are obtained glorious views of the Mont Blanc precipices, such as the Aiguille de Trélatête and the Aiguille des Glaciers, towering over 11,000 feet above the grandly-elevated valley known as the **Allée Blanche**.

From the Col to Courmayeur is a six hours' walk, a mingling of snow and rock and pasture land. The Lac de Combal, the Glacier de Miage, the majestic Glacier de Brenva (with its huge Moraine), the Chapelle du Glacier (with its hermit), and the Baths of La Saxe, are passed on the way.

[With guides from Contamines, Courmayeur may be reached in one day by ascending direct from the former place to the Pavillon of Trélatête, traversing for some distance the Glacier of Trélatête (don't omit the rope, even if guide smiles at it), and then crossing the Col du Bonhomme (6,204 feet) higher up than previously indicated. The Glacier de Lancettes must then be crossed and thus the Col de la Seigne reached without passing through Les Chapieux and Mottets.]

**Courmayeur** (56 miles from Chamonix, at an altitude of 1,211 feet above the sea) is in the summer a much-visited little Piedmontese watering place.

Excursions can be made to the fine **Glacier de Brenva**; to the huge **Glacier de Miage**; or to the **Crammont** (9,081 feet above the sea), with fine scenery on the route, and glorious views of Mont Blanc from the summit. From the **Mont de la Saxe** (7,735 feet) some good views are obtained.

From Courmayeur the ascent of Mont Blanc can be made in about 24 hours (parts of two days), and return to Chamonix by the Col du Géant and Montanvert (sleep), 11 to 12 hours. A difficult but splendid excursion for experts. Guide, 130 fr.; porter, 70 fr.

From Courmayeur the traveller may reach Martigny by the Col de Ferret (38 miles) or to Aosta (27 miles), and from thence to Martigny by the Great St. Bernard (47 miles). There is also a less interesting route by the Col de la Serena (7,389 feet) to St. Rhémy and the Great St. Bernard.

The first of these routes, viz., Courmayeur to Martigny by the **Col de Ferret**, will take nearly 15 hours' walking. The Val de Ferret is a prolongation of the Allée Blanche; numerous glaciers and huge mountain masses bound the valley. The Col is 8,176 feet, and forms the boundary between France, Italy, and Switzerland; the view of **Mont Peteret** (13,480 feet), and other mighty buttresses of Mont Blanc, is very grand. The descent is by the chalets of La Foliaz, Orsières, and Sembrancher to Martigny.

From **Courmayeur** to **Aosta** (23 miles) is a very attractive and interesting journey. It can be traversed by diligence, three times daily, in four hours; fare, 7 fr., and 1 fr. each package of luggage; carriage, one horse, 18 fr.; two horses, 30 fr. The first village of importance is

**Pré St. Didier**, on the Doire.

From Pré St. Didier the traveller may visit the **Little St. Bernard**, where a column indicates the boundary between France and Italy. Very imposing views of the Mont Blanc chain can be obtained from neighbouring mountains. On leaving the **hospice** a gradual descent leads to the Bourg St. Maurice, from whence there is a diligence to **Chamousset**, on the Mont Cenis Railway.

The route to Aosta, after leaving Pré St. Didier, is by **Morgex**, where the Col de la Serena route to the Great St. Bernard branches off. The ruined castle of Châtelar and village of La Salle are passed. Along a steep road above the

foaming waters of the Doire the route lies by *Arise*, with its old tower, and *Liverogue*, to *Arvier*, noted for its good wine, and possessing a thirteenth-century castle.

**Villeneuve** is next reached, the most picturesque portion of the valley, with the ruined Château d'Argens overlooking the village. After passing one or two châteaux, the Castle of Aosta is seen at the mouth of the Val de Cogne.

**Aosta** (Hotels—*see* Appendix), with a population of about 7,400, is a beautifully-situated town of importance. The valley produces various metals from its mines, marbles from its quarries, and timber in abundance from its vast pine forests. The town was anciently named Augusta Prætoria Salassorum, after Augustus, who garrisoned it with 3,000 Prætorian Guards. Amongst the **Roman remains** still left are the town walls and towers, a fine triumphal arch, the runs of a basilica, a gateway, the arcades of an amphitheatre, and the walls of a theatre, etc. The Cathedral has a curious portal, and some frescoes, mosaic work, etc.

Among many mountain excursions to be made from Aosta may be mentioned the **Becca di Nona** (10,300 feet), eight hours, guide and provisions necessary, grand view of the Mont Blanc and Monte Rosa chains. **Mont Fallère** (10,045 feet), an easy ascent of seven hours, splendid view of the Graian and Pennine Alps. **Mont Emilius** (11,675 feet), difficult ascent of seven hours, with guide, superb view, similar to that from the Becca di Nona, but more extensive.

Railway contemplated between Chamonix and Aosta.

**Zermatt** (p. 259) may be reached in two days from Aosta over the **Col de Valpelline**, but it is a fatiguing route.

Aosta, over the Great St. Bernard to Martigny (*see* p. 251).

### FROM AOSTA TO IVREA (42 miles) and TURIN (38½ miles).

The railway crosses the rivers *Buthier*, *Bagnère*, and *Dora*. In view of the lofty mountains mentioned above, to **Quart-Villefranche**, the first station, with Castle of Quart on a hill. Near the next station,

**St. Marcel**, is the pilgrim resort of Plou. Several châteaux are seen, and Chambave is reached. Hence the railway passes through tunnels and cuttings between the river *Marmore* and the cliffs to

**Chatillon**, the capital of the district, a little town

icturesquely situated at the mouth of the Val Tournanche. (Hotels—see Appendix). (For the route over the Théodule Pass to Zermatt, 13 to 14 hours, see pp. 273-4, in reverse direction.) Continuing on the bank of the Dora to

**St. Vincent** (cable tramway, one mile, to the village, and mineral spring), the *Montjovet Defile* is entered, a narrow rocky gorge, through which the train passes in many tunnels to the open valley of Montjovet, through vineyards to **Verres**, on a rocky eminence overlooking the Dora. Stations **Arnaz** and **Hône-Bard**, prettily situated, come next, in sight of **Fort Bard**, attacked by the French Army, and defended an entire week by 400 Austrians in 1800, previous to the Battle of Marengo. The train passes beneath the fortress by a tunnel, then through a narrow ravine, to

**Pont St. Martin**, a charmingly-placed village at the entrance of the *Gressoney Valley*, surrounded by mountains, and winding its way along the beautiful valley dotted with ruins, castles, and villages to *Borgofranco*, soon passes *Montalto-Dora*, and at the end of the Val d'Aosta, one of the most beautiful valleys of the Alps, arrives at

**Ivrea** (Hotel—see Appendix), an Italian town of 11,200 inhabitants, with cathedral and tenth-century cloisters, numerous churches, round towers, Ethnographical Museum, and an ancient castle. Large cheese and butter markets.

From Ivrea there is railway to Turin, 38½ miles, branch to Chiavasso Junction, 2½ miles, where the main line from Novara to Turin, or to Milan, is joined.

Steam tramway to Santhia, 18½ miles, in two hours.

Another charming excursion is from **Aosta** to **Chambéry** (Hotels—see Appendix) over the **Little St. Bernard**. Carriage from Aosta to **Pré St. Didier**, 2½ hours; St. Didier to **Moutiers** and **Albertville**, carriage 9 hours (or diligence). Albertville to **St. Pierre d'Albigny Junction**, and **Chambéry** by train. (Albertville is one of the best stations for Chamonix through the Combe de Savoie or Arly valley.)

## AOSTA TO MARTIGNY

### *viâ* The Great St. Bernard.

(47 miles, 18 hours. Aosta to the Hospice, 8 hours; thence to Martigny, 10 hours.)

From Aosta (p. 250) the route is amongst picturesque and fertile scenery, by *Signaves* to the defile of *Gignod*. Here the southern aspect of the scenery diminishes. After passing



**Etroubles** and *St. Owen*, cultivation begins to get very scarce, and **St. Rhémy** is reached, the last Italian village. *Omnibus from Aosta to St. Rhémy daily in four hours.* From St. Rhémy about a two hours' walk will bring the visitor to the noted

**Hospice of the Great St. Bernard** (8,110 feet), passing a small lake that is frozen nine months of the year, and a column marking the boundary between Italy and Switzerland; but the steep footpath to the Hospice has been widened to admit wheeled traffic, and it is now possible to drive from Aosta to Martigny, or *vice versa*, without changing carriages.

The celebrated **hospice** is a stone edifice on the crest of the pass, the highest winter habitation in Europe. It consists of two buildings, one containing the church, the apartments of the brethren and rooms for travellers; the other is a newly-erected inn with 200 beds, connected by a covered passage with the old building, where meals are served at noon, 6 p.m., and 8.30 p.m.

The mean temperature for the summer is 48 degrees, for the winter 15 degrees. The institution is said to owe its origin to St. Bernard of Menthon in 962. Across the pass armies have several times marched. It was used by the Romans a hundred years before the Christian era; and in the fearful struggles that closed the last century several hundred thousand soldiers, French and Austrian, passed through these sterile scenes.

The approach to St. Bernard suggested Longfellow's noble poem "Excelsior." We welcome another pen to describe the scenery here. "What a bewildering, what a sudden change! Nothing but savage, awful precipices of naked granite, snowy fields, and verdureless wastes! In every other place of the Alps we have looked upon the snow in the remote distance, to be dazzled with its shining effulgence - ourselves, meanwhile, in the region of verdure and warmth. Here we march through a horrid desert - not a leaf, not a blade of grass - over the deep drifts of snow. And this is the road that Hannibal trod, and Charlemagne, and Napoleon! They were fit conquerors of Rome who could vanquish the sterner despotism of eternal winter."

It is usual to stay the night in the hospice (8,120 feet): strangers are welcomed by the brethren; no charge is made for board and lodging, but, of course, no one would avail himself of the accommodation without contributing liberally to the institution. Everybody has heard of the noble work accomplished by the devoted monks and their faithful dogs in rescuing from death in the snow those who would otherwise perish. A piano in the room set apart for visitors was presented

by King Edward after, as Prince of Wales, he had visited the monks of St. Bernard, and was struck with the monotony of the life in the Alpine hospice. In 1904 it reached the King's ears that the old piano was worn out, and, with his accustomed generosity, he ordered another to be despatched immediately, much to the grateful appreciation of the monks. The walls of the dining-room are hung with pictures given by travellers. The library contains a collection of coins and of natural history specimens.

The **Morgue**, a receptacle for bodies found in the snow, will be seen with interest by those who indulge in visiting chambers of horrors.

This brief account of the world-famed hospice is deemed sufficient, as the Brethren on the Mount take an interest in giving all particulars of the place.

The route from the Great St. Bernard to Martigny (Diligence about 6 hours) is through the desolate *Vallée des Morts*, and across the *Dranse*, and past the old Morgue, to the elevated pasture called the Plan de Proz. Here the traveller reaches the solitary inn known as the **Cantine de Proz**.

**Mont Velan** (12,057 feet), seen to the east of St. Bernard, can be ascended from this point. Guide necessary.

From the Cantine the new rock-hewn road leads, through defile and forest, where Napoleon, in May, 1800, crossing the Alps with 30,000 men, found great difficulties, to

**Bourg St. Pierre**, where the Swiss Customs examination takes place. The village has an Alpine garden, and an old eleventh-century church. Excursions with guides to the **Chalets d'Amont** (7,190 feet); to **Chaurion**; the **Grand Combin** (14,160 feet), very difficult.

**Liddes**, a considerable village, **Orsières**, with its ancient tower and view of Mont Brûlé (8,450 feet) (diligence to Martigny daily in 2½ hours and carriage-road to Lac Champex, nearly 1,800 feet higher up, in a valley between La Breyaz and La Catogne). **Sembrancher**, with its ruined castles, whence the **Pierre à Voir** (8,120 feet) may be ascended with guide in six hours. Sembrancher to Lourtier and *vice versa* daily in summer (1 fr. 40 c.) *via* **Châbles**. Half-way up the peak is the **Hotel de la Pierre à Voir**, in a large natural park; English Church Service in the season. Passing the *Galerie de la Monnaie Tunnel* and *Boveruter* to Les Valettes, a road leads

to the rocky **Gorges du Durnant**, with 14 falls (*see* p. 197). Admission, 1 fr. (A pleasant excursion from Martigny.)

From **Les Valettes** a carriage-road leads in three hours to **Lac Champex** (4,820 feet), a summer resort with good view of the Combin group. (Hotel--*see* Appendix.) English Church Service in summer. (From the village of Champex, Orsières is easily reached, and many interesting ascents, more or less difficult.)

From Les Valettes the villages of *Le Borgœau* and *La Croix* are passed, and, continuing through the deep ravine of the Dranse, Martigny is reached (*see* p. 196).

### *Via* the Col de Fenêtre.

Another, but somewhat longer route from Aosta to Martigny (or *vice versa*) is over the **Col de Fenêtre** (9,140 feet) (the boundary between French Switzerland and Italy) and through the **Val de Bagnes**. The route is *via* Valpelline, Ollomont, the Col de Fenêtre, the Chermontane Alp, Chanrion, Mauvoisin to **Fionnay** (whence many interesting excursions and ascents may be made). Here carriage may be taken to Martigny, but it is preferable to make the descent to Lourtier on foot. A diligence runs between Lourtier and Martigny in about 4½ hours. **Châbles** (the chief town in the **Val de Bagnes**, picturesquely situated) is next reached. The route from the **Great St. Bernard** is joined at Sembrancher. **Sembrancher** to **Martigny** (*see* p. 253). Travellers are recommended to pass the night at **Chermontane**, or at **Mauvoisin**, as the excursion cannot be accomplished under 18 hours.

## CHAMONIX TO MARTIGNY, BY THE TÊTE NOIRE.

Distance, 23 miles. Time, about 10 hours. Omnibus, 16 fr. and 1 fr. for the driver. Carriage and pair, one or two persons, 40 fr. ; three persons, 50 fr. ; four persons, 60 fr.

There are three routes connecting the Rhone Valley with the Valley of ChamoniX : 1. Martigny to ChamoniX by the Tête Noire ; 2. Vernay to ChamoniX by the Valley of the Trient, Triquent, Salvan, and Fin Hauts, etc. (*see* p. 195) ; 3. Martigny to ChamoniX by the Col de Balme (*s. p.* 256).

Except for its one grand, incomparable view of Mont Blanc and the Valley of ChamoniX, the Col de Balme route is unequal to the other two in general interest.

Leaving Chamonix for the **Tête Noire** route, the Arve is soon crossed near the village of *Les Pratz* (Hotel—see Appendix). The source of the Arveyron (see p. 244), in the Glacier des Bois, is left on the right, and then, passing over by *Les Tines*, *Larancher*, *La Joux* (on the opposite bank), *Les Hles*, and *Grassonnet*, **Argentière** is reached, six miles from Chamonix. (Hotel—see Appendix.)

*The railway to Martigny (via Vernayaz) is open as far as Argentière (see p. 196).*

At Argentière the grand glacier of the same name is seen stretching down towards the valley, with the Aiguille du Chardonnet, 12,500 feet high, on one side, and the Aiguille Verte, 1,000 feet higher still, on the other.

*Here the route by Le Tour and the Col de Balme diverges to the right (see p. 257).*

The road to the left passes through the savage glen of *Les Montets*, and by the village of *Tréléchant*, with fine views of the Aiguille Verte, and the Glacier du Tour, to the **Col des Montets**, at a height of 4,819 feet, the watershed between the Rhone and the Arve. A cross shows the highest point. From the Col the path leads on amidst frequent traces of glacier and avalanche, and varied combinations of rock and snow and wood and water, past *La Poyaz*, with its romantic waterfall (50 c.), and then beside the *Eau Noire* to **Vallorcine** (see p. 196).

This village of chalets, with a population of under 700, is the largest in the valley. It has walls to keep off its "natural enemies," the avalanches.

From Vallorcine, past the fine waterfall of the **Barberine**, near its junction with the Eau Noire, then crossing the river by a bridge (the boundary between France and Switzerland), and amongst scenery increasingly grand, the Hotel Barberine is reached, and soon afterwards the Hotel du **Châtelard**.

From Le Châtelard (see p. 196) station the journey to Martigny may be completed by rail *via* Vernayaz if desired, but then, of course, the Tête Noire is missed.

*Here the route by Triquent, Salvan, and the Trient to Vernayaz diverges to the left (see p. 196).*

Discarding the old Mauvais Pas on the left, the route to Martigny leads through the rocks of the **Tête-Noire**. The highest point of the Tête Noire is some distance to the south of the pass, being 6,600 feet above the sea level. The Hotel de la Tête-Noire, near the Pass, is over 4,000 feet above the

sea level. The Bel-Oiseau, Dent de M<sup>o</sup>rcles, and Grand-Moëveran, are conspicuous peaks in the vicinity. There is a path from the hotel by which the grand view from the Col de Balme may be combined with the journey by the Tête-Noir route. Close to the hotel a wooden pavilion overlooks the wild gorge of the Eau Noire; and at 20 minutes from the hotel a steep path leads to the **Gouffre**, or **Ravine** of the **Tête-Noire**, with natural bridge and fine waterfall. Tickets at the hotel, including guide, 1 fr.

Leaving the Hotel de la Tête-Noire, the Forest of Trient is entered, with the river of the same name dashing onward below to join the Eau Noire. *At the village of Trient* (Hotel—see Appendix) *the Col de Balme route is joined.*

From Trient the road ascends to the **Col de la Forclaz**, or Col de Trient (4,997 feet). In descending towards Martigny, the Valley of the Rhone as far as Sion is seen spread out like a beautiful picture. The scene is described by one traveller as “one of those Swiss valleys, green as the velvet carpet, studded with buildings and villages that look like dots in the distance, and embraced on all sides by magnificent mountains, of which those nearest in the prospect were distinctly made out, with their rocks, pine-trees, and foliage. The next in the receding distance were fainter, and of a purplish-green, the next of a vivid purple; the next lilac; while far in the fading view the crystal summits and glaciers of the Oberland Alps rose like an exhalation. . . . The Simplon road could be seen dividing the valley like an arrow.”

Still descending amongst forests and pastures, and orchards rich with fruit, the traveller soon reaches Martigny le-bourg, and then Martigny (see p. 196).

(At the **Tête Noire** the drivers of carriages from Chamonix with parties for Martigny often exchange parties with drivers from Martigny going to Chamonix; travellers who object to this should arrange, before starting, for the use of the same vehicle and driver all the way. The mountain carriages, with three passengers, can only carry about 20 to 25 lbs. of baggage for each passenger; extra luggage can be sent on by cart or carriage at very moderate rates.)

## CHAMONIX TO MARTIGNY,

### *viâ* the Col de Balme.

As far as Argentière (see p. 255), and from Trient forward (see above), this route is identical with the last (p. 254). Between these two points the longer route is *viâ* the Tête Noire

the new station Le Châtelard is arrived at before reaching the pass, *see* p. 255). At Argentière leave the Tête Noire route, which branches off to the left, and proceed to **Le Tour**, where the carriage road terminates. Leaving Le Tour, and its beautiful glacier, and passing the landmark known as the Homme de Pierre, and still ascending beside the rushing Arve, the inn is reached on the **Col de Balme**. Hence there is a grand prospect of the Mont Blanc range, with aiguilles, glaciers, etc. Opposite to them are seen the Aiguilles Rouges, Brévent, etc. Turning in the direction of Martigny are seen the mountains of Valais and the Bernese Oberland.

From the Col the path leads over sloping pastures, then through the *Forest of Magnin*, much injured by avalanches, and then through more meadows to the village of Trient, where the Tête Noire route is again joined, and the road to Martigny is the same as that described on pp. 255, 256.

*There is a fine mountain footpath connecting the Col de Balme with the Tête Noire, which affords a delightful walk in clear weather.*

## MARTIGNY TO ZERMATT.

By railway to Visp (pp. 277-279). Railway from Visp to Zermatt (p. 269). Below we continue to describe the journey by road, which is very attractive for pedestrians, or can be made partly on foot and partly by carriage.

The road from **Visp** to **Zermatt** is easy and picturesque. For the first nine miles it is only a bridle-path (horses can be hired at Visp to **St. Niklaus**), then there is a good carriage road (13 miles) to Zermatt.

The whole distance can be easily managed in 10 to 12 hours by those who can shoulder their knapsacks, and march on, independent of all conveyances.

The route lies now on one side and now on the other of the river Visp, rushing along a richly-wooded mountain gorge. All the way to Zermatt, peaks and glaciers, rocks and torrents, and waterfalls, in varying combinations, make the journey a very attractive one. It is year by year becoming increasingly popular.

The path leads at first along the right bank of the Visp, between hills clad with flowers and shrubs and trellised vines. At **Neubrücke** the river is crossed, and the left bank pursued to **Stalden** (five miles). Fine views abound here. The town is prettily situated at the junction of the *Gorner Visp* and

*Saaser Visp*, both being streams from the glaciers of Monte Rosa. The bold dividing ridge between the two valleys consists of the Mischabelhorn, Balfrinhorn, &c.

Leaving the Saas-Thal on the left, the right bank of the Gornier Visp is followed into the **Nicolai-Thal**. The Weisshorn comes into view, and the *Jungbach*, *Riedbach*, and other waterfalls are passed. A forest path conducts to another bridge across the Visp, along a very pleasant road as far as

**St. Niklaus**, charmingly situated on a gentle slope, 3,819 feet above the sea level, a good half-way resting-place for those who wish to break the journey. A night's rest here is more likely to be healthful and refreshing than at Visp or elsewhere in the malarious Rhone Valley. (Hotel- see Appendix.) Numerous excursions and expeditions can be arranged from St. Niklaus by those who can spare time. There is in the village a church, whose metallic steeple is seen for miles shining like silver.

Leaving St. Niklaus by the carriage road which begins here, the valley again narrows, and its mountain boundaries increase in size. Frequent waterfalls dash down from the western precipices; the road crosses the Visp, passes by huge reminders of the 1855 earthquake, amongst woodlands and pastures, to Randa. Before reaching this spot, the Little Mont Cervin and Breithorn come into sight.

**Randa** is nearly 5,000 feet above the sea level. On the opposite side of the valley the **Bietschgletscher**, an offshoot of the Weisshorn-gletscher, protrudes through a mountain gap; and from its precipitous mass a tributary torrent rushes to the Visp. Parts of this glacier have occasionally broken off, spreading terror and destruction around. An immense portion fell in 1816, when 118 buildings in Randa were destroyed, and the snow and broken ice lay in some parts of the village several feet in depth.

East of Randa is the Dom, which is the highest peak of the Mischabelhorn (14,950 feet)

In about an hour from leaving Randa, **Täsch** is reached. The route is still upward, till, on crossing a rocky ridge, the first view of the **Matterhorn** or **Mont Cervin** (14,705 feet) is obtained, stupendous and overwhelming in its isolated majesty. By the Spiessbrücke, and one or two other bridges, the road crosses and recrosses, till at length the defile opens, and the rich pastoral valley of Zermatt lies full in view.

## ZERMATT.

(Hotels -*see* Appendix.)

The quaint little village of **Zermatt** (population, 840), overtopped by its hotels, is situated in the midst of woods and pastures, in a mountain girded valley, nearly 5,500 feet above the level of the sea. The valley and adjacent heights are rich in beautiful and varied wild flowers, interesting mineral specimens, butterflies, insects, etc. Three glaciers feed the torrent of the Visp as it rushes past the village; these are the Gorner from Monte Rosa, the Ffindelen from the Strahlhorn, and the Zmutt from the Matterhorn. In the surrounding scenery the artist will find abundant subjects for his pencil. (Hotels -*see* Appendix.)

The air of Zermatt is invigorating, and can be recommended to weak and anæmic persons who wish to pass their time in calm and quietness in the midst of unequalled scenery. Zermatt is a centre of marvellous excursions, but it is something more than a rendezvous for mountain climbers; it is a favourite summer resort for visitors of every description, who find there all the comforts of first and second class hotels, and all the resources of a town.

The **Post and Telegraph Offices** are near the Mont Cervin Hotel.

The **English Church** (St. Peter's) is opposite the Mont Cervin Hotel.

**Museum**, opposite the Hotel Mont Cervin. Contains a relief of the environs of Zermatt, and one of the Matterhorn, both by Imfeld. No charge for admission, small gratuity expected.

The **Gorner Grät Railway** (*see* p. 263).

**Guides.** - Information and tariff of charges to be obtained from the Chief Guide, or at the various hotels.

In the churchyard of Zermatt are the graves of Mr. Hadow, the Rev. Charles Hudson, and the guide, Michael Croz, who perished on the Matterhorn in 1865. The body of Lord Francis Douglas, who fell with them, was never found. Its whereabouts remain an awful secret of that mysterious mountain. Mr. Whymper and two other guides escaped by the breaking of the rope.

The following graphic account from "Cassell's Family Magazine," of the Matterhorn catastrophe, will always be read with interest:—



“Of all the attempts to scale the Matterhorn we have no exact knowledge; but between 1858 and the end of June, 1865, fourteen expeditions are recorded, half that number being undertaken by Mr. Whymper, two by Professor Tyndall. In the second attempt of the Professor, under the leadership of J. J. Bennen, the foot of the final peak was reached, at an elevation of 13,970 feet. The mountain seemed to be unconquerable. On July 13th, 1865, the undaunted Whymper determined to try again. He was accompanied by the Rev. Charles Hudson, who was considered the best amateur mountaineer of his time, Lord Frederick Douglas, an experienced climber, and Mr. Hadow, absolutely without any experience of Alpine climbing. The guides were three in number: Michael Croz and the Taugwalder's father and son. The party advanced leisurely from the Zermatt side, and at noon pitched their tent at an altitude of about 12,000 feet. On the 14th they started as soon as the light permitted, and met with no difficulty until they came to that part of the peak which seems to lean over towards Zermatt. Here they turned northwards, Croz leading. After an hour and a half of hard climbing, during which Hadow had to be constantly helped, they reached snow: the actual summit was before them, and they were soon on the top. They had a tent-pole with them, but no flag, so, in default of anything better, Croz took off his blouse and tied that to the end, and the signal was seen at once by those on the look-out at the Riffel and in the valleys below. An hour was spent on the top admiring the extensive view, for the day was unusually clear, and the panorama embraced all the giants of Switzerland. A cairn was built in honour of the occasion, and then preparations were made to return. The following order was observed: Croz, Hadow, Hudson, Lord F. Douglas, Taugwalder the elder, Whymper, and last, Taugwalder the younger. All were roped together when they came to the awkward bit, which sloped at an angle of about 40°. Croz here laid aside his trusty axe, the better to help Mr. Hadow by placing his legs into their right positions and his feet in the proper steps. Suddenly, without a moment's warning, Mr. Hadow slipped, and, turning on his back, struck Croz a violent blow, knocking him completely head over heels. Hudson was immediately dragged from his place, and Lord Frederick followed him. The remaining three stood firm, and the shock came upon them as on one man; but the rope could not stand the severe strain, and broke between Lord Frederick and the elder Taugwalder. For a brief moment the four unfortunate men were seen by their horrified companions as they sped swiftly downwards, bounding from crag to crag, until they disappeared into the awful abyss! The three who remained were so paralysed with terror that for a full half-hour they dared not move an inch; eventually, however, they reached Zermatt in safety—the sole survivors of the expedition.”

The neighbourhood of Zermatt contains so much that is of absorbing interest that a visit of a day or two only suffices for a glimpse at a few of the chief attractions. The Hotels are many and admirably managed: but since the opening of the railway from Visp to Zermatt the influx of visitors is remarkable, and in the height of the season it is difficult to obtain accommodation. Numerous are the excursions that may be made; a few of the most popular will now be described,

and a brief list given of the longer and more difficult mountain expeditions. First and foremost among the attractions are the—

### RIFFELBERG AND GORNER GRAT.

This is undertaken by most visitors to Zermatt, even if time allows of nothing else being attempted. The route is by the first bridge across the Visp beyond the village to the Hotel du Mont-Rose, past the little church of Winkelmatten, and then up a steep path through the pine woods. From the openings between the trees the foot of the Gorner Glacier is seen, and the fine waterfall of the Visp rushing out from its icy cradle. Passing the chalet on the Augstkummennatt, the pine woods are left behind, avoiding the old steep path; a new one makes a wide bend to the **Hotel Riffelalp** (7,305 feet), commanding a grand view of the magnificent Matterhorn, the Zmutt Valley, the Weisshorn, Trifthorn, etc. Close by are an English and a Roman Catholic Chapel, a brook is crossed, and a good walk of two hours from Zermatt brings the visitor to the broad terrace of the mountain, upon which stands the **Riffel Hotel**, or **Riffelhaus**, on the *Riffelberg* (8,430 feet). This is truly a glorious spot. In front, separated only by the deep valley in which lie the Gorner and Furggen Glacier, rises the majestic Matterhorn, a silent, solitary pinnacle of bare rock, 5,000 feet from base to summit, enthroned upon a pedestal of snow and ice, which is itself 10,000 feet above the ocean level, standing aloof and seeming to frown defiance on its fellows, which lie grouped on every side. It is well to behold this scene, if possible, when the rosy glow of sunrise pervades it with an intense liquid light, revealing its furrowed sides, its seams of snow, its overhanging brow, its ice-bound feet, its treacherous chasms, and its awful precipices, and yet softening its asperity into a loveliness that holds the gazer spellbound.

Two hours' ascent from the Riffel Hotel brings the visitor two thousand feet higher to the **Gorner Grat** (10,290 feet). This is one of the few spots in the Alps where one can obtain an elevation of over 10,000 feet without the slightest semblance of a difficulty. The path is good and well defined the whole way, and the panorama quite unsurpassed. It is remarkable from the fact that there is an unbroken range of magnificent snow peaks on every side. There is not a

single break in the chain. It is an isolated, rocky peak, that seems formed by nature to enable one to survey at leisure the marvellous scenes around. The huge G6rner Glacier winds round its base at a dizzy depth below; beyond are the snows of that glorious range beginning with Monte Rosa (which seems within a stone's throw) and ending with the Matterhorn. Then the central range of the Pennine Alps, with the stupendous summits of the Dent Blanche, the Gabelhorn, the Rothhorn, and the Weisshorn, all linked together in one vast chain of snow and ice. Next, far away beyond the Rh6ne Valley, some distant peaks of the Bernese Oberland; and again to the right the group of the Mischabelhorn, the left hand peak of which (the Dom) is the highest mountain (14,950 feet) entirely in Swiss territory, the Alphubel, the Strahlhorn, and the Stockhorn, which last brings us round again to the snows of the Cima di Jazi, and the Weisssthor Pass, which flanks Monte Rosa on the east. Between these mighty peaks lie innumerable glaciers, notably the vast sea of ice formed of the G6rner, the Theodule, and the Fuggen glaciers, which lies like a map below; its moraines, its snow slopes, and its countless crevasses revealed at a single glance.

F. B. Zincke, in his "Month in Switzerland," thus describes the scene from the G6rner Grat:

"Here you have what is said to be the finest Alpine view in Europe. You are standing on a central eminence of rock in, as far as you can see, a surrounding world of ice and snow. On the left is the Cima di Jazi, which you are told commands a good view into Italy. Just before you, as you look across the glacier, which lies in a deep, broad ravine at your feet, rise the jagged summits of Monte Rosa, with, at this season, much of the black rock shining through their caps and robes of snow. Next the Lyskamm, somewhat in the background, then Castor and Pollux, immaculate snow without protruding rock; next the Breithorn, then the naked gneiss of the Matterhorn, a prince among peaks, too precipitous for snow to rest on in the late summer, looking like a Titanic Lycian tomb (such as you may see in the plates of 'Fellowes' *Asa Minor*) placed on the top of a Titanic rectangular shaft of rock, five thousand feet high. Beyond, and completing the circle of the panorama, come the Dent Blanche, the Gabelhorn, the Rothhorn, the Weisshorn, over the Valley of Zermatt, the Ober Rothhorn, and the Allaleinhorn, which brings your eye round to the Cima di Jazi."

From the G6rner Grat the visitor may return by the **Guggli**, an eminence with a fine view, but less striking than that just described. Hence a path leading beside the Findelen Glacier may be followed back to Zermatt. Or another path may be taken from the Guggli to the Riffel Hotel, and thence a descent effected to the foot of the G6rner Glacier, an interesting and charming spot where the glacial encroachment is very evident.

### THE NEW G6RNER GRAT RAILWAY.

**Riffelalp**, **Riffelberg**, and **G6rner Grat** are now easily visited by an electric mountain railway, opened in 1898. This Railway (9,312 feet), the second highest mountain-railway in Europe, is  $6\frac{1}{4}$  miles in length, with a maximum gradient of 1 in 5. The electrical works of 1,000 horse power are situated in the *Gorge of Findelen*. The journey each way occupies  $1\frac{1}{2}$  hours: fares, single, 12 fr.; there and back, 18 fr. Five trains each way daily. Starting in the village opposite the Visp Station, the line rises along the slope of the valley and crosses the Findelen Gorge (power station), by a long viaduct, from which there is a good view. Passing through several tunnels, the Zmutt Valley and the Matterhorn are seen, and at  $2\frac{1}{2}$  miles is reached the Station of **Riffelalp** (7,305 feet) (about a quarter of a mile from the Hotel Riffelalp). Ascending the mountain slope, the second station is soon reached at **Riffelberg** (8,480 feet), and then on over hilly pastures to the **Rothe Boden** (whence may be visited the *Riffelhorn* (9,620 feet), the *Riffel Lake*, the *G6rner Glacier*, the *B6t6mp's Hut* at the foot of Monte Rosa, etc.). The line then passes above the G6rner Glacier, and reaches the terminus at **G6rner Grat** (9,312 feet), the station being about a quarter of an hour below the top of the G6rner Grat.

Short and easy excursions, for which guides are not necessary, include the **G6rner Gorge**, the **Caf6 Edelweiss**, the **Staffel Alp**, and the **Schwarzsee Hotel**.

#### The G6rner Gorge.

The walk to the Lower and Upper Gorges and return to Zermatt may be leisurely accomplished within two hours. After crossing the *Zmuttbach* by the lower bridge, the path to the left leads to the **Matter-Visp Gorge** (admission, 1 fr.),

and beyond in a few minutes to the upper end of the Lower G6rner Gorge, from which are stairs to the top of the right bank, then a pleasant shady path leads to the **Upper G6rner Gorge**, admission 50 c.

### Caf6 Edelweiss.

The Caf6 Edelweiss, on the *Altes Haupt*, is less than an hour's walk from Zermatt. Leaving the village on the right by the English Church, the path rises to the mouth of the **Trifbach Gorge**; then crossing the bridge, a winding bridle-path leads to the **Caf6**, a pleasant resting-place with moderately good view. If grander and more extensive views are desired the excursion may be extended to the **Edelweisskopf** in half an hour, or, better still, to the **H6hbalm** in two hours, with guide, where the Matterhorn, Breithorn, Findelen-Thal, the Mischabelhorner, and other mountains are seen to advantage.

### The Staffel Alp.

The excursion to the Staffel Alp, and return, requires five hours, including a short stay at the Restaurant (7,045 feet). Guide desirable for novices. Ascending the left bank of the Visp, and crossing the Zmuttbach, the path at the refreshment hut above Zum See bears to the right from the Schwarzsee route, and continues for a long distance on the right side of the Zmutt Valley to the **Staffel Alp Restaurant**, commanding magnificent mountain and glacier views of the Matterhorn, Zmutt Glacier, Stock Glacier, Hohwang Glacier, of the Strahlhorn, and other peaks.

### The Schwarzsee Hotel (8,490 feet).

The early part of this ascent is by the same route as to the Theodule Pass and Glacier (p. 265). The path ascends the left bank of the Visp, crosses the Zmuttbach, then to the hamlet of Zum See, entering the Zmutt Valley through fine woods at the end of which splendid view of the **G6rner Glacier**, the road to the Theodule Pass is left on the left, and continuing by a winding bridle path facing charming views, arrive at the **Schwarzsee Hotel**, situated on a detached hill above the Furgg Glacier. Although not equal to the panorama from the G6rner Grat, the view from the hotel is extensive, embracing as it does the Breithorn, Lyskamm, Monte Rosa, the G6rner and Furgg Glaciers.

In continuation of this excursion may be undertaken the ascent of

### THE HÖRNLI (9,492 feet),

the first great step in the ascent of the Matterhorn, which should be visited by all who desire a nearer view of the giant mountain without attempting to scale it. The route is to the right of the Gorner Glacier, and along the base of the Matterhorn to the Schwarzsee (*see* p. 264). Horses can be ridden to this point. Another hour's upward climb brings the traveller to the Hörnli.

The view of the Matterhorn from this point is amazingly grand. The whole eastern face is close in front, and the treacherous northern face is also in view. Down those awful precipices the unfortunate victims of the 1865 ascent fell a distance of 4,000 feet to the glacier which lies on the right (*see* p. 259). From one's very feet stretches away the wonderful plateau of ice and snow constituting the Furgg and Théodule Glaciers. The ridge on which one stands is a mere *arête* in parts, perpendicular on one side, and falling abruptly on the other, many thousand feet to the Zermatt Glacier and the pine woods at his foot. Over the ridge the wind sweeps with icy breath, and a scene of desolation is around. Rain, and sun and frost have bared, and bleached, and riven the barren crags upon which one stands. One glance takes in the green pastures of Zermatt, 5,000 feet below; turning, the visitor sees the topmost pinnacle of the Matterhorn, 5,000 feet above. The ridge of the Hörnli affords a wild and wondrous scene of mingled awe and loveliness which should be seen by all visitors to Zermatt possessing tolerably stout legs and lungs, but having no ambition to measure their strength with the high Alps.

The return to Zermatt can be varied by going over the Staffél Alp from Schwarzsee, and passing along the Zermatt Valley. Beautiful and interesting scenery will reward the extra exertion.

A rather longer but not a difficult excursion is that of the

### THÉODULE PASS (10,900 feet),

an ascent requiring five to six hours, with which can be combined the ascent of the **Breithorn** (13,685 feet) 4½ hours longer, if the night be spent. For 1½ hours the path is the

same as to the Schwarzsee, the route then crosses the Furgg-bach, and with the Matterhorn in view all the way the moraine of the *Upper Théodule Glacier* is reached in a walk of two hours. The Glacier can be ascended to the **Théodule Pass** or **Matterjoch** (10,900 feet) (*see* p. 274), where there is a small inn.

The foregoing excursions are for those who wish to avoid difficulty or over exertion. We will now give a list of Mountain Ascents, Peaks, and Passes, suitable for those possessing mountaineering ambition and the requisite physical qualifications. Many on the list require more than ordinary experience and skill in Alpine adventure, and must not be undertaken without making proper inquiries and procuring good guides.

Taking them in the order of height the list appears as follows: —

### MONTE ROSA.

The ascent of this mountain (15,215 feet) is arduous and difficult. It was first accomplished by Messrs. Smyth, Birkbeck, and Stephenson, and J. zum Taugwald in 1855. In 1881, Dr. Martelli, with the guides Imseng and Pedranzini, perished on the mountain. "Its very vastness, or rather its concentrated massiveness, unbroken by peaks of proportionate size, makes it seem less lofty than it really is; and its immediate union on either side with a range of sharper snowy summits approaching its own elevation tends still further to prevent a just appreciation of its true character at the first glance."

The four highest peaks of Monte Rosa are arrayed in a connected ridge some two miles in length, in north to south. This ridge is crossed at the centre by a ridge of lower summits running east and west. At the point of union is the Signal kuppe, 14,064 feet, the most conspicuous of the peaks from the Italian side. North of this is the Zumsteinspitze, 15,004 feet. A little further north, and connected by a ridge frowning over one of the deepest and most awful of Alpine abysses, is the **Hochstespitze**; the true Monte Rosa, presenting from its summit a wondrous view of mountain peak. The Hochstespitze, or Gernerhorn, is "a sharp, rocky obelisk," 15,215 feet in height. Still further north is the Nord end, 15,132 feet. South of the central point is the Parrot spitze, 14,577 feet, and four other peaks, ranging from 13,800 to 14,200 feet.

**The Lyskamm** (14,890 feet), or Silberbast, was once considered the summit of Monte Rosa. A laborious and difficult ascent of 10 hours from the **Riffelhaus** by the **Lysjoch** (14,040 feet), splendid view of the Piedmont Plains. An easier ascent is from the *Sella Hut* on the west side of the *Kilik Glacier*.

**The Weisshorn** (14,803 feet) is ascended from **Randa** (p. 270) in 11 hours, by the *Schalliberg Alp* to the *Weisshorn Hut* on the **Hohlicht** (9,380 feet), where the night is passed, thence to the summit, seven to eight hours.

**The Mischabelhorn** has a double summit, the **Täschhorn** (14,757 feet), and the **Dom** (*see* p. 262) spurs of the Monte Rosa between the Valleys of Zermatt and Saas.

**The Matterhorn** (Mont Cervin) (14,705 feet) was scaled in July, 1865, by Mr. Whymper, the two guides Taugwald, Lord Francis Douglas, Mr. Hadow, Rev. Charles Hudson, and the guide Croz. The four latter lost their lives in commencing the descent, Mr. Whymper and the two Taugwalds escaped by the breaking of the rope (*see* p. 260). The ascent is now frequently made from Zermatt and Breuil, but although ropes are attached at the most difficult points, and some of the rocks have been blasted, no one but an accomplished climber should attempt the ascent. If the night be spent at the Schwarzsee Hotel the ascent can be made from there in 10 hours.

*A new electric railway in two sections is projected. The first will be from Zermatt over the Zmuttbach plateau of Lac Noir to the Matterhorn hut, and the second in a tunnel nearly 5,000 feet long, driven almost perpendicularly into the side of the mountain from the hut to the summit.*

**The Dent Blanche** (14,320 feet) is a difficult ascent from **Ferpècle**, near **Évolena**, in about 12 to 14 hours. It is usual to spend the night in a hut to the right of the Glacier de la Dent Blanche, whence the top can be reached in eight hours.

**The Breithorn** (13,685 feet) is a popular excursion which can be accomplished without difficulty in eight hours from Zermatt. The Théoduk route (*see* p. 273) is followed as far as the **Gandegg Hut**, where the night can be spent. Crossing the glacier, and round the peak of the Little Matterhorn to the Breithorn Plateau and ice slope to the top, where a stupendous view is disclosed of the Matterhorn, Mont Blanc, Dent Blanche, Gabelhorn, the Bernese Alps, Monte Rosa, Lyskamm, and other giants.



**The Ober-Gabelhorn** (13,365 feet) from Zermatt or from Zinal, both very difficult, and only to be attempted by expert climbers. From Zermatt the ascent can be made in nine hours with experienced guides. Ascending the *Triftthorn*, the *Trif Inn*, then up solid rock, crossing a snowfield in the *Gabel*, from the top a near view of the Matterhorn, Unter-Gabelhorn, Zinal-Rothhorn, with Mont Blanc, etc., in the distance.

**The Cima di Jazi** (12,525 feet) can be easily reached in five or six hours from the Riffelberg and is a very popular ascent. The route is to the *Rothe Boden* on to the Gorner Glacier, and to the **Stocknubel** (9,955 feet) at the base of the **Stockhorn** (11,595 feet), then in two hours to the summit, from which is a grand panorama, not only of the adjacent mountains, but of the Italian lakes, the Tyrol, the Pennine and Bernese Alps. In continuation of this excursion, and only about 1 mile further, is the

**New Weissthor Pass** (12,010 feet), a beautiful glacier route to **Macugnaga** (p. 272) (or returning to the Riffel and Zermatt). The view of the pass is very curious: the several villages of Macugnaga, and the glacier thousands of feet below, appear to be close to the spectator.

**The Triftjoch** (11,615 feet) can be climbed from Zinal to Zermatt, or *vice versa*, in 12 hours, but it is difficult and laborious, requiring ladder and rope beyond the *Durand Glacier* and the steep rocks and narrow ledges at the foot of the Trifhorn. Further on the Triftjoch, between the Ober-Gabelhorn and the Trifhorn, commands a grand view of the Mischabelhorn and Monte Rosa. The descent is by the Trift Glacier to Zermatt.

**The Mettelhorn** (11,190 feet) is an easy climb of five hours from Zermatt, the greater part of which is over a bridle path. *No similar scene of ice and mountain can be obtained with equal ease on any other mountain.*

We have not space to enumerate the scores of other mountains that may be visited with more or less difficulty; further information can be readily obtained from the chief guide of Zermatt, or at the various hotels, where will be seen the regular tariff of charges for guides for the different excursions and expeditions of the vicinity.

Amongst the innumerable **Mountain Passes** may be mentioned to **Breuil** and **Châtillon**, over the Théodule Pass (pp. 265 and 273), to **Gressoney** over the *Lysjoch* (p. 267); to

**Macugnaga** over the *Neve Weisssthor Pass* (p. 268); to **Zinal** over the *Triffjoch* (p. 268); to **Evolena** (Hotel—Appendix) over the *Col d'Herens* (p. 267); to **Arolla** (Hotel—see Appendix) over the *Col de Bertol*; to **Valpellina** over the *Col de Valpelline* (p. 250); to **Châtillon**, in the **Aosta Valley**, over the *Théodule Pass* (pp. 250 and 273); to the beautiful **Saas Valley** by the **Adler, Weisssthor, or Allalin Pass**.

## VISP TO ZERMATT.

(By Railway.)

As already stated (p. 260), the opening of a railway (1891) from Visp to Zermatt has greatly added to the yearly influx of tourists. The line from Visp is about 22 miles long, and in the steeper parts the cog-wheel system is found necessary. Several trains a day run in coincidence with trains from Lausanne or Brigue, passengers changing at Visp; time occupied being about half an hour to Stalden, one hour and 12 minutes to St. Niklaus, about 2 hours to Zermatt. The line traverses much the same route as the carriage road through the lovely Alpine Valley, and on leaving Visp runs along the bank of the river, soon coming in sight of the mountain peaks, passing the *Neubrücke*, celebrated for its trout. The next portion of the line being up a steep ascent the rack and-pinion system is brought into use, gradient 125 in 1,000, and **Stalden** (Hotel—see Appendix) on the hillside is reached, where passengers for **Saas** and the Saas Valley leave the train (p. 270). The ascent continues through tunnels and over a fine viaduct (Muhlibach) to the village of **Kalpétan**. The stream is crossed and re-crossed, the line enters the wild ravines of *Kipfen* and *Selli*, and another steep ascent leads to **St. Niklaus** (3,819 feet), the chief place in the valley, situated amidst charming forest and Alpine scenery, the church being remarkable for its conspicuously shining metal spire. St. Niklaus is nearly halfway to Zermatt, and has no particular attractions. On leaving the station, after traversing a beautiful fertile vale, the line is soon shut in by precipices, in which are openings with waterfalls, and before stopping at **Herbriggen**, views of the Little Matterhorn and Breithorn are caught; then the train halts at

**Randa**, where is obtained a splendid prospect of the *Bies Glacier*, an overhanging icefall, that has on more than one occasion been partially detached (by warm winds) some 1,500 feet and destroyed portions of Randa village. Saas may be reached from here by the **Ried Pass**, also the **Festi Glacier** descending from the *Dom*, a magnificent point of view. To the south rises the glittering snow-clad *Weisshorn* (p. 267). Continuing from Randa the next station is

**Täsch**, at the foot of the Alp of the same name, then again crossing the *Visp*, ascending another steep gradient and passing through a narrow defile the *Matterhorn* comes in sight, and, passing a tunnel to the glacier basin of *Zermatt*, the train arrives at the small village frequented by tens of thousands of travellers, called **Zermatt** (p. 259).

Between *Visp* and *Zermatt*, either by road or by rail, to the left of the village of *Stalden*, opens the beautiful and fertile region of

### Saas-Thal.

This valley is now becoming a formidable rival to *Zermatt*. Surrounded by many of the highest peaks and within a short distance of *Monte Rosa*, an increasing number of tourists yearly make *Saas-Thal* their headquarters. It is situated in a valley almost parallel to that of *Zermatt*, the route being the same from *Visp* as far as *Stalden*, where the bridle-path diverges to the left. The scenery is very grand, and includes many wild, rocky ravines and waterfalls. Those who are acquainted with *Zermatt* will find fresh pleasure in the delightful excursions that can be made from *Saas-Grund*, and from *Saas-Fée*, and the magnificent view of the *Fée Glacier*, surrounded by the *Mittaghorn*, *Egginerhorn*, *Allalinhorn*, *Alphubel*, *Täschhorn*, *Dom*, *Nädelhorn*, and *Ulrichshorn*, in a vast amphitheatre.

### ZERMATT TO SAAS, MATTMARK, MONTE MORO, MACUGNAGA, AND TO VOGOGNA, ON THE SIMPLON.

To follow this route, without attempting any of the more difficult passes above mentioned, the tourist must retrace his steps to *Stalden*. From thence the path leads along the

beautiful defile known as the **Saas-Thal**. Glaciers look down from the gaps on the western side, and many a wayside cross tells of the avalanche that has brought death and desolation into the lovely valley. The tourist should turn from time to time to see the prospect down the valley, with the Bietschhorn closing the view. In four hours

**Saas-im-Grund** (5,125 feet) is reached, the chief village in the valley—a good place to sojourn at, and becoming increasingly frequented. It stands on a beautiful green plain, with mountains all round. (English Church.)

“The contrast between Saas and Zermatt,” says Zincke, in his “Month in Switzerland,” “is very great. At Zermatt the valley ends with great emphasis in a grand amphitheatre of mountains and snowy peaks. At Saas it seems suddenly brought to a close, without any object of interest to look upon. With the mind full of Zermatt, Saas appears but a lame and impotent conclusion. The village, however, is very far indeed from being at the head of the valley. This is to be found at the Monte Moro, 5 hours further on; and as it includes the Allalin Glacier, the grand scenery of the Mattmark-See and of the Monte Moro itself, it has enough to satisfy even great expectations—such as one has, of course, coming from Zermatt.”

From Saas many mountain and glacier expeditions can be undertaken, and Zermatt can be reached by the Adler, Weisssthor, or Allalin Pass (p. 269). Those whose time is limited may make a very enjoyable trip of about three hours to **Saas-Fée** (Hotels—see Appendix) (5,900 feet), a charming little village, in a lovely green hollow, headed by a vast glacier. By allowing half a day, the **Gletscher Alp**, beyond Fée, may be reached. This is a beautiful spot, bright with rich grass and flowers, almost encircled by the sea or ice. Mountain passes lead from Fée to Zermatt over the **Mischabeljoch**, to Mattmark over the **Egginer Pass**, to St. Niklaus over the **Ried Pass**, to the Simplon over the Laguinjoch, etc.

Leaving Saas, where it is better to engage a guide, the road passes the waterfall from the Rothplatt Glacier, and under the well-wooded Mittaghorn to *Almagel* (Swiss Custom House), Meigeren is next reached, and then the bridle-path winds among rocks and stones, with the remarkable **Allalin Glacier** apparently closing the valley in front. To pass this glacier, the path zigzags up the mountain side, and then skirts the **Mattmark-See**. Here there is an inn (3 hours from Saas), where those should pass the night who wish to enjoy the early morning view from Monte Moro. The Schwarzenberg glacier is close by.

Still ascending from Mattmark, the chalets of *Distel*, where the usual light refreshments can be obtained, are reached in half an hour. The *Seewinen* Glacier is just opposite.

The summit of the pass of **Monte Moro** (9,390 feet) is reached in an hour from *Distel*. The name (like *Allaby*, *Mattmark*, and some other names in the neighbourhood) is of Moorish origin, and carries us back some eight centuries, when with the Great St. Bernard and the Engadine it was one of the three passes into Italy, and was held by the Moors, who levied blackmail on all comers. Fragments of ancient pavement are seen near the summit. The immediate approach from the Swiss side is very sterile and desolate, past the icy basin, into which the *Thalhoden* Glacier descends from the *Joderhorn*.

By ascending the rocks near the cross on the summit, a really sublime prospect of Monte Rosa is beheld to the south, whilst turning to the north the Saas Valley is seen, with its picturesque surroundings. A more extensive view is obtained from the adjacent **Joderhorn** (9,972 feet), including some of the Southern Alps and the Italian plains.

The descent to Macugnaga will take about four hours. The route is very steep; first over a snowfield, then amongst stones and rocks, and then over sloping green pastures, with glorious views of the Macugnaga Valley and Monte Rosa beyond.

Mules can sometimes be procured at Macugnaga for the remainder of the journey to Vogogna; or they may have to be sent for from Ponte Grande, unless the traveller inclines to walk on.

**Macugnaga**, a series of hamlets, is situated between its glacier and the green pastures, 4,400 feet above the sea level, and is girded by majestic mountains. In exploring the glacier, and enjoying the incomparable views of Monte Rosa, whose four principal peaks are all in sight, a day or two may be well spent. At any rate, the pine-clad eminence, known as the **Belvedere** - an ancient moraine - should be visited without fail. There is no grander view in the locality. If possible, proceed also, with a guide, for a considerable distance on to the glacier, to where a **cascade** leaps down into an icy abyss. The surrounding scene from this point is strangely grand and impressive. From the margin of the sea of ice the rocks of the central chain of Monte Rosa tower proudly up to the height of 7,000 or 8,000 feet, with connecting ridges to the *Cima del Pizzo* and *Pizzo Bianco* on one side.

to the *Cima di Jazi* and *Monte Moro* on the other. English Church Service in the Hotel Monte Rosa.

**Pillar**, under the old Weissthor Pass, to the north of the glacier; and **Pedriolo**, to the south of the glacier, where immense blocks (one specimen being 500 feet in girth) have come down from Pizzo Bianco, may be included in a day's land with the previously mentioned points of view.

From Macugnaga, the route to the Simplon conducts by *Jorcia*, *Pestarena* (with its mines of gold, silver, and copper), and *Campiole*, to the rocky barrier of the *Morgen*, through a narrow gorge in which the Anza forces its way. Here the Val Macugnaga is left, and with it, for the most part, the German language; henceforward Italian.

The traveller now enters the lovely

**Val Anzasca**, combining in its scenery both Swiss and Italian characteristics. At *Ceppo Morelli* the carriage road commences. *Vanzone* is next passed—a good stopping place for those who can spare time for leisurely enjoyment of this delightful valley. The same remark applies to

**Ponte Grande**, which is the principal place in the Val Anzasca, with good hotel accommodation and travelling facilities. *Castiglione* is next reached; and then *Pic di Multra*. Here the view up the richly fertile and well wooded valley, with Monte Rosa closing the scene, is very fine; there is also a grand prospect of the Val Dossola below in the other direction. The road now runs direct to the Simplon, near Vogogna.

## ZERMATT TO CHATILLON.

(By the Théodule Pass.)

This is the most frequented of Alpine Glacier Passes; it is accomplished by many ladies with tolerable ease. The distance is 29 miles, requiring from 12 to 14 hours' walking; horses may be taken to the foot of the glacier, and again onward from the Fourneaux, in descending the southern side. It is necessary to start at dawn in order to reach the two hours' passage across the snow at the summit before it has thinned under the influence of the sun's rays.

From Zermatt the route lies by Z'mutt and along the side of the Gorner Glacier; from the Riffel (rather shorter), the path across the glacier just named. In about a couple of hours vegetation is left behind, and a pathless rocky tract is crossed

to the foot of the glacier, where those who have ridden so far must dismount.

The **Glacier** has few crevasses; but still the neglect of the rope in such expeditions is foolhardy, and has led to fatal accidents.

The summit of the **Théodule Pass** (or Matterjoch) is nearly 11,000 feet above the sea level. The scene is a very striking one. Close around is the broad expanse of ice. Outside this, the scene comprises the wondrous Matterhorn, or Mont Cervin, the Piedmontese mountains, Monte Rosa, the valley of St. Niklaus, with the Bernese Alps beyond; and in the eastern foreground, the Theodulhorn (11,391 feet), the Breithorn (13,685 feet), and the Petit Mont Cervin (12,749 feet).

On this Col, Saussure spent three days in scientific experiments. There is a small hut, where light refreshments can be obtained; it is the loftiest inhabited spot in Europe.

Descending towards the Val d'Aosta, a walk of about three-quarters of an hour across the glacier brings the traveller to the **Fourneaux**, a rugged tract of rocks and *débris*. Here horses can be often met with, waiting the chance of an engagement. Green meadows are again reached, and at Giomen, near **Le Breuil**, is a good inn, with horses, etc.

From the plain of Breuil the descent is by a fine mountain gorge, with a torrent rushing through it. No guide is needed for the remainder of the route. From *Val Tournanche*, the descending valley is very delightful, from the charming combination of rocks and precipices, rushing water, and plentiful foliage. Some interesting remains of a Roman aqueduct are visible at intervals, especially the arches, by the cliff near *Anter*. On reaching **Châtillon**, the tourist is on the high road between Ivrea and Aosta (p. 250).

From Aosta (*see* p. 250) the St. Bernard and Martigny, or Chamonix and Mont Blanc may be reached; or from Ivrea, the railway can be taken for Turin or Milan.

## COIRE TO ANDERMATT, AND GÖSCHENEN, *viâ* the Oberalp.

From Coire to Ilanz, 18 miles, in a little over an hour by the Rhätian Railway; from Ilanz to Göschenen, 41½ miles, in 9½ hours by diligence twice daily in summer (intérieur, 16 fr. 90 c., coupé 3 fr. 40 c. extra).

From Coire to Reichenau, six miles.

From Reichenau the Ilanz Railway turns to the right, and passing the *Vorder-Rhein* by a long iron bridge, continues along a deep rocky ravine, sometimes in the bed of the river, to *Trins* station below the village of the same name, and, passing the *Rabiosa*, emerges from a tunnel further on at *Ursam-Saffien*. From this point a gorge is traversed as far as *Urdas-Sagens*, when the open Guob Valley is followed to Kastris and

**Ilanz** (Hotel—see Appendix), on both sides of the Rhine, once an important place, as many fine old houses with memorial bearings testify. The language of the place is Romansch, which is more or less prevalent throughout the valley. Grand views are obtained in this vicinity, especially from some of the neighbouring heights—the **Piz Mundaun** (6,775 feet), and others. Excursions to the **Lugnetz Valley**, or the **Vrinthal**, are of great interest. Diligence twice daily in summer to

**Vals** or **Vals-Platz**, in the lovely Lugnetz Valley, one of the finest in the Grisons, a magnificent drive of 14 miles in about four hours. Fare, 2 fr. 70 c.

Vals (3,660 feet) is noted for its ferruginous and gypseous thermal spring, beneficial in cases of anaemia, scrofula, and catarrh.

**Kurhotel** and **Baths** open from June 15th to October 15th. The Villa Adula is open in winter for tourists, and winter sports.

From Reichenau, Ilanz can be reached by diligence, twice daily in summer, 14½ miles, in 3¼ hours, *via* **Flims**, a picturesque route through numerous villages, with plenty of fine views of mountains, waterfalls, ruined castles, etc.

Following the road on the left bank of the River, **Tamins**, **Trins**, **Flims**, **Waldhaus-Flims**, and **Laax** are the chief places passed. Near the small and ancient town of Flims is the diligence station of

**Waldhaus-Flims**, a favourite summer resort, with Kurhaus and several pensions, situated amongst forests of birch and pine, in the midst of which a pleasant walk leads to the **Cauma Lake**, where delightful swimming baths are provided at a charge of 50 c. Many picturesque short excursions and more important mountain tours are available in the neighbourhood of Flims.

**Laax** (Hotel—see Appendix) is a charmingly-situated health resort near the **Laaxer See**, with baths, 4 miles from Ilanz.

From Ilanz the diligence road forward passes several villages, *Strada*, *Ruis*, *Waltensburg*, and crosses the Rhone at *Lavanasa*, and at *Rinkenbergr*, proceeding through ever-varying scenery to *Truns*.



At **Truns** the diligence stops a few minutes for refreshments. There are several attractions. The **Hall of the Statthalerei** of the Abbey of Disentis is adorned with armorial bearings of the magistrates of many generations. The fragment of the sycamore tree near the village, over 700 years old, marks the spot where the celebrated Grey League was formed in 1424, to resist the tyranny of the feudal lords (p. 47). The adjacent **Chapel of St. Anna** has curious frescoes and mottoes illustrating the history of the League. The view from the Church of S. Maria, above the village, is very extensive. Many mountain ascents can be made from Truns.

*Rabius* is next passed, and then picturesque

**Somvix**, on its hill. The Val Somvix is well worth exploring. There is a bridle path through it, and by the Greina Pass to Olivone, occupying about 12 hours.

It is proposed to pierce the Greina, making a railway tunnel about 17 miles in length, beginning at Somvix and ending at Giurno, the line when completed connecting Ilanz with Göschenen.

Nearing Disentis the boldly-constructed road crosses the grand *Russiner Tobel* by a wooden bridge, over 200 feet in length, at a height of 160 feet above the stream below.

**Disentis** (Hotel *see* Appendix) was famous for its Benedictine Abbey, founded in the seventh century by fellow missionaries of St. Gall, and long the headquarters of religion and civilisation in these remote regions. It is finely situated, 4,000 feet above the sea level, having been rebuilt after a fire in 1846, and is now used as a Cantonal School.

Passengers dine at Disentis, half an hour's stay being made.

(Disentis to Göschenen, diligence twice daily in summer, about 6.15 a.m. and 1.45 p.m., in about 5½ hours, 15th June to 15th September.)

At Disentis, the Mittel-Rhein, or Medelser, joins the Vorder-Rhein. The Medelser Glacier is well seen from the **Chapel of St. Acletta**, half a mile west of Disentis. The **Piz Muraun** (9,511 feet) can be ascended in five hours; ladies have accomplished it. The Medelser Theodulmanier Pass, Val Piotta, etc., to the south, and the Val Rusier Sandalp Pass, in the Todi Mountains, etc., to the north, afford good opportunities for explorations, of too protracted and fatiguing a character, however, for the general tourist.

From Disentis there is a route to Biasca, on the St. Gothard route nine hours by a bridle-path across the Lukmanier Pass (6,298 feet) to Olivone; thence by diligence to Biasca in three hours. Some portions of this route are similar to the Via Mala.

Leaving Disentis the Vorder-Rhein is seen, reduced to a mountain torrent, up the left bank of which the road ascends, affording splendid views of the valley behind and the snow-capped mountains in front.

Passing **Sedrun**, chief village in the Tavetsch Valley (road to Amsteg over the Kreuzli Pass, eight hours, fatiguing), **Kueras**, or *S. Giacomo*, and other villages, and the ruins of the Castle of Pultmenga, on a rocky hill, **Tschamut** is reached, at a height of 5,380 feet above the sea level—the highest place in Europe where corn is successfully grown.

Winding up the Val Surpalix the road reaches the boundary between the Grisons and Uri, at the summit of the **Oberalp Pass** (6,719 feet). The **Oberalp-see**, abounding in trout (Hotel—*see* Appendix), was the scene of a fierce struggle between French and Austrians in 1799. (From this point Lake Toma, the source of the Vorder Rhein, can be visited, a guide advisable.) The road crosses the **Oberalp** (6,719 feet), and soon brings the traveller in sight of the Vale of Urseren, with the **Furka** in the background. By a number of long windings **Andermatt**, on the **St. Gothard** road, is reached (p. 283), thence  $3\frac{1}{2}$  miles to **Göschenen** (*see* p. 323).

From Göschenen train may be taken, *via* the St. Gothard Railway, to the Italian Lakes (*see* pp. 323–327).

Göschenen to Bellinzona, &c., *see* pp. 323–325.

Coire to the Engadine, *see* pp. 289–290.

## MARTIGNY TO DOMODOSSOLA, THE ITALIAN LAKES, NOVARA, ARONA, etc.,

### *via* Brigue and through the Simplon Tunnel.

*To Martigny, from Geneva by rail to Le Fayet St. Gervais, electric railway to Chamonix, and diligence or carriage to Martigny: or by railway from Geneva via Lausanne* (p. 191).

Leaving Martigny the first station is *Gottfre*, where are the **Baths of Saxon** (impregnated with iodine) (Hotels—*see* Appendix), much frequented for the cure of skin diseases. Passing *Ardon*, with its ironworks, then shortly at Sion, the traveller is in a region of ancient castles. Every eminence seems to have had, at one time or other, its own particular fortress. At Sion there are three of these edifices, adding much to the picturesque appearance of the place as it is approached. Here the shale mountains are beautifully terraced, like those of the Rhine.

**Sion** (capital of the Valais Canton) contains, besides its three castles (of which the highest, the *Tourbillon*, may be visited for the extensive view), an old cathedral, of some interest for frescoes; a Jesuit convent, with a local natural history collection; an old prison, *La Tour de Force*; and a hospital (*Hotel*—*see* Appendix). The town (pop. 6,340) has had its great conflagration, and some 30 sieges. Diligence three times daily in summer from Sion to *Haudères*, *via* *Vex* and *Évolena* in about 6 hours, fare 6 fr. 50 c.

[From Sion there is a pleasant road by *Vex* (starting-point for *Mayens de Sion*, a charming summer resort (*Hotels*—*see* Appendix)), through the *Val d'Hérens*, to **Évolena** (the capital of the valley—centre for numerous excursions—English Church Service in summer—bridle path to **Arolla**, on to *St. Luc*, *Gruben*, and *St. Niklaus*, to *Zermatt*, which, if desired, c.c. be taken in preference to the *Rhone Valley* and *Visp Thal* route.) (*Also* route over the *Sanetsch* to *Berne*.)

The railway passes *St. Leonard* station, and by more ruined castles, mulberry plantations, etc., on to

**Sierre**, picturesquely situated on an eminence in the centre of a good wine district, having many fine but decaying mediæval buildings, and also some interesting ruins in the vicinity (*Hotels*—*see* Appendix). English Church Service in summer. In January, 1898, almost the whole of the village was destroyed by fire.

Sierre to the **Hôtel du Parc-Montana**, 10 miles, a charming summer residence, situated near pine woods and small lakes, commanding splendid Alpine views. English Church Service in summer. Numerous delightful excursions.

**Sierre** to **Zinal** by the **Val d'Anniviers**. Carriage road 12 miles to *Vissoye*, thence bridle-path to *Zinal*, nine miles.

The road from *Sierre* ascends through wood, and after  $2\frac{1}{2}$  miles the **Val d'Anniviers** (*Hotel*—*see* Appendix) is entered. On the right is the deep *Navigenze* gorge, and to the south the valley is enclosed by the *Zinal-Rothhorn*, the *Trifhorn*, and the *Dent Blanche*. In rather more than a mile a restaurant is reached at *Nivouc* (4 miles by path to *Chandolin*, fine views, hotel, and English Church Service); beyond is the village of *Fang*, near which is a bridle path to *St. Luc*,  $1\frac{1}{2}$  hours (*see* p. 279); and continuing by the valley some three miles the carriage road ends at

**Vissoye** or **Vissoie**, on the right bank of the *Navigenze*.

capital of the valley, from whence a great variety of attractive walks and excursions are available, among which may be mentioned the ascent to the **Hotel Weisshorn** (17,090 feet), three hours above Vissoye. English Church Service in summer.

From Vissoye by a long ascent of 1½ hours the hamlet of **St. Luc** is reached, situated on a steep slope overlooking a grand mountain view of the Val d'Anniviers. Hotels and Pensions—English Church Service in summer. From St. Luc to the **Hotel Weisshorn** is a pleasant walk of two hours. A bridle path from St. Luc or from Vissoye over the *Col de l'Argent* (guide necessary) leads to Evolena, a stiff walk (or ride) of about one hour.

Ascent of the **Bella Tola** (9,840 feet) four hours (guide necessary). Descent from the Bella Tola to **Meiden**, in the **Turtmann Valley**, or direct bridle path from St. Luc over the **Meiden Pass** to Meiden, five hours; guide optional.

Continuing from Vissoye the bridle path to Zinal crosses the *Torrent de Moulin*, and at *Ayer* (path to St. Luc) other torrents, the Navigenze is crossed and recrossed to

**Zinal**, where the beautiful Val d'Anniviers ends in the *Zinal Glacier*. Numerous ascents and excursions with or without guides. Passes by various Cols to Evolena, to Meiden, to Zermatt, to Randa, etc. Comfortable Hotels and Pensions. English Church Service in summer.

From Sierre the railway passes hills formerly the resort of brigands, Alpine villages, glistening church towers, waterfalls, castles, rocks, valleys, and snow mountains to

**Leuk-Susten**, from which station Bad Leuk (*see* p. 159) may be reached in ¾ hours on foot (diligence twice daily in summer, 4 hours reverse direction, 2 hours), then, crossing the Turtmannbach to

**Tourtemagne**, a fine waterfall is seen, the village of Gampel is passed, a beautiful snow mountain, the Balfrinhorn (12,475 feet), is seen at the head of the valley at

**Visp**, an unimportant village (Railway to Zermatt, *see* p. 269), and then on to

**Brigue**, a famous starting-point for mountain excursions.

*For further particulars of the above-named places, see Rhone Valley route, pp. 118-123.*

The diligence leaves Brigue for Iselle (Italian Custom-house) once daily in summer, about ¾ hours.

At Brigue we bid farewell to the romantic valley of

the Rhone. The road now pursued was constructed by Napoleon I, after the famous battle of Marengo. The scenery becomes wilder and grander at every turn. Bridge after bridge is crossed, gallery after gallery gone through, houses of refuge passed by, and then comes the stupendous panorama of the Alps, the real grandeur of which is beyond the power of words to paint, and which forms a sight well worth the whole cost of the journey from England. "In the distance is an eagle soaring majestically through the air; below us is heard the distant Alpine horn, or the shepherd's melodious pipe, its notes commingling with the tinkling of numerous sheep bells. Higher and higher we rise, from the very roots of the mountains, the picture varying in beauty at every turn, until the **summit of the Pass**, 6,600 feet above the level of the sea, is reached" (Hotel—see Appendix). Further on is the

**Hospice**, capable of giving suitable refuge to 300 travellers, managed by pious Augustine monks, and subject to the same rules as those of the Great St. Bernard (p. 252). The little village of **Simplon** is situated about 1,400 feet below the summit (Hotel—see Appendix). Here the diligence halts and the passengers may lunch. Through a black and craggy rending asunder of the granite Alps, the descent into Italy is commenced, a foaming torrent below, and straight up, above the gloomy precipices. Marvellous are the winding tunnels which commence after passing the famous **Gorge of Gondo**, one of the wildest and grandest in the Alps. These gigantic tunnels are hewn out of a solid mass of rock, which seemed to impede the further progress of the road, and took 18 months to excavate—100 men, in gangs of eight, working in turns day and night. On emerging from the tunnel a scene of stupendous majesty meets the eye. Hissing and roaring, the boiling waters of the Fressinone dash over the rocks above into the tremendous gorge below. On either side rise rocks more than 2,000 feet in height, the whole forming a picture of almost terrific sublimity. More cascades more fearful ravines, more lofty crags, and then **Gondo**, the last Swiss village (Swiss Custom house), where gold mines are worked by a French Company. Soon **Iselle** (Hotel—see Appendix), the frontier town of Switzerland and Italy, is reached, where luggage is examined and where train is taken for Stresa and Milan. (Iselle is at the south end of the Simplon Tunnel.)

The diligence route over the Simplon above described, since the completion of the **Simplon Tunnel and Railway**, is of little interest, except to pedestrian tourists, and to travellers who may wish to make a carriage excursion from Brigue to the village of Simplon and return.

The Simplon Road, due to the initiative of Napoleon I, was inaugurated in 1806 and has served as an international highway for about a century, but the stream of traffic will now almost entirely be directed *through* instead of *over* the mountain.

The following facts concerning the **Simplon Railway Tunnel**—the longest in the world—will be found interesting:—About a mile from **Brigue** station, on the Swiss side, begins the northern entrance of the tunnel, and the southern entrance, on the Italian side, is about half a mile from the village of **Iselle**. The altitude above sea-level varies from 2,077 to 3,113 feet, and the total length is about 12¼ miles, exceeding that of the St. Gothard (*see* p. 323) and Mont Cenis tunnels by about 3 and 4¼ miles respectively. Boring was commenced at each end on 13th August, 1898, and communication established between the two galleries on 24th February, 1905, the work occupying about 6½ years. The lowest altitude of the St. Gothard is about 1,500 feet, and that of the Mont Cenis Tunnel about 2,000 feet, higher than the Simplon. While the distance between Calais and Milan by the Mont Cenis route is 680 miles, and by the St. Gothard route 695 miles, by the Simplon route it is only 585 miles. The official opening ceremony took place on June 1, 1906.

From **Iselle** the Simplon line continues to **Domodossola** (hotels—*see* Appendix), Arona and Milan (*see Cook's Tourist's Handbook for Northern Italy*). From Domodossola train may be taken to **Gravellona**, whence carriage or omnibus to the Italian Lakes (*see* pp. 328–336).

## GÖSCHENEN TO AIROLO, OVER THE ST. GOTHARD PASS.

Lucerne to Goschonen (pp. 321–323).

Goschonen to Airolo, by rail (p. 323–324).

Diligence from Goschonen to Andermatt twice daily, also to Hospenthal; no diligence from Hospenthal to the Hospice.

Carriage to the Hospice and Airolo; fare, according to the number of the party; driver's fee, 10 per cent. on the fare.

The once very busy pass is now little used, but may still be recommended for pedestrians as an enjoyable walk of  $1\frac{1}{4}$  hours from Goschonen to Andermatt; Andermatt to Hospenthal 40 minutes; thence to the Hospice,  $2\frac{3}{4}$  hours; and from the Hospice to Airolo,  $2\frac{1}{2}$  hours.

Starting above the Göschenen Station (p. 323) the St. Gothard road crosses the Reuss, and continues along the valley to the **Schöllenen Gorge**, some parts of which being exposed to avalanches, are protected by a gallery. In the rocky wall above the right bank of the Reuss there has been erected (inaugurated in September, 1898), on a pedestal hewn out of the living rock, an enormous granite Greek cross to commemorate the passage of the Russian army under the famous General Suvaroff in September, 1799. The pedestal bears an inscription in Russian to the following effect. "To the brave comrades of Field-Marshal Prince Suvaroff, Comr Rymniksi, Prince Italinski." Soon the road narrows, and amidst wild and rocky scenery and the spray of the rushing Reuss is the new granite **Devil's Bridge** (Teufelsbrücke) built in 1830.

"Winding 'neath rocks impending, and o'er steep  
Dread in their awful altitude, the road  
Leads through a pass whose grandeur is a load  
Upon the awe-struck mind; the wild Reuss sweeps  
From precipice to chasm, where it keeps  
Boiling and fretting till it throws abroad  
Mist clouds: then, chafed and flying from its goal,  
Like fiery steed, o'er crag and crevice reaps.  
The thunder rolls among the mountain peaks;  
The echoes seem gigantic in their home  
(Now answering deep as voice Promethean speaks;)  
Towering aloft where the fleet chamois roams,  
'Mid pines and cottages the church oft seeks  
To build its shrine where prayerful Switzers come."

Twenty feet below was the old bridge, where a tremendous battle was fought in 1799 between the French and Austrian numbers of whom perished in the abyss beneath. The old bridge, the ruins of which were covered with creeping plants, was destroyed by a gale in 1888.

From the "Paradise Lost" of Milton, to the "Satan" of Montgomery, the certain gentleman who haunts mysterious

ices has been the burden of the poet's song. The following well known lines are very graphic :--

“ This bridge is called the Devil's Bridge,  
With a single arch, from ridge to ridge,  
It leaps across the terrible chasm  
Yawning beneath us, black and deep,  
As if, in some convulsive spasm,  
The summits of the hills had cracked,  
And made a road for the cataract,  
That raves and rages down the steep !

Never any bridge but this  
Could stand across the wild abyss ;  
All the rest, of wood or stone,  
By the Devil's hand were overthrown.  
He toppled crags from the precipice,  
And whatsoever was built by day  
In the night was swept away ;  
None could stand but this alone.”

LONGFELLOW, *The Golden Legend, V.*

After passing the Devil's Bridge the road traverses the **Urnerloch**, or Hole of Uri, a tunnel 70 yards long, cut through the rock in 1707, large enough to admit carriages ; new roads and strong fortifications have recently been erected here, and the Valley of Urseren is next reached, leading to **Andermatt** (Hotels--*see* Appendix), the chief village (4,738 feet) of the valley. The church has a very remarkable skull-adorned charnel house. English Church Service in the Hotel Bellevue, a winter resort of invalids, famous for its red trout, honey, and cheese. To the left the road leads over the **Oberalp Pass** to **Reichenau**, and to the right is the **Furka Road**. The next village,  $1\frac{3}{4}$  miles above Andermatt, is **Hospenthal** (Hotels - *see* Appendix) (English Church Service in summer) (Furka Road to the right) whence the St. Gothard Road leaves the Valley of Urseren and ascends the left bank of the Reuss, entering the Canton of Ticino or Tessin near its outflow from the

**Lake of Lucendro**, its source (about half an hour's walk off the road), and then through wild scenery to the summit or

**Pass of St. Gothard** (6,936 feet), a dreary spot amidst several small lakes or tarns. Below the summit is the **Albergo del S. Gottardo**, a dependance of the **Hotel Monte Prosa**, and the ruins of the **Hospice**, a building erected by the parish of Airolo in 1834, where poor travelers were entertained without charge. The Hospice was destroyed by fire on



March 11th, 1905, and is not likely to be rebuilt. Excursions may be made to the Trithorn (9,850 feet), Monte Pizzo (8,983 feet), Pizzo Rotondo (10,490 feet), and several passes can be explored. Within a circle of 10 miles from summit of the pass are the sources of the great rivers, Rhine, the Rhone, the Reuss, and the Ticino.

From the Hospice to **Airolo** the road is very steep and tortuous, descending a series of 28 curves, the passage of which in winter and spring is often dangerous from the great snow drifts and avalanches. The road from the Hospice crosses the Ticino, enters the **Val Tremola** and over numerous zigzags passes the **Val Leventina** to

**Airolo**, an Italian-Swiss village on the left bank of the Ticino (p. 324). Here, as at Hospenthal and Andermatt, a splendid variety of minerals are collected from the mountains of the St. Gothard, specimens of which can be purchased of dealers.

*Many mountain paths and passes diverge from Airolo, and a railway is contemplated to Brigue. A magnificent excursion of three hours is recommended through the picturesque village of Brugiasco, past the lovely waterfalls of the Canaria Torte to the Lake Ritom and the Hotel Piora (see p. 324).*

## THUSIS TO CHIAVENNA,

### Over the Splügen, and Rail to Colico (Como).

Since the opening of the railway from Coire to Thusis, the latter place has become the chief starting point for many of the diligence routes.

The diligence to Chiavenna now starts from Thusis (instead of Coire), twice daily, morning and afternoon, 41 miles in about 9 hours, passengers by the afternoon departure sleeping at Splügen, and continuing next morning. Summer service from 15th June to 15th September. Rail from Chiavenna to Colico 17 miles, in one hour, corresponding with the steamboats to Como. Diligence, fare 16 fr. 75 c., coupe 3 fr. 35 c., cabriolette 10 fr. 50 c.; carriage, one horse, 55 fr.; two horses, 100 fr.; and 10 per cent. for driver. Railway fare, 3 fr. 10 c., 2 fr. 15 c., and 1 fr. 40 c.

**Thusis** (see also p. 50) (Hotel - see Appendix) is at the confluence of the Nolla with the Rhine, a pretty village on a spur of the Heizenberg, in the midst of fine scenery. It was burned down in 1845, and has been much improved in the rebuilding. From the Nolla a very remarkable view is obtained. The valley is encircled by a guardian chain of lofty mountains; on the

at hand are the ruins of the Castle of Hohen-Rhaetien, or Ch-Realt, founded, it is said, by Raetus, chief of the Rascans, B.C. 587. If so, it is the oldest castle in Switzerland.

Soon after leaving Thusis for Chiavenna and turning to the left on the Splügen road the

**Via Mala** is entered. It is a remarkable fissure, three to four miles long, a few feet wide, with precipices of 1,500 feet, and one of the most celebrated defiles of Switzerland. As may be seen in Middleton Dale, in Derbyshire, and some other similar ravines, the two sides correspond with each other, suggesting that some vast natural convulsion produced this enormous fissure. From 200 to 500 feet above the stream below, a carriage-road has been hewn out of the solid rock, and protected by strong masonry. At the *Verlorenes Loch*, or Lost Loch, at Via Mala, where the once impassable rocks are channelled for over 200 feet, it is as though the grandeur of nature had been concentrated on this wild spot. The view looking back towards Thusis is probably one of the finest in all the Alpine passes. The traveller will not fail to notice the great skill exercised in engineering this wonderful piece of road. The river is crossed three times, and at the **second bridge** the view either way is grand in the extreme. At the third bridge **Via Mala** ends.

*Pedestrians returning to Thusis may take the old bridle-path leading the left side of the chasm before Rongellen and leading through a thick pine forest. A magnificent view is obtained from the belvedere on the Crapfeig.*

Leaving the **Via Mala**, the Valley of Schams (Latin, *sanniensis*—"six streams") is entered. Here the green meadows and neat cottages form a grateful relief, after the many terrors of the awful chasms from which the traveller has just emerged. The peaks of the Hirli are seen to the south.

Passing **Zillis**, with its ancient church, and *Donath*, a village, with the Castle of Fardum (where dwelt the Austrian bailiff whose head Johann Calder plunged into the boiling broth, as recorded in Swiss history), and crossing the glacier stream that comes down from the Piz Curver,

**Andeer** is reached. Here are a ruined castle, fine views, and capital opportunities for excursions to *Stalla*, and some of the adjacent valleys. Passing the ruins of the Bärenburg, a kind of minor **Via Mala** is entered, known as the

**Rofna Ravine**, a wild gorge, three miles long, through

which the bright waters of the Rhine precipitate themselves in a remarkable series of cascades and falls. Leaving the gorge behind, the spacious snow-fields of the Einshorn reveal themselves; while, further on, the noble Alpine landscape of the Rheinwald Thal bursts into view. The little village of

**Splügen** (Hotels—see Appendix) is 4,800 feet above the level of the sea. Here travellers by diligence stop for refreshment. On the Splügen, as on the Julier slopes, numbers of Bergamasque shepherds, with their flocks, are encountered during the season. An excursion to the source of the Hinter-Rhein can be arranged.

(*Splügen to Bellinzona, by the Bernardino Pass, see p. 287.*)

Crossing the frontier, the descent into Italy is commenced. A traveller writes: "I have crossed by Mont Cenis Pass, the St. Gothard, and the Simplon, and though each has its own peculiar attraction, yet the Splügen Pass is truly the most magnificent road over the Alps. No one can go over this road and enter into the spirit of it without feeling that the mind has been enlarged by this communion with Nature in her noble grandeur."

*This opinion is held by many who have become acquainted with the characteristics of the different routes. The Splügen Pass was known to the Romans. The present road was constructed by the Austrian Government in 1821.*

Leaving Splügen, the diligence crosses the Rhine by an iron bridge, passes through a long gallery or tunnel, and then, by means of numerous zigzags, mounts to the summit of the Splügen Pass (6,945 feet), the boundary between Switzerland and Italy. At the first group of houses beyond the pass, at the head of a bleak valley at Monte Splüga, is the Dogana, or Italian Custom House.

*It is proposed to construct a railway piercing the Splügen and connecting Coire with Chavenna. The tunnel through the Splügen would be about 16 miles long. Half would be in Swiss territory, and the whole line would probably take eight years to complete.*

Passing the Dogana and the adjacent houses, the traveller proceeds by endless zigzag paths, through numerous galleries, past the waterfall formed by the Madesimo (800 feet in height), and the hamlet of Pianazzo, till a halt is made at the tiny village of

**Campo Dolcino**, with its church and cemetery. Then through the **Liro Valley**, or Valle S. Giacomo, the rugged aspect of which is softened by the rich luxuriance of the vast

chestnut forests below. Rapidly the features of the landscape begin to change their aspect. The region of firs and pines, of overhanging precipices and romantic waterfalls, of frowning rocks and yawning chasms, are left for a land of beautiful vineyards, stately olive groves, and golden cornfields.

**Chiavenna** (Hotels—see Appendix), an ancient town of 4,000 inhabitants, is a capital resting-place. Very charming is the locale of the town, situated on the *Mera*, at the entrance to the **Val Bregaglia**. There are some ruins of an ancient castle of the De Salis family, which had a troublous history in the old days. From the castle garden the views are delightful. The church of St. Lorenzo has a beautiful campanile springing up from an arcaded enclosure, which was formerly the cemetery, or Campo Santo. Those interested in such things may inspect the neatly-arranged skulls and bones in the adjacent charnel houses. There is a very antique sculptured font in the Baptistry.

At **Chiavenna** the diligence is quitted for the railway to Colico. The station lies some distance outside the town. The line runs through a rich vine country to **Novate** and the **Lake Mezzola**, on to *Dubino*, where the Valtellina railway from Sondrio joins, and after passing several stations arrives at

**Colico** (p. 331), where the steamboat is waiting to convey the tourist across the silvery waters of beautiful Lake Como.

## SPLÜGEN TO BELLINZONA, BY THE SAN BERNARDINO PASS.

Between Splügen and Mesocco diligence twice daily, in about 5 hours. Fares, Splügen to Mesocco, 10 fr. 25 c.; coupé, 2 fr. 5 c. extra. Electric Railway (20 miles) between Mesocco and Bellinzona, about 1½ hours, fare 5 fr. 5 c. Extra post with two horses from Splügen to Bellinzona 95 fr. 80 c.; from Thusis to Bellinzona 140 fr. Carriage with two horses, Splügen to Bellinzona 115 fr.; Thusis to Bellinzona 150 fr. (two days); fee for driver, 10 per cent.

Thusis to Splügen, see pp. 284–286.

**Splügen** (see p. 286).

The road passes *Medels* and *Nufenen* to

**Hinter-Rhein** (5,328 feet), the highest village of the Upper Rheinwaldthal.

From Hinter-Rhein a fatiguing expedition of seven to eight hours can be undertaken to the source of the Hinter Rhein, issuing from an

opening in the Rheinwald or Zapport Glacier, at an altitude of 7,270 feet above the sea level. From the adjacent Zapportalp the glacier may be ascended, and good views obtained of the Rheinwald mountains, varying from nine to eleven thousand feet in height.

After crossing the stream by a three-arched bridge, and winding up the mountain side, the road forward from Hinter Rhein conducts through a sterile ravine to the **San Bernardino Pass** (6,770 feet). This pass, which was known to the Romans, received its present name from the chapel erected in the time of St. Bernardino of Siena. The inn (Casa di Rifugio) stands by the Lago Moësa, whose shores are an attractive place for the Alpine botanist. A fine waterfall in the river Moësa is passed, and the bridge, named after Victor Emmanuel, is crossed. To the monarch just named, the construction of this Alpine carriage route is chiefly due. Passing for some distance under a well-buttressed roof, to guard against avalanches, the road then descends the precipitous face of the mountain by windings so cleverly constructed that a quick trot can be kept up all the way.

**S. Bernardino** (5,335 feet) is the highest village in the Val Mesolcina. The baths at this place, supplied from the mineral springs, are in good repute, and well frequented in summer, principally by Italians. Good Hotels and Pensions (*see* Appendix).

Passing the *Fall of the Moësa*, *S. Giacomo*, and *Cebba* and commanding many beautiful views, especially from the bridge of S. Giacomo, the road proceeds to

**Mesocco**, from which this delightfully Italian and rigidly Roman Catholic valley derives its name. Maize, vines, mulberry and walnut trees, in luxuriant abundance, clothe the valley, into which numerous waterfalls leap down from the enclosing mountains. The snake-haunted ruins of the Castle of Misox add charmingly to the interest of the view in passing Mesocco.

Here the train (electric) is taken to Bellinzona (Stations: *Soazza, Cabbio, Lostallo, Sorte, Cama, Leggia, Grono, Roveredo, San Vittore, Castione, see pp. 318, 325, Molinazzo*).

There are still abundant evidences of the fearful ravages of the storm and floods of 1868, when over 250 dwellings and many bridges were destroyed. The beautiful **Waterfall of Buffalora** is seen soon after passing Soazza. *Cabbio* with its waterfalls, *Lostallo* with its vineyards; **Cama** Restaurant (*Cama to Chiavenna 15 hours, a fatiguing route over the*

**Forcellina del Notaro**), then *Leggia* and *Grono*, with the strongly-built tower of Florentina and a frescoed chapel, are successively passed.

At Grono is the entrance to the Val Calanca, extending 8 miles northward to the Adula Mountains, and studded with numerous towns and villages.

At **Roveredo**, the chief town of the lower valley (population, 1,100), are the ruins of the castle of the Trivulzio family. At this town the good St. Charles Borromeo, in 1538, burnt 11 old women and the prior of Roveredo for witchcraft. After passing *San Vittore*, the last village of the Grisons, and *Lumino*, the first of Canton Tessin or Ticino, the St. Gothard railway is reached at Castione, near the bridge over the Moësa.

Near Molinazzo is the battlefield of Arbëdo (July, 1422), where, in an engagement between 3,000 Swiss and 22,000 Milanese, 2,000 of the former were killed.

**Bellinzona** (*see* p. 325). (Railway to Locarno, Lugano, Milan.)

## COIRE TO TIEFENKASTEL AND THE ENGADINE BY THE JULIER PASS.

Diligence in summer *via* Churwalden, 18 miles, four times daily, in 4½ hours, to Tiefenkastel; electric railway projected. From Tiefenkastel to St. Moritz over the Julier, 30½ miles, diligence twice daily in summer, at other seasons once daily.

Leaving Coire the road crosses the *Plessur*, ascends in windings the *Rabiosa Valley* high above the river to **Malix**, and two or three small villages to

**Churwalden** (Hotel—*see* Appendix), an agreeable health resort, where the whey cure is usually in full operation. The road still ascends to

**Parpan**, whence the Stätzerhorn or Piz Raschill (8,452 feet) can be ascended without a guide, affording a splendid panorama of the adjacent valleys and mountain chains.

The descending road then leads by the Lake of Lenzer and some smaller lakes, past *Lenzerheide*, on to **Lenz**. (Here the road to Wiesen diverges.) Thence, still descending to **Vazerol**, the rapid Albula is reached at

**Tiefenkastel** (Hotel—*see* Appendix), a pretty village situated in a basin-like valley, entirely rebuilt, after being burnt down in 1890.

Tiefenkastel is the second station,  $8\frac{1}{2}$  miles from Thusis, on the new Albula Railway, to Samaden and St. Moritz, in the Upper Engadine. Ten trains daily in  $2\frac{1}{4}$  to  $3\frac{1}{4}$  hours;  $39\frac{1}{2}$  miles (*see* p. 291).

From Tiefenkastel the **Julier** road ascends steeply by *Burtein*, *Conters*, *Savognin* (Hotel—*see* Appendix), **Tinzen**, and other picturesque villages, and amongst much remarkable hill and valley scenery, rendered still more interesting by occasional waterfalls, churches, castles, etc.; the route conducts to **Molins** (Mühlen), beautifully situated in an amphitheatre. Here the diligence usually stays to enable the passengers to dine.

The scenery is now increasingly fine; grand rocks and dense woods mingle their attractions. Leaving Molins the road winds through a wild gorge, with fir and larch-covered cliffs rising on either side. As the road rises the wildness of the scenery increases, and vegetation becomes poorer, till at **Stalla** or **Bivio** (5,827 feet) even potatoes can seldom be successfully grown.

From Stalla there is an ancient route, now little frequented, over the **Septimer Pass** to Casaccia. It was often trodden by Roman and German armies. **Andur** may be reached over the **Stallerberg**, and **Sils** over the **Fuorcla di Cravasalvas**.

In about two hours from Stalla **the summit** of the Julier Pass is reached (7,503 feet). Here are two round columns, or Augustan milestones, and to the right a small, clear lake, which contains trout, notwithstanding its great height. On the adjacent lofty pastures immense flocks of sheep are fed in summer.

The short descent from the pass into the high valley of the Engadine is very striking. Between the lofty precipices of the Piz Julier and Piz d'Albana on the left, and the Piz Pulaschin on the right, the road descends. The view of Silvaplana and its lake, with the snowy peaks of the Bernina Mountains in the background, is exceedingly fine. Silvaplana (*see* p. 306) is reached in about an hour from the pass, next St. Moritz (*see* pp. 307–311), and then Samaden (*see* p. 311).

## (COIRE) THUSIS, TO THE UPPER ENGADINE, BY THE ALBULA RAILWAY.

**Coire to Thusis**, 17 miles, Rhaetian Railway (*see* p. 49).

**Thusis to St. Moritz** (continuation of the line from Coire), by the Albula Railway, 38 miles.

Coire to Thusis, 1 hour to 1½ hours; Thusis to St. Moritz, 2¼ hours to 3¼ hours (in the reverse direction rather less).

The completion of the Rhaetian Railway from Coire to the Engadine by the opening of the Albula Railway from Thusis to St. Moritz in 1904, shortening the journey to the Engadine by several hours, is a great boon to travellers, and has already sensibly increased the number of visitors. The railway, which passes through some grand and interesting Alpine scenery, presented many engineering difficulties, the most intricate of which in the open line are found between Thusis and Tiefenkastel, including one long tunnel, 15 smaller tunnels, and 27 bridges or viaducts.

Six miles beyond Tiefenkastel, at Filisur, the line ascends abruptly and passes through many loops and tunnels to Bergün and Preda, where the most important work of all, which occupied nearly four years, was the boring of the **Albula Tunnel**, 3¾ miles in length, through the base of **Piz Guimels**, connecting the Albula Valley with the Engadine, from Preda on the north side to Spinaz at the southern extremity. Beyond this were no great engineering difficulties.

The railway is 38 miles in length, and the journey is accomplished in 2¾ to 3¼ hours (a little less in the reverse direction). There are 10 trains daily in summer between (Coire or) Thusis and St. Moritz. (Time Table subject to alteration.) (From St. Moritz the railway will be continued to the Maloja.)

The cost of the railway was £960,000, or nearly £25,000 per mile. The Albula Tunnel alone absorbed more than £280,000, or about £43 per lineal yard.

Leaving Thusis, the railway crosses the Rhine below its junction with the *Nolla*, and in a few minutes reaches the first station at **Sils** (Hotel--*see* Appendix), where a wonderful panorama is disclosed; and continuing by the plateau of *Campi*, soon enters the deep gorge of the Albula called the **Schyn Pass**, where the tunnels, bridges, and viaducts already



alluded to commence, conspicuous among these being the Lochtobel Viaduct, measuring 2,100 feet, and after four miles the train halts at

**Solis**, a small village, whence the ascent of the **Muttnerhorn** (8,070 feet) is easily made in six to seven hours. Directly after Solis the Albula Gorge is crossed by the lofty Solis Bridge of 11 arches. The centre arch has a span of 137 feet. The line proceeds amidst lovely scenery over bridges, viaducts, and through tunnels, crossing the *Lenzer Bach* to

**Tiefenkaſtel**, a pleasant village situated in a basin-like valley, entirely rebuilt after being burnt down in 1890. Diligence to Coire twice daily, *viâ* Churwalden; diligence to Silvaplana, etc., over the Julier Pass.

Continuing along the right bank of the Albula, the next stations are *Surava*, and

**Alvaneu**, commanding a view of the Bergün Valley, the station for visiting the Hydropathic Kurhaus and sulphur springs of **Bad Alvaneu**, highly spoken of for rheumatism and allied complaints. The train ascends and crosses the **Landwasser Gorge** by a magnificent viaduct of six mighty arches each 65 feet wide and 213 feet above the foaming torrent below, then through more tunnels to the station above the picturesque village of

**Filisur**, where the future railway to Davos will branch off. The line is now surrounded by very wild mountain scenery, and at a height of 500 feet above the bottom of the valley crosses the two wide Stuls bridges amidst foaming cascades to

**Stuls Station**. The gradient of the line increases, and the **Bergün Stein** is reached, first by a spiral tunnel 750 yards long, and then by a shorter tunnel in the gorge; more tunnels are traversed, and for a short distance the train runs on a road constructed out of the face of the rocks 500 feet above the River Albula, the church of Bergün being disclosed to view no less than four times, and the station is reached at

**Bergün** (Hotel -see Appendix), a village with a Bath House and mineral springs. Centre for several mountain ascents and Alpine passes for experts. Beyond Bergün the line is very interesting both from an engineering and a scenic point of view, ascending by loops and spiral tunnels, crossing and recrossing the Albula, then over viaducts, and again through spiral tunnels, until, after  $3\frac{1}{2}$  miles, the train arrives at the mouth of the Albula Tunnel at

**Preda**,

Starting point by carriage or on foot for the **Albula Pass** (5 miles),  
ence to Ponte (5½ miles), 4 miles from Samaden.

On leaving Preda the train enters the

**Albula Tunnel**, completed in 1903, and described on p. 291.  
After ascending to the highest point with a gradient of 1 in 100,  
the line descends to

**Spinas**, emerging from the tunnel to cross the wild Alpine  
Beverin Valley, following the course of the gleaming *Bever* to  
the first Engadine station at

**Bevers**, a well-built structure of masonry on the outskirts  
of **Bevers**, a thriving village at the foot of *Cresta Mora*  
(10,636 feet). (Four daily mail coach services to Tarasp-  
Schuls-Vulpera, five hours.)

Crossing the open valley to the south-west, with good views  
of the Bernina Mountains, a quick run is made to the flourishing  
capital of the Engadine at

**Samaden** (*see* p. 311).

Continuing the journey, a short ride of 1¼ miles leads to the  
pleasantly-situated village of

**Celerina**, and the adjoining village of **Cresta** (*see* p. 311).

Another short stage, the line descends to the *Inn*, then  
through the *Charnadiira*, or Gorge of the Inn, and through  
two tunnels, and the journey ends near the Lake, below the  
village of

**St. Moritz** (*see* p. 309).

## THE ENGADINE.

Both in summer and in winter the **Engadine** as a fashionable resort is constantly increasing in popularity. Situated in the Canton Graubunden, the Engadine, or Upper Valley of the Inn, extends along the River Inn for 60 miles. The river passes through the **Lakes of Lunghino, Sils, Gazogl, Silvaplana, Campfer, and St. Moritz.** The valley is seldom more than a mile broad, bounded by lofty mountains partly covered with glaciers and snow. It is one of the highest valleys of the Alps, varying between 3,343 feet above the sea at Martinsbruck, at its north-east extremity, to 5,895 feet at Sils, on the south-west.

The **Upper Engadine** (see p. 304), between the Maloja (5,960 feet) and Samaden (5,670 feet), is the most picturesque and attractive, with numerous lakes and the charming valleys of Pontresina, where the most frequented stations for visitors are St. Moritz (6,090 feet), the highest village in the Engadine, and Pontresina (5,915 feet).

The **Lower Engadine** (see p. 314), below Samaden, is less attractive. The mountains of the district include the Bernina group, bounded on the south-west by the Val Bregaglia, on the south by the Valtellina, on the north-west by the Upper Engadine, on the north-east by the Pontresina Valley, and on the east by the Bernina Pass.

The majority of English and American visitors frequent the Engadine in summer for its bracing air, and for the curative effect of the waters. The maladies for which the summer climate is likely to be beneficial are very much the same as those for which the winter may be equally favourable. The differences between these two seasons, however, are very great, apart from the question of mere temperature. On these points, and on all matters relating to the Engadine as a health resort for invalids, our readers should consult the excellent local guide-book by Mr. F. de Beauchamp Strickland, in which will be found valuable articles by Dr. Holland, resident physician at **St. Moritz**, the principal cure station in the Engadine. We may, however, mention that consumption in the first and second stages has been successfully treated at St. Moritz (p. 309), and at Davos (p. 298), and the air of the Engadine also admirably suits the disease called "hay fever." What is

ed "general debility," arising from various causes, may be greatly benefited by the cold, bracing winter, as owing to the clear air, the sunshine, and the absence of rain, life may be enjoyed all day and every day in the open air.

The outdoor amusements in summer are very different from those of the winter, owing to the absence of snow. In summer games or walks and lawn tennis are the chief distractions, but in winter to these must be added skating, tobogganing, curling, hockey, sleighing, etc. The indoor life at the palatial hotels is as pleasant as the outdoor, and with concerts, dances, theatricals, and other amusements, much resembles that of a large country house in England.

### APPROACH TO THE ENGADINE.

Travellers who are not invalids, who may visit the Engadine during a tour in Switzerland or Italy, can easily find their way by one of the many routes available, either from **Coire** by the **Albula Railway**, or the **Julier Pass** from Tiefenkastel; from **Davos Dörfli** and **Davos Platz** by the **Flüela Pass**; from **Austria**, *via* **Landeck** and the **Lower Engadine**; from **Italy** and the **Valtellina** by **Tirano** and the **Bernina Pass**, or *via* **Chiavenna** by the **Val Bregaglia** and the **Maloja**. For invalids and others who travel *direct to the Engadine from England*, the following description of the route will be found useful :-

**Bâle** (see pp. 15 and 24) is the centre where all the main routes from England meet, and we will now show

How to get from England to Bâle, and from Bâle to the Engadine :

- (1) The shortest and most direct route to **Bâle** is *via* **Folkestone** and **Boulogne**, by which Bâle is reached in 17 hours from London.

Passengers desiring to take advantage of the shortest sea passage can travel *via* Dover and Calais by leaving London (Victoria) at 11 a.m., the journey to Bâle occupying about 19½ hours. There are through carriages from Calais to Bâle, and passengers who wish to do so can join the sleeping car (running from Boulogne) at Laon.

- (2) Another route to Bâle is *via* **Dover** and **Ostend**, leaving London (Charing Cross) at 9 a.m. Bâle is

- (3) Another route is *viâ* **Flushing, Cologne**, and the **Rhine**. By this route night travelling can be avoided by breaking the journey at Cologne and Bâle.
- (4) The routes to **Bâle** of the **Great Eastern Railway** are *viâ* **Hook of Holland, Cologne, Bâle**, or *viâ* **Harwich, Antwerp, Brussels, Luxemburg, Bâle**.
- (5) Another good route is *viâ* **Newhaven, Dieppe**, and **Paris**; day and night *éxpresses* run between Paris and Bâle.

From Bâle to the Engadine there are three routes :—

- (1) *Viâ* **Coire and Thusis**, then by the **Albula Railway**, or from Coire to Tiefenkaſtel, then by the **Julier Pass** (*see* p. 289).
- (2) *Viâ* **Landquart** and the **Davos Railway**, then by the **Flüela Pass**.
- (3) *Viâ* **Lucerne, St. Gothard, Lugano, Colico, Chiavenna**, and the **Maloja Pass**.

The Coire and Thusis route is the most direct; the Landquart and Davos route has some attractions, but involves more changes, and is more expensive; the third route is, of course, the most interesting, but is very much longer than either of the others, and cannot be recommended for invalids.

The through journeys from London to the Engadine and Davos will now be recapitulated.

### ROUTES:—LONDON TO ST. MORITZ.

The most direct route—London to St. Moritz—is that *via* Folkeſtone, Boulogne, Laon, Bâle, Coire, and Thusis. Travellers can leave London, Charing Cross (South-Eastern and Chatham Railway) Station, at 2.20 p.m. daily, reach Bâle the following morning at 6.34; leave again 7.55, reaching Coire 1.0 p.m.; and St. Moritz, 4.50 p.m. A sleeping car is available between Boulogne and Bâle, for first-class passengers, upon payment of an extra supplement of 15s. 10d. Those wishing to travel *viâ* Ostend and Brussels can leave London at 9 a.m. and reach Bâle the next morning, going forward as already mentioned.

## ROUTES:—LONDON TO DAVOS PLATZ.

The most direct and the quickest route to Davos Platz is *via* **Folkestone, Boulogne, Laon, Bâle, and Landquart**. Travellers can leave London at 2.20 p.m., reaching Davos Platz the next afternoon at 5.20. Those holding first-class tickets can be provided with sleeping-car accommodation for the night journey between Boulogne and Bâle at an extra cost of 15s. 10d. If it is desired to avoid night travelling, then the journey should be broken at Rheims and Bâle. An alternative route would be *via* **Dover, Ostend, and Metz**. Leaving London at 9 a.m., Davos can be reached the next afternoon at 3.27. A sleeping car is available from Ostend to Bâle, for both first class and second class passengers; supplements, 6s. 6d. first class, 13s. 7d. second class.

Another route is that *via* **Newhaven, Dieppe, and Paris**. Passengers wishing to travel by day can break the journey with advantage in Paris and Bâle.

Those wishing to make a few hours' stay in Brussels might travel *via* **Harwich and Antwerp, or Flushing and Antwerp**, leaving London at 8.40 p.m. and 8.35 p.m. respectively, reaching Brussels the next morning, leaving again by the evening express (6.20 p.m.), and reaching Davos Platz the following afternoon.

**Davos** is the name of a mountain district lying some 5,000 feet above the sea, and although *not* in the Engadine it is on one of the direct routes thereto, and being a very favourite summer and winter resort for consumptive patients, rivaling St. Moritz for dryness, brightness, and equable temperature in winter, it will not be out of place to describe the town and neighbourhood of Davos in this chapter on the Engadine.

Leaving the Bâle, Zürich, etc., line at

**Landquart** (*see* p. 47), a narrow-gauge line (the Rhætian Railway) of 31½ miles through the "Prätigau" leads to Davos. Beyond Landquart the train enters a narrow gauge to *Wilsenbach*, to the station of

**Seewis** (summer resort of the same name, 2½ miles from the station, on the hillside), and reaches the pretty village of

**Schiers**, where the Austrians were defeated in 1622 by the villagers; several stations are passed in close proximity, and

after **Fideris**, a splendid wooded gorge is traversed, villages and ruins are seen, until at

**Kublis** the railway commences to ascend, crossing valleys to *Serneus-Mezzaselva* (a mile from the sulphur baths of Serneus), arriving at **Klosters-Dörfli**, and then at

**Klosters**, a charmingly-situated village or cluster of villages on the right bank of the Landquart, in a valley shut in by lofty mountains. It is much frequented in summer, and is often made a stopping place by invalids before proceeding to Davos. Klosters is a starting point for the **Silvretta Glaciers** and **Pass**, and other mountain passes more or less difficult from some of which the views are very interesting and grand.

Leaving Klosters the line to Davos crosses the Landquart to *Drosstobel*, where by a spiral tunnel it changes direction and ascends the wooded *Klosterche Stutz* to

**Laret**, close to the *Schwarz See*, and crosses the *Stutzbach* to

**Wolfgang** (5,361 feet) at the top of the Pass. Descending through a wood the line passes the **Davoser See**, a large lake abounding in fish, and arrives at the station of

**Davos Dorf**, then two miles along the Landwasser at **Davos Platz**.

## DAVOS DORF

is a prettily-situated village at the base of the *Schiahorn* (8,900 feet), and in view of the *Schwarzhorn* (10,340 feet) and the *Piz Vadret* (10,565 feet). Comfortable hotels (see Appendix) and several well-spoken-of pensions provide for visitors on moderate terms, and there are several Sanatoria for consumptive patients, with medical supervision.

On the north side of the Davoser See, on the margin of the forest, amidst shady paths, is the *Pension and Restaurant Höhenwald*, where rowing and sailing may be indulged in on the lake.

The English Davos Invalids' Home has been taken over by a committee in London with the intention of building in its place an extensive sanatorium, to be called the "Queen Alexandra Sanatorium, Davos." The site has been paid for, and building operations commenced, the foundation-stone being laid by Sir George Bonham. It is hoped that the Sanatorium will be ready to receive patients in the autumn of 1908. The object the council have in view is to establish an institution mainly for English-speaking people who cannot afford to pay the whole cost of a long-enough visit to Davos to effect a cure.

The **Weissfluh** (9,340 feet) can be ascended with a guide in five hours; and the **Pischahorn** (9,785 feet) is not a difficult ascent, but is better made with a guide (10 fr.) in 5½ to 6 hours.

There is an hourly train service (numerous stopping-places) between Davos Dorf and Davos Platz, fare 30 c., the two villages forming practically one place.

Diligences run thrice daily in summer over the **Flüela Pass** to *Tarasp*, 31 miles, and *Schuls*, 34 miles in 7½ hours, passengers for the Upper Engadine to **Samaden, St. Moritz**, etc., changing carriages at **Süs** to the diligence coming from *Nauders* (*see* pp. 303, 317). Passengers arriving at Davos by railway from *Landquart* find the Flüela diligence at the Post Hotel opposite the Davos Dorf Station (p. 298).

## DAVOS PLATZ

5,115 feet), the capital of the district, has a fifteenth-century church, and a handsome Rathhaus decorated with the heads of wolves. The old Hall contains fine specimens of stained glass, and some old weapons. The town is well provided with good hotels (*see* Appendix), pensions, sanatoria, and shops. A skating rink, tobogganing, curling, ski-ing, music in the **Kurgarten** and at the hotels, are enjoyed by the visitors, most of whom are English or German. An International Skating Competition (distance and figure) is held annually in the rink opposite the Kurhaus. Private villas can be hired; lovely walks and excursions abound; the drives are numerous and various; good trout fishing can be obtained in September or October, and altogether Davos offers a wealth of resources, either to the chronic invalid or to the robust Swiss tourist.

In December, 1899, the **Schatzalp Railway**, a funicular line, 780 yards in length, was opened, affording facilities for tobogganists who frequent the new Schatzalp road. The line, which is worked by electricity, leads to the *Sirela Alp*, a favourite haunt of visitors. Trains from 7 a.m. to 10.15 p.m.; fares up, 1 fr.; down, 70 c.; return, 1 fr. 50 c.; Sunday, 1 fr. Thirty days' ticket, 30 fr.

Davos is both a summer and a winter health resort, and it is a mistake to suppose that because it is a winter health resort it must be very hot in summer. The mornings and evenings are always cool in summer, and the mid-day temperature in the shade seldom exceeds 77° Fahr. But it is as a winter resort



for cases of tuberculosis, chronic bronchial catarrh, pleurisy, and neurasthenia, that Davos has become so popular.

During the winter months, the temperature of the air is generally under, or just a little above freezing point, and from the middle of November until the end of April, mountain and valley are covered deeply with dry and dust-like snow. In the clear, calm days of winter the sun is exceedingly strong, and when the temperature of the air is some degrees below freezing point, invalids are able, owing to the power of the sun's rays, to sit for hours in the open air with no warmer clothing than they would require in a warm room. Air and light, the most important requirements for an invalid, can be enjoyed at Davos in a measure to be attained scarcely anywhere else.

Sheltered by mountains from the north and east winds, the pure and dry air of Davos Platz has a remarkably beneficial effect in cases of consumption, not only in the incipient stage but in a more chronic diseased condition of the lungs; and even in cases where no actual cure is effected, life is prolonged under happier and brighter surroundings than in the damp atmosphere of England.

**Cook's Correspondent.** — Messrs. Gerber and Naegeli, Agence Internationale.

**English Physicians.** — Dr. Huggard, Dr. Douty, Dr. Florian Buol.

**British Consul.** — Dr. W. R. Huggard.

**English Church.** — St. Luke's. Services 11 a.m. and 5 p.m.

**Kursaal and Kur-Garten.** — Concerts in the afternoon in evening, and theatrical performances three times a week in winter; available only to visitors of the subscribing hotels.

**Visitors' and Music Tax,** 25 c. daily; reduction for those making a long stay.

**Sanatoria.** — Dr. Turban's Sanatorium at the south-west end of the village. Sanatorium du Midi. Dutch Sanatorium Schatzalp Sanatorium. Diakonissenhaus Davos. St. Joseph's Haus.

Fredericianum School Sanatorium for boys; similar girls' school by the Frl. A. and B. Dickes.

**Post Office** open on week days from 7 or 8 a.m. to 8 p.m. Branch Office, Schiastrasse, 5.

**English Library and Reading Room,** opposite the Hotel Belvedere, for subscribers only. Open daily in winter (except

days) 11-12.30; in summer, Mondays, Wednesdays and Saturdays, 11-12.

**Clubs.** - English Skating Club.  
Davos Toboggan Club.  
English Gun Club.  
Curling Club.  
Ski-ing Club.

**Carriages** (*see* tariff). Driver's fee 10 per cent. of the fare.  
**Omnibus** hourly to Davos Dorf, 30 c.

**Diligence**, twice daily for **Tarasp** (with correspondence of the Upper Engadine at Sus, *see* p. 303), a large bathing establishment, with celebrated mineral springs, resembling those of Carlsbad and Vichy, with attractive Kurhaus and Trinkhalle, billiards, parlours, concerts, and English Church (*see* p. 316).

Many and varied are the walks and excursions within easy reach of Davos. The **Waldhaus** at the entrance of the Dischma Valley and the **Jemsjäger** are within half an hour's walk; the **Schatzalp** is reached by railway in a quarter of an hour (*see* p. 299). The **Strela Alp**, the **Irüne Alp**, the **Ischa Alp**, and the **Flüela Waterfall** can each be accomplished in an hour and a half.

The principal ascents for robust visitors are the **Schiahorn** (8,900 feet), with guide, 7 fr., under four hours, the near and distant views well repaying the exertion. The **Schwarzhorn** (10,340 feet) can be ascended in about four hours from the **Flüela Pass**, guide from the Hospice, 7 fr. Splendid Alpine panorama, mountains, glaciers, valleys. The Piz Vadret (10,560 feet) by the **Scaletta Pass**, a fine glacier excursion for experts, requiring seven hours, guide 35 fr. Mention also may be made of other more or less difficult ascents, such as the **Alteingrat** (7,810 feet), the **Sertig Dörfli** (6,100 feet), and the **Hoch-Ducan** (10,060 feet). From Davos there is a capital route to the Lower Engadine for pedestrians over the **Scaletta Pass** to **Scanfs** (p. 303). Other Passes are by the **Strela Pass** to **Langwies**, by the **Sertig Pass** to **Bergun** and **Scanfs**, with which attractive excursions can be combined.

About two miles from Davos Platz is

**Clavadel** (5,525 feet), a quiet health resort in the beautiful Sertig Valley, with a climate very similar to that at Davos. It has a large modern Sanatorium and a Kursaal conducted as a Pension, open both in summer and winter, and a few unfinished chalets, charming walks, an excellent toboggan run, but no shops. The Medical Director of the Sanatorium is Dr. E. Frey.

## DAVOS TO BAD-ALVANEU.

(Landwasser Route.)

Diligence, 20 miles, three times daily in summer (June to September); twice daily at other seasons.

Along the right side of the valley the Landwasser route runs in view of houses and chalets for  $3\frac{1}{2}$  miles to

**Frauenkirch**, where the *Sertig Valley* opens to the left, in which is the recently-established health resort of, **Clavadel** mentioned above. Two miles beyond Frauenkirch the Landwasser is crossed at

**Spinabad**, situated among pines, with a sulphur bath, and good homely accommodation. Here a canal runs to

**Glaris** for the use of the new electric works for the supply of Davos. Through a wooded valley to a deserted foundry of *Schmelzboden* the road enters the wild gorge of the *Züge* on the left bank, passes through a tunnel and an avalanche gallery, crosses to the right bank, then through more tunnels and galleries to the **Bärentritt**, whence a grand view of the valley and the *Sägentobel* Waterfall is obtained. The road ascends in zigzag windings to

**Wiesen** (Hotel—see Appendix), a small village and health resort, sheltered from the north and north-east winds. It has two comfortable hotel-pensions, open all the year, with covered verandahs and balconies, a church and post office, but no shops or medical man. The views and walks are most beautiful, and, except that there is more Föhn wind, the climate is similar to that of Davos.

Beyond Wiesen the road crosses the Tiefentobel and passes through a tunnel to

**Schmitten**, where the Albula joins the Landwasser. Path to Wiesen, and on to Filisur (p. 292), a station on the Albula Railway.

The Schmittentobel is crossed to

**Alvaneu** (p. 292), then the road descends for a mile to Crapaneira, and continues for two miles to

**Bad Alvaneu** (p. 292).

## DAVOS DÖRFLI TO ST. MORITZ, viâ SÜS, BY THE FLÜELA PASS.

**Landquart to Davos** (p. 297).

Diligence to Süs, 18½ miles ; five hours.

Diligence, Süs to St. Moritz, 25 miles ; seven hours.

The Flüela Valley offers an easy ascent to the pass through dreary scenery to the summit (7,835 feet), with a Hospice, the road passing between two small lakes, the *Schottensee* and the *Schwarzsee*, in full view of the **Weishorn** (10,130 feet) and the **Schwarzhorn** (10,340 feet). The descent is through the winding barren valley crossing the *Suasca*, in sight of the **Piz Vadret** (10,565 feet), with the great **Grialetsch Glacier**, and crossing a torrent from the *Fless Valley*, through a gallery, and down winding roads. The dining and changing station of the diligence is reached at **Süs**. The diligence continues to **Nauders**, and the traveller for St. Moritz and the Upper Engadine changes at Süs into the diligence coming from Nauders.

Leaving Süs a wooded defile is passed, and the *Inn* crossed by an iron bridge to **Zernetz**, a large village, destroyed by fire (except the church) in 1872.

Zernetz to Bormio, ten hours. Guide necessary.

Zernetz to Munster, diligence twice daily, six hours.

Zernetz to Lavigno, eight hours.

The river is again crossed by a covered wooden bridge, and further on by a stone bridge, which marks the division between the Lower and the Upper Engadine, to **Cinuskel**, then on to **Capella** and **Scanfs**, thence to the sheltered village of **Zuz**, or **Zuoz**, visited both as a summer and winter resort, with old churches and a palace of the Planta family (Hotel—see Appendix). The route continues past *Madulein* to **Ponte**, where the French and Austrians, in March, 1799, fought for possession of the bridge in deep snow.

Hence the journey can be continued by train, Ponte being a station on the new Albula Railway to Samaden and St. Moritz, and in the other direction to Thusis.

From the village of *Bervers* the road leads to **Samaden**, the chief village of the Upper Engadine (see p. 311), thence through meadows, along the River Inn, passing the hamlets of *Cresta* and *Celerina* (road to Pontresina, one hour), to **St. Moritz Dorf** (see p. 308).

## THE UPPER ENGADINE.

### From the Maloja to Samaden.

**Maloja** (5,960 feet) is a village situated at the summit of the *Maloja Pass*, where the Engadine begins, at the head of the **Val Bregaglia**, easily reached from Italy, *viâ* Colico, to Chiavenna (*see* p. 287). The **Hotel Kursaal** is a first-class establishment, with accommodation for 350 visitors, owned by a Belgian Company. The **Post** and **Telegraph Office** adjoin the **Kursaal**, as also the **English Church**, where services are held in summer. **Dr. Tucker Wise**, an **English Physician** resides at the Kursaal. Boating and fishing may be enjoyed at the **Lake of Sils**, which extends from Sils,  $3\frac{1}{2}$  miles, to within 300 yards of the Kursaal at Maloja. Trout of large size and carp are plentiful, and permission to fish may be obtained from the President of the Commune of Sils, or from the Manager of the Kursaal.

Many delightful excursions and easy glacier expeditions can be made from Maloja, particulars of which will be better obtained from Mr. de Beauchamp Strickland's local Guide Book, as also everything relating to these excursions, ascents, guides, tariffs, etc., from **Sils-Maria**, **Silvaplana**, **Campfer**, **St. Moritz Bad**, **St. Moritz Dorf**, **Pontresina**, and **Samaden**.

Some of the short excursions from Maloja are to the **Château Belvedere** (6,188 feet), half an hour's walk from the Kursaal, the property of the Hotel Kursaal Company; a fine view of the Val Bregaglia, numerous walks through the pine plantations, and to the celebrated **Chemin des Artistes Isola**, a village on the south shore of the lake, 50 minutes' walk. The **Cavloccio Lake** (6,800 feet), a sequestered dark blue lake, surrounded by lofty mountains, reached in about an hour. **Aira della Palza** (6,647 feet) and **L'Ala** (6,762 feet) in the same direction, both commanding fine views: a good hour's walk.

The **Fedoz Glacier** (7,014 feet) is  $3\frac{1}{2}$  miles from Isola (5 miles above), whence it can be seen *Monte del Oro* (10,385 feet), *Il Forno* (11,057 feet), and *Piz Margna* (10,355 feet).

The **Forno Glacier** (6,519 feet), called the Ladies' Glacier from the ease with which it may be visited, is  $2\frac{1}{2}$  hours' walk from the Kursaal.

The **Muretto Pass** (8,389 feet),  $7\frac{1}{2}$  hours to **Chiesa**, with splendid views of the **Monte della Disgrazia** (12,070 feet) and other grand mountains. The **Cascade de l'Orlegna**

half an hour's walk. To **Lake Lunghino**, 2 hours; **Lake Nair**, 1 hour and 20 minutes; **Lake Bitabergo**, and many other interesting localities. Drives may be taken down the Maloja Pass to places in the Val Bregaglia, to **Casaccia**, four miles, to **Vicosoprano**, eight miles, and **Promontogno**, 12 miles. The principal ascents are the *Monte della Disgrazia*, *Monte Sissone* (11,030 feet), *Piz Forno* (10,545 feet), and *Piz Longhino* (10,031 feet), from the summit of which can be seen Monte Rosa, the Jungfrau, the Bernina, and Ortler group—a splendid Alpine panorama.

(**Maloja**, to **Colico**, *via* Val Bregaglia and Chiavenna, *see* p. 337.)

Leaving Maloja by the postal road for Samaden, the river Inn is crossed, and passing by the side of the pale green lake, the road leads through Sils-Basaglia to

**Sils-Maria** (5,930 feet), the prettiest village in the Engadine, beautifully situated at the entrance of the **Fex-Thal**, opposite the rocky peaks of *Piz Lager* (10,390 feet). Two hotels afford accommodation for about 80 visitors, and the numerous shady walks in the vicinity, and pleasant promenades, render Sils-Maria a very agreeable place for a somewhat lengthy residence. In about an hour's walk from the Hotel Edelweiss the

**Marmore** (7,085 feet) can be visited, which for its height affords one of the best views of the Engadine.

**Chaste**, the promontory jutting out into the Sils lake, leads to charming short walks. **Muot**, to the east of the Hotel Alpenrose, commands a good view. Through the woods, near the **Silvaplana Lake**, a pleasant walk of 3½ miles leads to **Surlej**. A longer excursion should be made to the **Fex Valley**, with the fine views of the **Fex Glacier**; this can be accomplished in five hours, there and back. From the bridge in the centre of the village a footpath leads through the *Gorge* to **Fex Platta**.

Many mountain ascents may be made, mostly requiring guides; but some, although rather toilsome, are easily accomplished by practised climbers. The **Piz Led** (10,135 feet) requires four hours with guide; the **Piz Margna** (10,354 feet), an easy ascent by the *Fedozthal*, in five hours; the

**Piz Tremoggia** (11,325 feet), by the **Fexthal**, an easy climb of six hours, chiefly over snow; the descent can be made by the *Fuorcla*, **Fex Scerscen** to the **Scerscen Glacier**, and by the **Sella Pass** to Pontresina, a somewhat difficult expedition.

Omnibus from Sils-Maria to the Maloja Hotel Monday, Wednesday, and Friday at 2 p.m., return at 6 p.m. Fare 1 fr. 50 c. single, 2 fr. 50 c. return. Omnibus to St. Moritz.

Leaving Sils-Maria, skirting the foot of the **Piz Pulaschin** (9,900), the road follows the left channel of the Inn, and the Lake of Silvaplana, to the village (5,958 feet) of

**Silvaplana** (Hotel—*see* Appendix), at the foot of the Julier Pass, pleasantly situated on green pastures between its lake and **Lake Campfer**, the two lakes being connected. Silvaplana is a clean little village, with two small hotels. English Church services from the middle of July to the end of October.

Opposite to Silvaplana, at the foot of the **Piz Surlej**, is the deserted village of the same name, destroyed by a torrent in 1834. A chalybeate spring belongs to the proprietor of the hotel at Silvaplana. Boating can be obtained on the lake, and all the walks and drives possible from Sils-Maria and Campfer (p. 294) can be taken from Silvaplana. The **Piz Julier** (11,105 feet), a rock peak, is a steep, but not difficult ascent of five to six hours. An attractive excursion is that over the

**Fuorcla Surlej** (9,023 feet) to Pontresina, in view of the splendid Roseg Glacier, about eight hours.

From Silvaplana the road passes the left bank of the lake of Campfer, in sight of the wooded eminence of **Crestalta**, whence a charming view of the lakes and mountains may be enjoyed, for about  $1\frac{1}{2}$  miles to the village (6,020 feet) of

**Campfer** (Hotel—*see* Appendix), at the foot of

**Piz Albana**. Boats for excursions may be obtained on the lake, and many delightful short walks can be taken, such as to the **Old Forest**, the **Crestalta**, the **Johannisberg**, the **Hahnen-See**, the **Unter** and **Ober Alpina**, and to **St. Moritz**. Longer excursions may be made, as from Sils and Silvaplana the **Piz d'Albana** (10,171 feet) may be ascended without difficulty in four hours, and other mountain climbs may be made from Campfer or from St. Moritz. There are two good hotels, and the Lawn Tennis Court at Unter Alpina belongs to the proprietor of the Hotel Julierhof. Below the lake the River Inn takes the name of **Sela**, until it enters the lake of St. Moritz.

At Campfer the road to St. Moritz divides, the north road runs high above the Inn along the mountain side,  $2\frac{1}{2}$  miles to the village, **St. Moritz - Dorf**; the south road, on which the diligence runs in summer, crosses the river and leads through a

wooded gorge to the **Baths of St. Moritz**, or **St. Moritz-Bad**, and on to St. Moritz-Dorf,  $1\frac{1}{2}$  miles.

Although the villages of St. Moritz-Bad and St. Moritz-Dorf are separated by over a mile in distance, they may be considered as forming one great health resort frequented during the summer season by 30,000 visitors. Patients who come to take the baths and drink the waters generally prefer to stay in the neighbourhood of the "Kurhaus," those who come for the tonic air, and as birds of passage, stay at the "Dorf," which is somewhat less windy, and between both villages there is constant communication by electric trams, or carriages. We shall, however, now proceed to describe both places separately.

### ST. MORITZ-BAD.

(Hotels—See Appendix.)

**Cook's Correspondents.**—Messrs. Gerber and Naegeli.

**The English Church** is midway between the Bad and the Dorf; services only in summer.

**Presbyterian Church**, services held in French Protestant Church, behind the bath-house in summer.

**English Physicians**, Dr. Holland and Dr. Berry.

**Dentist**, Dr. John Berry.

**Post Office**, between Hotels du Lac and Victoria.

**Kurhaus**, band plays in the Pavilion, Kur-Platz, from 8 to 9 a.m., and 2 to 3 p.m., and on the Terrace, or in the concert room of Kurhaus from 8.30 to 10 p.m.

The new **Baths, Hotel**, and **Bathing Establishment**.

**The Casino**, on the shores of the lake near the Catholic Church. Concerts, balls, and entertainments in summer.

**Electric Tramways**, from the Bad to the Dorf every 12 minutes.

**Omnibuses** to and from Sils, Maloja, Samaden, Pontresina, and Morteratsch Restaurant during July and August.

**Walks and Drives**, same as from the "Dorf" (see p. 309).

The Baths of St. Moritz are celebrated from the quality of their mineral springs rising at the foot of the Piz Rosatsch, among the best of their kind in Europe. The "cure" consists of drinking the iron waters, or taking the baths, and many visitors do both. The temperature of the water averages



about 42° Fahr. ; the summer season is from the middle of June to the middle of September. St. Moritz-Bad is well supplied with palatial hotels, which, however, are all crowded with first-class visitors in the height of the season. The old **Kurhaus**, where 400 visitors can be accommodated, is situated on flat ground close to the principal street, with little view, but near many pleasant walks. The **Bath** rooms, which are 80 in number, are in direct communication by a covered way with the Kurhaus, but these being scarcely sufficient for the requirements of visitors the **Neue Stahlbad** was opened in 1892, and contains 420 beds and 100 baths. Until recently the only two springs in repute were the "Alte" or Old Spring, and the Paracelsus Spring, but some few years ago a new and very valuable spring was discovered, and is called the "Fuentauna Surpunt," surpassing the others in the amount of iron. The water has been analysed by several professors, and found to stand the first in Europe as a carbonated water, and to contain about the same amount of iron as **Spa**, **Schwalbach**, and **Pymont**. Tariff and tickets for the various kinds of baths can be obtained at the office in the Kurhaus.

## ST. MORITZ-DORF.

(Hotels—*see* Appendix.)

**Cook's Correspondents.**—Messrs. Gerber and Naegeli.

**Post and Telegraph Office.**—Opposite Pension Suisse, at the west end of village.

**British Consul.**—Dr. F. Holland.

**English Church.**—Midway between "Dorf" and "Bad" in summer, but in winter the services are held in a room in the Kulm Hotel.

**English Physicians.**—Dr. Holland, Hotel Kulm ; Dr. Berry, Villa Bery, and Hotel Caspar Badrutt, all the year.

**Dentist.**—Dr. John Berry.

**Electric Tramways.**—From the Post-Platz to the Baths from 7 a.m. to 10 p.m. every 12 minutes. Fare, 20 c. ; return, 30 c.

**Railway (Albula) Station.**—Near the Lake, below the village.

**Omnibus** to the Maloja, 3 fr. ; return, 5 fr. To Pontresina, 2 fr. ; return, 3 fr.

**Carriages.**—One horse, between the Dorf and Camper, one or two persons, 3 fr. ; three persons, 4½ fr. ; four persons with two horses, 6 fr. The round drive of three hours to various places in the neighbourhood—-one horse, 6 to 9 fr. ; two horses, 16 to 20 fr., in the morning ; more in the afternoon. Longer distances, *see* tariff in the carriage.

**Golf Course**, of nine holes, near the Kulm Hotel.

**St. Moritz** (6,090 feet) is the highest village in the valley (pop. 1,370), situated on the slope of the mountain 300 feet above the Lake of St. Moritz, commanding good views of the Piz Languard to the Piz Julier, the Piz Surlej, and the Piz Corvatsch.

The village is drier and generally a warmer residence than the "Bad," the rainfall being almost the smallest in Switzerland. There is a winter as well as a summer season, and numerous first-class hotels are open all the year round, whereas at the "Bad" they are closed in winter.

There is good fishing in the emerald-green **Lake**, which abounds in trout, some of them of great size and weight. The fishing rights belong to the Commune, and licences can be obtained by visitors from the President, but Swiss residents may always fish from the banks between March and October. Boats may be hired near the Casino, close to the Catholic Church.

A variety of charming walks, drives, and excursions can be made either from St. Moritz-Dorf or St. Moritz-Bad. Close to the village may be mentioned the **Wald Promenade**, the **Inn Falls**, **Mierei** and **Waldhaus** restaurants, **Badrutt's Park**, the **Hahnensee**, etc.

Longer walks are to **Johannisberg** and **Fuorcla Surlej**, **Crestalta**, the **Alp Laret**, the **Alp Nova**, the **Alp Giop**, **Ober Alpina**, **Unter Alpina**, **Pontresina**, **Cresta** and **Celerina**, **Samaden**, **Rosatsch Glacier**, etc.

The principal drives are to **Pontresina**, 4¾ miles, *viâ* Cresta and Celerina ; the **Morteratsch Restaurant** and **Glacier** ; **Fex-Thal**, 7 miles, *viâ* Silvaplana and **Sils** ; **Bernina Houses**, 10 miles ; and **Hospice**, 14 miles, better visited from Pontresina (*see* p. 312) ; **Julier Pass**, 9¼ miles, etc. For additional excursions and routes, Mr. Strickland's Guide Book, already mentioned, should be consulted.

As a health resort for various classes of invalids, the winter

season at St. Moritz-Dorf is always increasing in popularity (*see p. 294*), the climate enabling patients to sit out longer: the open air and sunshine in winter than in the summer, and the opening of the Albula Railway from Thusis in 1904 has greatly facilitated the access to St. Moritz. The ground being covered with snow there is no dust, the air as a rule is still, and there is an absence of rain. The beautiful lake is frozen over in winter, and weeks of splendid skating, curling, and hockey may often be had before the snow falls in large quantity. The majority of visitors are English, American, or German, and the Kulm Hotel, a splendid pile of buildings, the Palace, and other spacious hotels provide well-warmed rooms, and corridors fitted with the electric light afford ample and comfortable accommodation. Numerous excellent pensions can be well recommended, both in St. Moritz-Bad and in St. Moritz Village (Dorf).

The principal winter exercises and sports are skating, tobogganing, and curling, of which skating is the most attractive, the rinks being situated close to the hotels, and surrounded by seats and shelters, where luncheon may be partaken in the glorious sunshine. Tobogganing is a very exhilarating, if more severe, form of exercise, and the **Grand National Race** of three runs over the course, nearly a mile in length, is contested very keenly. Curling is an easier amusement than either of those mentioned. Lawn tennis is played during the whole of the winter, except from the middle of December to the end of February, but should not be indulged in by consumptive patients. Sleighing is a favourite amusement, and can be enjoyed in perfection. The indoor life is surrounded with many social attractions, and is as pleasant as the outdoor. The hotel life is comfortable and regular orchestral music, concerts, dances, and variety entertainments all help to pass the time happily, and when to these attractions a perfect winter climate is added, the only wonder is that so comparatively few wealthy English avail themselves of an Alpine winter. Many invalids not over blessed with this world's goods would doubtless be glad to recruit their health in this winter paradise but for the long expensive journey, and for the necessarily rather high hotel or pension charges, and it may be news to many of our readers that to assist such cases there is a local English Society, called the St. Moritz Aid Fund, for which Dr. Holland acts at St. Moritz in behalf of the London Committee, on which are several eminent physicians. A villa

has been purchased by the Fund and the treatment received here has been the means of restoring hundreds of persons to health. Princess Christian of Schleswig-Holstein is president.

Leaving St. Moritz, after a short ascent the road descends through a wood, then opens out to a fine view of the *Inn Valley* and snow-clad mountain tops to the pleasing villages of **Cresta** and **Celerina**, at which latter place the road divides, the one to the right leading to **Pontresina**, the other to the left to

### SAMADEN

(Hotel—*see* Appendix).

the principal and wealthiest village (5,670 feet) in the Upper Engadine, with handsome houses, banks, an English Church, good hotels open all the year round, shops, and lodging houses. Here reside the great Planta family, who have been a power in the country for nearly a thousand years. The gravestones of the Plantas, the Salis, and other rich families lie thick in the old church of St. Peter, near the village. Samaden is  $3\frac{1}{4}$  miles from St. Moritz,  $3\frac{1}{4}$  miles from Ponte at the foot of the Albula Pass,  $3\frac{1}{4}$  miles from Pontresina, and  $7\frac{1}{2}$  miles from Silvaplana at the foot of the Julier Pass.

**Railway** to Thusis and Coire several times daily; to St. Moritz-Dorf, several times daily.

**English Church**, in the Inn Valley, west side.

**Golf Links**, 18 holes, close to the village.

**Toboggan Run** at Cresta ( $1\frac{1}{2}$  miles).

**Carriages**, for short or long excursions, *see* tariff.

**Physicians**, Dr. Bernhard, Dr. Lendi.

Diligences or omnibus to Pontresina six or seven times a day; to Maloja several times a day.

**Pontresina** and **Tirano** by the **Bernina Pass**, twice daily, in  $7\frac{1}{2}$  hours; to **Chiavenna** by the **Maloja Pass**, twice daily, in seven hours; to **Tarasp-Bad**, and **Nauders**, twice daily, in nine hours.

An electric railway between Samaden and Pontresina is being constructed.

Omnibuses run from the Hotel Bernina to Pontresina and the Morteratsch Glacier; also to St. Moritz-Bad.

Many short walks to wooded hills with fine points of view may be made, and longer excursions are the ascent of the **Muottas Muraigl** (8,270 feet), whence the Bernina Glaciers

and the Lakes of the Upper Engadine form a charming prospect; the **Piz Padella**, a curious cleft peak (9,460 feet), may be visited by a good path in about three hours; the grand pyramidal

**Piz Ot** (10,660 feet), formerly dangerous, may now be ascended by inexperienced climbers in from four to five hours, and the view from the summit is more imposing in some respects than that from the Piz Languard.

Near Samaden, at a village called Cinuskel, the Upper Engadine ceases, and the diligence road continues along the Inn Valley of the Lower Engadine, nine hours to **Nauders**, but before giving a short description of that journey we will speak of the important village of **Pontresina**,  $3\frac{1}{2}$  miles from Samaden, a convenient place from which to visit the **Piz Bernina** and other peaks of the **Bernina Alps**, whose beautiful and interesting glaciers cover some 350 square miles.

From Samaden the Bernina road to Pontresina crosses the Inn, then from the valley ascends the right bank of the *Flatzbach*. It then crosses the *Muraigl*, and in sight of the beautiful **Roseg Glacier** on the right enters

## PONTRESINA

(Hotels—see Appendix),

a lovely village of 490 inhabitants, on a terrace along the right bank of the Berninabach, or Flatzbach. It is frequented by many thousand visitors in summer, and during July and August the several excellent hotels are always full. Private apartments and pensions may be found, and the village, or rather the villages, of **Upper** and **Lower Pontresina**, a quarter of a mile apart, are constantly being improved by new buildings, surrounded by luxuriant meadows rich in flowers, and cool larch forests. In this part, called Bellavita, the **English Church** (Holy Trinity) is situated, also the

### Post and Telegraph Office.

The village and the hotels are lit by electric light; Alpine plants and photographs can be obtained; horses and carriages may be hired, but the tariff, which is high, can be obtained at the hotels; and many enjoyable walks and climbs can be made on foot by even ladies and children over good roads. Guides for short excursions cost 10 fr. daily; for long excursions as per tariff.

An omnibus runs daily to the **Morteratsch Glacier** (10,260 feet); also to and from St. Moritz and Samaden (*see* p. 313).

Amongst the attractions of Pontresina, the chief is perhaps the ascent of the

**Piz Languard** (10,715 feet), four hours, final ascent fatiguing, the Rigi of Upper Engadine, through rhododendron-fringed forests and across bright green pastures. From the summit (10,715 feet, or nearly 5,000 feet above Pontresina) the view is bounded by Monte Rosa and Mont Blanc in the south-west, and north-west by the Tödi, and includes all East Switzerland and a portion of the Tyrol. On the sides of this mountain the botanist may find a rich harvest of rare specimens. Guide advisable after fresh snow.

The **Morteratsch Glacier** is a "frozen cataract," six miles in length, three miles south of Pontresina, 40 minutes' drive to the restaurant by an excellent road. In the glacier is an artificial grotto, admission  $\frac{1}{2}$  fr., thence to the top of the glacier a guide is necessary (5 fr.).

The **Roseg Glacier** is about two hours from Pontresina on foot; or carriage to the River Inn three-quarters of an hour, thence to the glacier half an hour. The glacier is composed of two large ice cataracts which unite below the isolated green rock of *Aquagliouls*, and to reach this point a guide is necessary.

An easy and attractive walk or ride of less than two hours is to the

**Muottas Muraigl** (8,270 feet) to the brow on the hill above the junction of the Flatzbach and the Inn, commanding a fine view of the Bernina Glaciers, the mountains, and the Upper Engadine. *Funicular railway being built (1908)*.

The **Schafberg** (8,965 feet) is another interesting excursion by good bridle-path in  $2\frac{1}{2}$  hours. Chalet Restaurant on the summit opened in 1891, from which a magnificent view is obtained of the entire Bernina group, and the beautiful green valley of the Inn.

One of the finest and least fatiguing of glacier excursions is the

**Diavolezza Tour**, which can be made in 10 to 12 hours, guide necessary; but there is now a small inn on the Pass where the night can be spent, and the tour divided into two days.

A variety of other interesting places can be visited by ordinary walkers and climbers, for particulars of which we must refer our readers to the local Guide Book, and of the

numerous mountain ascents only practicable for experienced climbers, we may mention the following, viz. :—

**Piz Bernina** (13,294 feet), the highest peak of the group, involving a large amount of step cutting; time for ascent uncertain. Guide 70 fr.

**Piz Zupo** (13,119 feet), one of the finest climbs in the district, and not difficult for adepts.  $7\frac{1}{2}$  to 8 hours from the Boval Hut. Guide 40 fr.

**Piz Scerscen** (13,015 feet). The ascent can be made from several points, all difficult and laborious. Eight hours from the Hut. Guide 150 fr.

**Piz Roseg** (12,937 feet). Accessible by four routes, steep and precipitous in reaching the highest peak; eight hours from the Mortel Hut. Guide 80 fr.

**Piz Palu** (12,835 feet). From the Diavolezza Inn eight hours. Good guide necessary, 50 to 60 fr. A toilsome ascent, involving no great difficulty when the snow is firm.

**Piz Morteratsch** (12,315 feet). An easy climb from the Roseg Restaurant, more difficult when there is little snow. Six hours. Guide 30 fr., or 35 fr. with descent to Boval.

Of the several Passes available from Pontresina, the following may be briefly mentioned :—

To **Sils** over the **Fuorcla da Fex-Roseg** (10,110 feet), time nine hours; guide 20 fr. There are two other routes, more difficult than the one given above, and should only be undertaken by experts.

To **Fellaria** and **Poschiavo**, over the **Rovano** or **Confinale Pass** (8,590 feet), or by the **Canciano Pass** (8,360 feet), about nine hours.

To the **Val Malenco** and **Chiesa**, over the **Sella Pass** (10,845 feet), a difficult and toilsome journey of two days; guide 65 fr.

For notice of the **Bernina Houses**, **Bernina Hospice**, and **Bernina Pass**, easily visited, and forming an interesting excursion from Pontresina, see page 317.

## THE LOWER ENGADINE.

Samaden (p. 311) to Nauders, 50 miles about ten hours by diligence; Samaden to Schuls, four times daily in six to seven hours; Schuls to Nauders, three times daily in three hours.

(*Diligence from Nauders to Landeck, twice daily, in five hours.*)  
 Diligence fare: Samaden to Schuls 13 fr. 80 c., coupé 10 fr. 60 c.; Schuls to Nauders 6 fr. 55 c., coupé 7 fr. 90 c.  
 Carriage with two horses, Samaden to Schuls 70 fr. for four persons.

Leaving Samaden, a fine view of the lower valley, with the snowy mountains and bright glaciers that encompass it, is obtained.

Passing **Bevers**, under Cresta Mora (9,636 feet),

**Ponte** is reached, with its old castle, at the foot of the Albula Pass.

Ponte to Thusis and Coire, by the Albula Railway (*see p. 291*).

Passing **Madulein**, and its ruined thirteenth-century castle of Guardaval, and

**Quoz**, or **Zutz**, a prosperous village, visited as a summer resort, with its ancient tower, a milder and better cultivated portion of the valley is reached. A mile further on, at

**Scanfs**, the Inn is crossed by a handsome bridge to **Capella** (road through the Sulsanna-Thal, and over the Scaletta Pass to Davos); then a pine-clad gorge is passed to

**Cinuskel**, the last village of the Upper Engadine, and a little beyond, at **Brail**, a bridge marks the division between the Upper and Lower Engadine. The valley expands until

**Zernetz** is reached, a large village, destroyed by fire in 1872, since rebuilt, with a handsome church. (*Zernetz to Münster by diligence daily, six hours; to Lavigno by road and bridle-path, eight hours; Zernetz to Bormio Baths, by bridle-path, in seven to eight hours.*)

Below Zernetz the road traverses a wooded defile to

**Süs**, a poor village, junction of the road by the Flüela Pass to Davos; then over the *Saglains* brook on to

**Lavin**, a village rebuilt after a fire in 1869, from which can be made the difficult ascent of the **Piz Linard** (11,207 feet), commanding a superb view; and the **Piz Mezdi** (9,593 feet) may be visited. Beyond Lavin, through a rocky chasm, with **Guarda** on the left slope, the road passes through a wood, then through meadows to

**Ardetz**, situated high above the river, and overlooked by the picturesque ruin of *Steinsberg Castle*; then, over rocky slopes into the *Val Tasna*, the road descends through striking scenery to



## TARASP - BAD,

one of the most important bathing establishments (3,946 feet) in Switzerland, with celebrated mineral springs, resembling those of Carlsbad, Kissingen, or Vichy. The Baths were built by a Company in 1864, and enlarged at a great cost in 1876. They are supplied from two springs, saline-alkaline and ferruginous-acidulous-chalybeate. The **Kurhaus** lies in a hollow between the road and the river, and a covered bridge leads to the **Trinkhalle**, where concerts are given in the morning, and in the evening in the garden of the Kurhaus. The resident physician is Dr. Leva. English Church Services are held in the summer.

Four daily mail coach services between Tarasp, Vulpera, Schuls, and Bevers station on the new Albula Railway (five hours).

On the same side of the valley, about one mile from Tarasp, is

**Vulpéra**, another health resort, prettily situated on sunny pastures, with shady, agreeable walks; with good hotels frequented by patients, especially by English. Resident physician, Dr. Denz. A band performs during the evenings of Sunday, Tuesday, and Thursday. Vulpéra is reached from Tarasp by a good road; omnibus service many times daily in 20 minutes, or for pedestrians there are several bridle paths. Beyond Vulpéra the hamlet of **Fontana** is passed, and the road ascends to

**Schuls**, the capital of the Lower Engadine, the second most populous village (pop. 1,200) in the Engadine, consisting of Upper and Lower Schuls, grandly situated opposite noble mountains (Hotels *see* Appendix). Many mineral springs rise in the neighbourhood, charming walks exist on the opposite slope of the valley, and mountain ascents (mostly with guides) can be made, from which superb panoramic views are obtained.

Leaving Schuls, the road runs through beautiful scenery to

**Remus**, with the ruined *Castle of Tschamuff*, and crossing the *Wraunka Tobel* a deep gorge - passes in view of grand scenery to

**Martinsbruck**, the last place in the Engadine. The bridge over the river Inn is the boundary between Switzerland and the Tyrol, and here is the Austrian Custom House. From this point there are two roads to Nauders. The old road, r

in some respects preferable, is  $2\frac{1}{2}$  miles longer than the new road on the Tyrolese side. By either the scenery is very enjoyable, and from the summit of the wooded hills there is a commanding view of the Lower Engadine. Descending gradually for three or four miles the traveller arrives at

**Nauders**, a beautifully-situated village, whence **Bregenz** may be reached over the **Arlberg** by diligence daily to **Landeck** (27 miles) in five hours, and railway from Landeck to Bregenz (91 miles) in four hours.

From Nauders the **Tyrol** may be reached *via* **Botzen** and **Innsbruck**; the health resort of **Trafoi**, and the **Baths of Bormio** and **Tirano** over the Stelvio Pass (*see* p. 320).

The diligence or carriage ride from Maloja to Nauders is interesting and attractive throughout, and at many points the traveller who has time at his disposal may well be tempted to alight and sojourn at the various villages, to make excursions and explorations on either side of this beautiful and remarkable valley.

### THE BERNINA PASS.

(Samaden to Poschiavo and Tirano by diligence twice daily in summer, 8 hours. Railway from Tirano to Sondrio,  $1\frac{1}{4}$  hours; and from Sondrio to Colico, 1 hour (*see* Time Table). Diligence and carriage fares: Samaden to Poschiavo, 9 fr. 80 c.; coupé, 2 fr. extra. Poschiavo to Tirano, 4 fr. 20 c.; coupé, 80 c. extra. Extra post, two horses, from Samaden to Poschiavo, 60 fr.; carriage with two horses, from Samaden to Poschiavo, 70 fr.; to Tirano, 90 fr.)

From Samaden to Pontresina by the Flatzbach (*see* p. 312). From Pontresina the route lies by the **Morteratsch Glacier** (*see* p. 313), and the solitary **Bernina** Houses (6,735 feet), near the entrance to the **Val del Fain**, a valley five miles long, a paradise for botanists. Four miles further on, after leaving the region of trees, and passing the Lago Minore, the Lago Nero, and the Lago Bianco, the **Bernina Hospice**, or **Ospizio Bernina**, is reached (7,575 feet), pleasantly situated on the Lago Bianco, two miles long, and affording plenty of fish. The Hospice Hotel is excellent. The Cambrena Glacier is just opposite. To this point excursions are often made from Pontresina and St. Moritz. The **Piz Campaccio** (8,535 feet) and **Piz Lagalp** (9,718 feet) are accessible peaks in the

neighbourhood. At a short distance east is the highest point of the **Bernina Pass** (7,658 feet).

Through rock-hewn galleries and by winding curves the road descends past *La Motta* and *La Rosa*. Fine views are disclosed of the Poschiavino Valley, the bottom of which is reached at

**Poschiavo**, the principal place in the valley, from which busy little town there are omnibuses four times a day to the delightful watering-place of **Le Prese**, at the north end of the Lake of Poschiavo, well stocked with trout. Le Prese is a favourite summer health resort, with sulphurous and alkaline springs, which rise close to the bath-house. Warm baths, 2 fr. English Church Service in summer.

The road skirts the west bank of the lake to the village of Meschino, at the end of the lake; then passes *Brusio*, the last Swiss village; *Campo Cologno* and *Madonna di Tirano* (the commencement of the Val Tellina; Italian Custom House are successively reached, and then the diligence or carriage journey ends at

**Tirano** (Hotel *see* Appendix), with its ancient palaces of the Pallavicini, Visconti, and other noble families. (*Railway from Tirano, 41½ miles, through the Val Tellina to Sondrio and Colico. Tirano to Bormio Baths, by road via Trafoi, and Nauders, over the Stelvio.*)

Leaving Tirano, the electric railway crosses the *Poschiavino* then follows the right bank of the *Adda* to *Villa* and *Bianzone*. Beyond the station at **Tresenda** are the considerable village of *Chiuro* and **Ponte** (station), and passing *Travisio* the train arrives at

**Sondrio** (Hotel *see* Appendix), an agreeable town of 7,000 inhabitants, the capital of the Val Tellina, a fertile district noted for its yield of excellent red wine. The climate being mild, Sondrio receives many visitors, for whom the neighbourhood affords pleasant excursions, such as to the **Gorge of Aquino**, two miles, the **Nunnery of San Lorenzo** (now a girls' school), less than two miles, and the ruins of the **Castle of Grumello**, three miles. A longer and very favourite excursion is the ascent of the **Corno Stella** (8,660 feet) in seven hours, with guide, sleeping at the *Alp Publino*.

Leaving Sondrio, the train crosses the *Mallero* to *Castione San Pietro Berbenno*, and *Ardenna Masino*, at the entrance of Val Masino (carriages at the station for the Kurhaus and

**Baths of Masino** (eight miles). The line then runs high above the Adda to Morbegno, and at Delebio joins the railway in Chiavenna, and arrives at **Colico**, on the Lake of Como (p. 331).

## THE STELVIO PASS.

**Nauders** (*see* p. 317).

From Nauders the road leads by *S. Valentin auf der Heide*, where Maximilian was defeated in 1499 by a Grison army half the number of his own; fine views of the ice clad Ortler range; then by **Mals**, with *Knoller's* picture of the "Death of Joseph" in the church. Abundance of fine mountain scenery and many ruined castles, and other objects of interest, are passed; then, beyond the village of **Prad**, a very narrow valley is traversed to **Sulden**, whence the Ortler may be ascended in eight hours. A large and first class Hotel and Pension was opened in 1893 by the Society for Establishing Alpine Hotels in the Tyrol. The hotel is provided with every modern comfort, also with telegraph and post offices, physician, and chemist. English Church Service is held in the Hotel. Sulden enjoys the finest views of the **Ortler Glaciers**, the **Königspitze**, and a range of mountain peaks which enclose the great Sulden Glacier. It is a central starting point for a great many splendid glacier excursions, and can be reached from Meran or Landeck in one day by carriage, or by hotel omnibus service; and from the Italian lakes, by way of Bormio and Tirano, by carriage or diligence. Beyond the Sulden Valley, and crossing several times the rapid *Trafoi Bach* (Austrian Custom House at Franzenshohe), is reached the grandly-situated village (5,080 feet) of

**Trafoi**, at the foot of the Ortler (12,800 feet), the highest of the Eastern Alps. Trafoi is rapidly rising in repute as a summer resort and tourist station of the first class, and, as at Sulden, excellent hotel accommodation has been provided. The Trafoi Hotel, opened in 1896, situated in the midst of magnificent glacier and mountain views, is surrounded by pine-woods leading into the valley of the Drei-Heiligen Brunnen, and close to the Geisterspitz path, over the three glaciers - the *Trafoi*, the *Madasch*, and the *Ebene Ferner*.

Charming carriage excursions of one or more days can be made from Trafoi, and numerous Alpine climbs can be accomplished by even the most inexperienced. One of the most

pleasant walks, through meadows and wood, is to the **Three Holy Springs**, in the valley, at the foot of the Ortler.

**Meran** (**Cook's Correspondents**—Messrs. D. and Biedermann), and **Landeck** are within an easy day's carriage drive of Trafoi, and under 10 hours by the hotel coach. The Italian Lakes are reached by way of Bormio (New Baths) and Tirano.

Continuing the journey, the road rises in sight of glaciers and snowy pyramids to *Franzenshöhe*, with a good view of the great Madasch Glacier. It was near this part that Madame de Tourville, an English lady, was murdered by her husband in 1876.

Eight miles from *Franzenshöhe*, the summit of the **Stelvio Pass** is reached, 9,055 feet above the sea level. A grand view of the Ortler-Spitz is obtained from an adjacent eminence. This road is the highest in Europe. It is annually much damaged by the spring avalanches, etc., but is open from June to September, though it is well to postpone crossing the Pass just after a heavy fall of snow. Through grand and varied scenery the route descends to *Santa Maria* (Hotel *see* Appendix) and the Italian Custom House, in a bleak valley; then, passing the *Casino dei Rotteri di Spondalunga* (7,100 feet) and the *Falls of the Braulio*, to several refuges (Cantonnières), the road runs through a defile leading to a series of galleries for protection against torrents and avalanches. To the right the *Adda* and the wild *Val Frack* are seen, and below the *Old Baths of Bormio*. After crossing an iron bridge, in view of the *Val Viola*, the *Val Furva*, the ice-pyramid **Piz Tresero** (11,800 feet), and the many mountain giants surrounding the Bormio Valley, the Stelvio road descends to the

**New Baths of Bormio** (Hotels *see* Appendix), with their chalybeate baths, beautifully situated on a terrace (4,380 feet) commanding superb views of the Valley of Bormio. The water is conveyed by pipes from the springs at the Old Baths, and the season lasts from July to October.

The diligence starts from the New Baths, and in two miles the old-fashioned town of **Bormio** is reached, leaving which the broad green valley is entered; then the long defile that separates the Bormio from the Valtellina district, and the valley contracts to *Bolladore*. Crossing the *Adda* and the *Roasco*, the route descends by the vine-clad hill of *Sernio* to

**Tirano** (*see* p. 318).

To



# ITALY

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*Day corridor  
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NIGHT TRAINS

WITH

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Tirano to Sondrio, Sondrio to Colico, on the Lake of Como  
*(see p. 318).*

Maloja to Colico, *see p. 337* (reverse direction).

Samaden to Maloja, *see p. 304* (reverse direction).

## LUCERNE TO THE ITALIAN LAKES,

### *viii* The St. Gothard Railway.

The history of the **St. Gothard Railway** is full of interest. The company was formed at Lucerne in December, 1871, and the work of constructing the great tunnel between Göschenen and Airolo was entrusted to the talented contractor, M. Louis Favre, of Geneva, but unfortunately he did not live to see the completion of his great work, having died suddenly in the tunnel in July, 1879. A monument has been erected to him at Airolo (p. 324).

The work seemed to be progressing satisfactorily, when a report arose that the financial affairs of the company were in a critical state, and that the original estimate of the cost of construction was far below the amount that would actually be required. Investigations on the part of the Federal Council proved the correctness of the rumour, and it was found that after economising in every possible way, by laying only a single line of rails, by increasing the gradient, and by postponing the construction of branch lines, an additional sum of £1,600,000 would be required. This raised the total cost of the line to £3,500,000, half of which sum was contributed by the Governments of Italy, Germany, and Switzerland. The additional subvention required from Switzerland was not obtained without great opposition, but at length, in January, 1879, the grant was made, and Italy and Germany also subscribed their quota. Altogether, the Italian Government contributed about £2,250,000 to the undertaking, and Germany and Switzerland £1,250,000 each.

The works, which had come to a standstill, were now resumed with all possible speed. The line was opened in May, 1882, and the St. Gothard Railway now stands as one of the grandest monuments of human skill in overcoming seeming insuperable natural difficulties.

Many travellers with time at command prefer to take the steamer at Lucerne, and journey on the lake to Flüelen (p. 99), and there join the train, which will be found very enjoyable in



fine weather ; but by taking the railway throughout, passengers have the benefit of the through registration of luggage. The first express train from Lucerne to Milan, between 9 and 10 a.m., consists of only first-class corridor carriages, accomplishing the journey one hour quicker than any other express.

From Lucerne, *Immensee*, a station on the St. Gothard Railway, is reached. Junction for Aarau (*see* p. 82) (pop. 8,360). The line now traverses the base of the Rigi (p. 109). The fourth station is

**Goldau**, or Arth-Goldau, junction for the Lake of Zürich, Einsiedeln, and for the Arth-Rigi Railway, the scene of a terrible landslide in 1806 (p. 82). After leaving this scene of desolation, which is plainly visible from the railway, we pass *Steinen* and *Seeven-Schwyz*, and then come to

**Brunnen**, an ancient village, and one of the most popular resorts on the Lake of Lucerne (p. 101). From here to

**Flüelen** the railway runs by the side of the lake, and affords magnificent views, passing Sisikon, Tell's Platte, and through 10 tunnels. Previous to the opening of the railway, Flüelen had a considerable traffic, especially during the summer months, when it was thronged with tourists on their way to or returning from the pass. It is a small village, devoid of any features that call for special remark.

Leaving Flüelen, **Altdorf** is soon reached, the scene of Tell's famous exploit of shooting the apple from his son's head. A statue of Tell (inaugurated 1895) stands to mark the spot (p. 103). At the next station,

**Erstfeld**, the mountain railway may be said to begin. The country now assumes a wilder character, the valleys become narrower, and the precipices on either side steeper and more rugged. The scenery which surrounds us at

**Amsteg** (Hotel—*see* Appendix), at the foot of the huge *Bristenstock*, is among the grandest on the entire railway. (Charming excursion to the Maderaner-Thal.) After leaving *Gurtnellen*, not far from the Pfaffensprung Bridge, the railway enters the mountain side ; it makes a bend in the turn-tunnel, and comes to the surface again at a level of 114 feet higher. The line crosses the Maienreuss (for the first time) and plunges into the hill, issues from it, and keeps for a short time by the side of the Reuss, then crosses the river and disappears in the mountain near the hamlet of Wattinger. Then follows the Wattinger loop tunnel, on leaving which the railway recrosses the Reuss. Turning to the north, it passes behind the village of

**Wassen**, and crosses the Maienreuss a second time. Still keeping its northward direction, the line now enters the Leggistein turn-tunnel, curves to the south, leaves the tunnel at the Maienreuss Gorge, and crosses the torrent *for the third time*, at an elevation of more than 330 feet above the first bridge. The traveller is completely bewildered by the turning and twisting of the train, the more so as these turns are made in the darkness of the tunnels. Passing one more tunnel, and crossing a bridge over a boisterous mountain torrent, we reach

**Göschenen Station** (3,640 feet), the northern mouth of the great St. Gothard Tunnel, and the starting point for many delightful excursions (*see* p. 118) (Hotels—*see* Appendix). Soon after leaving Göschenen the train enters the

**St. Gothard Tunnel**, 9½ miles long, the second longest railway tunnel in the world, about 3,000 yards longer than the Mont Cenis Tunnel and 3 miles shorter than the Simplon (*see* p. 281).

Express trains take 18 minutes to pass through the tunnel, ordinary trains 25 minutes. The central point is 3,786 feet above the sea level. A current of fresh air constantly passes through the tunnel, so that the atmosphere is not in the least oppressive.

In passing through it, one is a thousand feet directly under the village of Andermatt, while the bottom of the little mountain lake of Sella lies something over 3,000 feet above. At each kilometre or distance in the tunnel are burning lanterns, numbered successively from one to fourteen. The grade in the tunnel rises from either end, its highest point—which is also the highest point of the line—being some 3,786 feet above the level of the sea. It is built for double-tracks—being 25 feet wide, and 20 feet high—and its construction cost sixty million francs. The work was begun on June 4th, 1872, at Göschenen, on the north, and on July 2nd, 1872, at Airolo, at the south end, the average number of men employed on it thereafter being twenty-five hundred daily. On the 29th of February, 1880, communication was opened between the two ends, and the telegraph triumphantly announced to the world at large that the great Gothard tunnel was at last an accomplished fact. But although the headings of the principal Alpine bore met on that date, it took more than two years to complete the minor works, so as to enable ordinary traffic to proceed without interruption from the Swiss to the Italian side of the mountains. It is stated

that in its construction one million kilos of dynamite for blasting, and one million seven hundred thousand kilos of oil for illuminating purposes were consumed, and that nine hundred thousand cubic metres of rock were removed. The ventilation of the tunnel is perfect.

Close to the exit of the tunnel is **Airolo** (Hotels—*see* Appendix), the first Italian-Swiss village in the upper valley of the Ticino. Was destroyed by fire in 1877, and partly destroyed by a landslip in 1898.

Grand mountain excursions, some for experts only with guides to the **Pizzo Rotondo** (10,490 feet), the highest peak of the St. Gothard; over the *San Giacomo Pass* (7,572 feet); to the *Unteralp Pass* to Andermatt, and many others. To **Disentis** (p. 276) through the *Val Piora* to the delightful little health resort of the **Hotel Piora**, surrounded by lakes and pine-woods, a charming centre for excursions. Thence a 3½ hours' walk to the **Hospice of Santa Maria**, and a good five hours' walk (diligence in summer) through varied views, waterfalls, gorges and tunnels to Disentis.

On leaving Airolo, after passing through the tunnel, the railway tunnels the narrow Stalvedro Pass, and then, crossing the Tessin by a bridge 150 feet in height, hurries on, past Ambri-Piotta and Rodi-Fiesso, to a picturesque and curious portion of the line at

**Dazio Grande** through the Dazio, Freggio, and Prato tunnels (the two latter circular ones), then crosses the Polmengo bridge, 200 feet long, and through the tunnel of the same name, finally crosses the Ceresa, and in 40 minutes reaches

**Faido** (Hotel—*see* Appendix), the capital of the Leventina, or the Tessin valley. Here will be noticed not only the beautiful waterfall known as the Piumegna, but the other surroundings, thoroughly Italian, the increased richness of vegetation, the magnificent chestnut and walnut trees. From near Faido, at a hamlet called Mairengo, sprang the family of Delmonico, the well-known New York restaurateurs. Near Lavorgo, on both sides of the line fall several cascades, the most beautiful being the Cribiasca on the right. The railway descends the Biaschina Gorge, by two loop tunnels one below the other, crosses the Pianotondo Viaduct, and other loop tunnels to the lower Valle Leventina, and crosses the Ticino at

**Giornico** Station, the town being about a mile and a half distant to the south. It is beautifully situated, and was formerly a fortified place; and it was near here that in December, 1478, a few hundred Swiss won a complete victory over 15,000 Milan troops, by rolling down upon them immense

boulders from the mountain side. The battle is, to the present day, spoken of by the Tessin people as the "Battle of the Big Stones" (*ai Sassi Grossi*). At Giornico, the churches of San Maria, and San Nicolo da Mira—the latter said to be built upon the site of a pagan temple—are to be noted by the visitor. At **Biasca**, the view is ravishing, and the tourist realises that, at last emerging from the mountain fastnesses, and from the domain of rock and torrent, he is entering once more upon smiling, sunny landscapes. Here in a sheltered nook at the junction of the two valleys, upon a fertile plateau, walled in by the Pizzo Magno, and other towering cliffs, from one of which the Frodabach cascade falls like a snowy veil, lies Biasca. Upon a height overlooking the station is the Chapel of St. Petronella, a pilgrim shrine much frequented. Skirting the east side of the valley, the train passes through two tunnels to Osogna, on to Claro at the base of a beautiful mountain, Pizzo di Claro (8,920 feet), and Castione, after which we reach the Tessin capital of

**Bellinzona** (Hotels—*see* Appendix), the most interesting town (pop. 5,720), as well in an historical as a strategic point of view, since our departure from Lucerne. A glance suffices to show its military importance, for it completely blocks the valley, and thus becomes the key to the route from Lombardy to Northern Switzerland and Germany. In its early origin, it is supposed to have been intended to serve as a fortress for repelling the inroads of Northern tribes upon Italy. Its position for resisting attacks from either north or south is incomparable. On the east rise the steep crags of Mount Jorio, and opposite the cliffs of Corbario; upon the former are the castles of Uri and Schwyz; upon the latter that of Unterwalden, all three of them fortresses which, up to 1798, belonged to the three Cantons whose names they respectively bear, but now lying partially in ruins. From these castles, a high and strongly-built wall stretched entirely across the valley, the city gate being the only opening through which passage, up or down the valley, was permitted. Of late years, the Swiss Federal Government has spent no inconsiderable sums in improving the natural fortifications of Bellinzona. The city itself has a population of about 3,000, and enjoys a very large and profitable commerce in wine, cheese, and rice. The church contains eleven altars, all of marble, and adorned with rich paintings. There are also Ursuline, and Zoccolante Convents.

From Bellinzona there is a short railway of 14 miles to **Locarno** (p. 328), beautifully situated on Lago Maggiore, a busy Swiss town, but Italian in character. Excursions can be made by rail or by steamer to various points on the lake, or by diligence to Aviolo, Domodossola, the Val Maggia, etc. An excellent view of the district may be obtained from the pilgrim church of the **Madonna del Sasso**, standing on a wooded cliff above the town.

Resuming the journey by the main line, the long ascent of **Monte Cenere** is made, with lovely views of the Tessin Valley, until near the summit, when a tunnel is traversed leading to the valley of the *Agno*, past **Monte Camoghè**, and by *Taverne* to

**Lugano** (Hotels—see Appendix), the largest town in Canton Tessin, which, with **Lugano Paradiso** (Hotel—see Appendix) numbers 10,460 inhabitants. **British Vice-Consul**—R. H. Hamilton. **Cook's Correspondent**—Mr. O. Kesselring, Bureau Officiel de Renseignements. The railway station is high above the town, to which there is a funicular railway. Lugano is beautifully situated on the lake of the same name. The scenery has all the charm and luxuriant vegetation of Italy, and the narrow streets and arcades of the inner town remind one more of Italy than of Switzerland. The **Post and Telegraph Office** is in the Via Canova, near the **Hôtel Suisse**, and the **English Church** opposite the **Hôtel Métropole**, near the Railway Station. Steamers run frequently in summer to **Porlezza**, whence steam tramway to **Menaggio** (see p. 331) on the Lake of Como, and to **Ponte Tresa**, calling at **Porto Ceresio** for **Varese**. Many charming drives and excursions can be made from Lugano. A new funicular railway at the Paradiso end of the town leads in less than an hour to the summit of **Monte San Salvatore** (2,982 feet), a beautifully-wooded mountain whose sides, in season, are covered with cyclamen and daphne. The views over the lake and the cultivated country are very enjoyable, interspersed with glimpses of the Monte Rosa chain, but the panorama of mountain scenery is limited, and not to be compared with higher points of view already spoken of. At **Monte Caprino**, directly facing Lugano, are many grottoes converted into cellars, over which are houses for the sale of wine; these and various other localities may be visited by boat, carriage, or steamer. **Monte Bré** (3,050 feet), **Monte Boglia** (4,960 feet), **Monte Tamaro** (6,433 feet), and **Monte Camoghè** (7,303 feet), are longer excursions, requiring from four to eight hours; but whatever else is omitted the

**Monte Generoso** (5,590 feet), the Rigi of Italian Switzerland, at the south end of the lake, should be visited. It can be reached by steamer or train from Lugano to **Capolago**, or travellers going on to Milan can leave the train at Capolago, and continue their journey after visiting Monte Generoso without returning to Lugano. In 1890, a rack-and-pinion railway, on Abt's system, was opened from close to the steamboat pier at Capolago to the summit (5,561 feet). The line is  $5\frac{1}{2}$  miles long, and its maximum gradient is about the same as that of the Rigi. Trains run several times a day in connection with the main line trains and lake steamers,  $2\frac{1}{2}$  hours being required for the actual ascent and descent. Return fare from Lugano, 11 fr. 75 c. ; from Capolago, 10 fr. ; half fares on Sundays. As the train ascends through tunnels and along the sides of the mountain, exquisite views are obtained at intervals. More than half-way up the mountain is **Bellavista** Station, beyond which is Dr. Pasta's **Hotel du Generoso**, in a lovely temperature, commanding splendid views. **English Church** service in the hotel from May to October. In about 20 minutes more the train arrives at the last station, **Vetta**, where at the **Hotel Kulm** a railed path leads in 10 minutes to the summit. Here the uninterrupted view of the Italian lakes, of the Alpine chain, the Oberland, and the Plains of Lombardy is one of surpassing brilliancy and beauty.

Continuing the journey from Lugano, on the main line, the train reaches

**Melide**, then crosses the lake by a stone viaduct to Bossone and to

**Maroggia**. The next halt is at

**Capolago** (station for the Generoso Railway, *see* above) and again at

**Mendrisio** (bridle-path to the Hotel du Generoso). Five miles further, at

**Chiasso** is the Custom House, and here the traveller takes leave of Switzerland, and in a short time finds himself at Como.

## THE ITALIAN LAKES.

A visit to these charming lakes can readily be united with a Swiss tour either from Locarno or Lugano.

From Locarno a tour of the lakes may be made thus:— Visit Lago Maggiore, and terminate the journey at Luino or Laveno (*see* below). From Luino take steam tram to Ponte Tresa, thence steamer to Lugano, or from Luino to Lugano by railway, or carriage in two hours, through lovely scenery. From Laveno to Varese by rail, thence diligence or carriage to Porto Ceresio, and steamer to Lugano. From Lugano by steamer to Porlezza, thence by steam tram or carriage to Menaggio, on the Lake of Como, and if Lago d'Iseo and Lago di Garda are to be visited, terminate the Como journey at Lecco, and take train *viâ* Bergamo.

### LAGO MAGGIORE

is about 37 miles long, of varying breadth, and unequal scenery. The northern part is finer than the southern; the glory of the lake culminates in the neighbourhood of Baveno and Stresa.

Steamboats run several times daily from the principal stations on the lake. (Restaurants on board.)

The chief places on the lake are **Locarno** (Hotels—*see* Appendix), a busy place; pilgrimage church of Madonna del Sasso; opposite Locarno, at the mouth of the Ticino, lies **Magadino**; **Ascona**, with its ruined castles; **Brissago** (by Mont Limidario, 6,550 feet), abounding in orchards of orange, lemon, fig, etc.; the last Swiss village, a delightful spot (Hotel—*see* Appendix). **Cannobio** (Hotel—*see* Appendix), one of the most important places on the lake; in the church are frescoes by Gaudenzio Ferrari; **Maccagno**; **Luino** (Hotels—*see* Appendix), from whence the drive to Lugano is one of the sweetest imaginable; **Cannero** (Hotel—*see* Appendix), with the two castled islands opposite, where, in the fifteenth century, the Mezzarda brothers lived a life of murderous brigandage; **Oggebio**; **Porto**; **Laveno** (Hotel—*see* Appendix), near the beautiful mountain Il Sasso del Ferro, from whose summit a charming prospect, stretching from Milan to Monte Rosa, is seen; boat to the Borromean Islands; opposite

the islands is the businesslike, prosperous silk-winding town of **Intra** (Hotel—*see* Appendix). Railway by Varese to Como, 32 miles, 2½ hours, or to Milan 45½ miles, three hours.

**Pallanza** (**Cook's Correspondents**—Messrs. Viani and Co.) (Hotels—*see* Appendix), a charming town with fine hotels and villas; **Baveno** (Hotels—*see* Appendix), from either of which the Borromean Isles can be readily visited. From Baveno the ascent of Monte Mottarone can be made in four hours, but preferable from Stresa (*see* below). From Intra and Pallanza also there is a pleasant omnibus route to **Gravellona**, thence train to Domodossola, and through the Simplon for Brigue and the Valley of the Rhone (p. 122), or the railway may be joined at Fondo Toce (5 miles' drive from Pallanza), or at Stresa or Baveno, reaching either place by steamer from Pallanza.

Between Laveno and Intra, and between Pallanza and the islands, glorious glimpses of the Monte Rosa, Strahlhorn, Simplon, and other mountain scenery are enjoyed.

## THE BORROMEAN ISLANDS

are four in number, Isola San Giovanni, Isola Bella, Isola Madre (belonging to the Borromeo family), and Isola Superiore or Dei Pescatori (the fishermen's islands).

**Isola Bella** is a planted and terraced pleasure-ground, on a once bare rock; very fine, but somewhat formal and artificial. The views of the lake and its surroundings are splendid (Hotel—*see* Appendix). Admission to the **Gardens** is 1 fr.; to the **Château**, with some good pictures, and room where Napoleon slept the night before Marengo, also 1 fr., for a party.

**Isola Madre** is a charming terraced island, with delightful grounds and many rare tropical plants, and an uninhabited palace with a beautiful view. Gardener, 1 fr.

**Isola dei Pescatori** is a compact fisherman's village with picturesque views.

**Isola San Giovanni** (private) is of no particular interest.

After leaving the Borromean Isles, at the principal of which, Isola Bella, the steamer stops without extra charge for landing or embarking, Stresa is next reached (Hotel—*see* Appendix).

**Stresa** is a pleasant place, surrounded with fine scenery both by land and water. **Cook's Correspondents**—Messrs. Omarini Bros., Hôtel des Iles Borromées. From here the



**Monte Mottarone** (4,890 feet) may be ascended: it is 4,174 feet above the lake, and the view equals, if it does not rival, that from the Rigi; the Plain of Lombardy and Piedmont, with the Cathedral of Milan, in clear view; six of the Italian lakes, with their picturesque islands and surroundings; the rivers Sesia and Ticino meandering in streams of silver; and, on the other hand, the great mountains from Monte Rosa to Ortler in the Tyrol. A railway from **Stresa** is contemplated, and, half-way, a large hotel is constructed, accessible from **Stresa** in 30 minutes.

*Diligence from Stresa to Gravello twice daily.*

**Belgirate** is the next town passed, and the tour of the lake comes to an end at Arona (Hotels—see Appendix).

**Arona** contains a **Church of S. Maria**, with the Borromeo Chapel; a Holy Family by *Gaudenzio Vinci*, and some other pictures. The **colossal statue** of St. Charles Borromeo, 66 feet high, on a 40-foot pedestal, is near the town. Facilities exist for the adventurous to mount the pedestal, enter the saint's body, and climb up into his head.

Arona to Milan, railway, 42 miles, in 2 to 2½ hours.

(For the Railway to Genoa and Turin, and the Railway to Milan, see "Cook's Tourist's Handbook for Northern Italy," and "Cook's Continental Time Tables.")

## THE LAKE OF COMO,

by many considered the grandest and most beautiful of the Italian lakes, is about 30 miles long, and varies from one to three miles in breadth. It reminds sometimes of the Rhine, and sometimes of Lake Lucerne, yet differs from both. A perfect efflorescence of loveliness is this fairy lake. In whatever direction you cast your eyes whilst traversing its waters, the scenic effects are unrivalled. Embosomed amongst lofty mountains towering proudly above the silvery surface; verdant slopes and vine-clad hills, with villas on the margin and on jutting peninsulas; picturesque and charmingly-situated villages; the eye never wearies in its search for the beautiful. Castles, with turreted towers, ever and anon keep peeping out, as the boat proceeds from the sylvan woods which hide them, a sort of stolen glance. The glowing Italian sky, the azure of which is almost unknown to those who are accustomed to the unkind climate of England; the water of an indescribable

blue, the delicious purity of the atmosphere, and the silver streaks of sunlight cast upon the lake, heighten the beauty of the scene. The finest prospects are near Bellagio. The lake is well stocked with fish.

The tour of the lake can be made either from Colico or Como.

**Colico** was formerly a mere station for diligences over the Splügen and Stelvio Passes. It is now a railway station to **Chiavenna**, and Sondrio; also to Lecco. Steamers from Colico to Como three times daily; Colico to Lecco three times daily. Restaurants on board. Steamers from **Como** to **Colico** three times daily.

For full particulars of the various stopping stations between Colico and Como, and Colico and Lecco, see "Cook's Northern Italy." Brief mention is made here of a few only of the principal towns and steamer junctions.

Leaving Colico, the steamer calls at the picturesque villages of **Gravedona**, **Dongo**, **Rezzonico**, on the western bank of the lake, and then at

**Menaggio** (**Cook's Correspondent**—Banca di Lecco) (Hotels—see Appendix), a popular halting place. The scenery is exquisite. The **Villa Vigoni**, near the town, contains some modern works of art of great beauty; reliefs by *Thorwaldsen*; monument to the son of the late proprietor, by *Marchesi*; and a family group, by *Argenti*. The large silk manufactory is of great interest.

*From Menaggio to Lugano, eight miles, by steam tram to Porlezza in an hour, thence by steamer, is an easy and pleasant journey, and a convenient route to the Lake Maggiore via Ponte Tresa and Luino.*

[*The tour of the three principal lakes may be made thus:—Como or Colico to Menaggio, Menaggio to Lugano, Lake of Lugano, Lugano to Luino, Lago Maggiore (or Lugano, Porto Varese, Laveno). For these tours special Circular Tickets are provided by Thos. Cook & Son.*]

After leaving Colico the steamer calls on the eastern bank at **Dervio** at the foot of **Monte Legnone** (8,600 feet), ascent with guide, seven hours; **Bellano**, at the mouth of the river; **Perledo**, station of the Lecco and Colico Railway for **Varenna**, a lovely place, fine cascades in spring, ascent of Monte Grigna (7,907 feet), eight hours, and

**Bellagio** (Hotels—see Appendix) is charmingly situated where the lake divides into two arms. The magnificent **park**

and gardens of the **Villa Serbelloni** form one of the greatest attractions of the place, and the finest view on the lake is to be enjoyed from here. Admission 1 fr. to those not staying at the hotel. The **Villa Giulia**, with beautiful gardens, admission 50 c., can be visited while making a charming carriage drive to Civenna. At the Villa Melzi are many works of art by *Canova*, *Thorwaldsen*, *Marchesi*, etc. A delightful excursion can be made to Monte San Primo (5,560 feet), in five hours, with guide.

Small boats (*barca*) can be had at Bellagio for excursions to all parts of the lake.

From Bellagio to Como and to Lecco a steamer runs several times daily, *see* local time tables.

From Bellagio to **Lecco**, 12 miles, the character of the scenery of the lake is wilder and grander, but not so beautiful as on the other arm, and the several villages passed have no distinctive features or particular attractions. The railway from Colico skirts the east bank. At the end of the lake is

**Lecco** (Hotel—*see* Appendix) at the foot of *Monte Rosegona* (6,160 feet), a prosperous little town of 6,300 inhabitants, busy with ironworks and factories of silk and cotton. Lecco is the scene of Manzoni's "Promessi Sposi." The pilgrimage church on **Monte Barro** (3,200 feet), can be reached in about two hours, a pleasant walk.

Railway from Lecco to Como, 26 miles, passing several small lakes, and at *Merone* crosses the line from Erba to Milan, on to *Anzano del Parco*, *Canti*, *Camurlo*, and *Como*.

Railway from Lecco to Milan, 31½ miles, *via* **Monza**, in 2½ hours.

Railway from Lecco to Bergamo, 20½ miles, 1½ hours.

Railway from Lecco to Colico, 26 miles, connecting at Colico with railway to Chiavenna for *Thusis*; also to *Sondrio* and the *Val Tellina* for *Tirano*, etc.

Leaving Bellagio for **Como** the steamer crosses over to the western bank of the lake, and calls at

**Cadenabbia** (Hotel—*see* Appendix), situated just opposite to Bellagio. The **Villa Carlotta** contains some wonderful works by *Thorwaldsen* and *Canova*. Admission 1 fr., the gate being opened every half-hour. The **Sasso San Martino** rises directly behind Cadenabbia. **Monte Crocione** (5,600 feet) can be ascended in about eight hours.

Several places of more or less interest and beauty are passed. Between **Moltrasio** and

**Cernobbio** (Hotels—*see* Appendix) is the **Villa d'Este**,

now the Hôtel Villa d'Este and Reine d'Angleterre (**Cook's Correspondent**, Mr. Dombre), where Queen Caroline, wife of George IV, resided. This is a capital centre for excursions; the grounds are very beautiful. **Monte Bisbino** (4,385 feet), with pilgrimage church, may be visited in a pleasant day's excursion of seven to eight hours (both ways). Tramway to Como.

Both banks of the lake are rich in villas until the steamer reaches the landing-stage at

**Como** (Hotels—see Appendix)—population, 32,000 lies at the extreme end of this arm of the lake, and is backed by fine hills and mountains. It is celebrated as being the birthplace of Pliny the Elder and the Younger. The latter had several villas in the neighbourhood. Volta, the electrician, and Pazzi, the astronomer, were also born here.

The **Cathedral**, built in 1396, is entirely of marble, and is a remarkably handsome church. The **façade** is very rich. *Statues* of the two Plinys by the principal entrance.

In the interior the principal paintings are—

The Marriage of the Virgin ...	...	<i>G. Ferrari</i>
The Flight into Egypt ...	...	<i>Ibid.</i>
Adoration of Magi ...	...	<i>B. Luini.</i>
Virgin and Child, with Saints	...	<i>Ibid.</i>

There are some fine altarpieces in the church; the one with St. Joseph and the young Saviour is the last work of *Marchesi*, and one of his best.

The **Town Hall** (Broletto) (1215) adjoins the church. It is built of black and white stone, in alternate layers. The **Theatre** is on the other side of the church.

The churches, S. Fedele, tenth century; Del Crocifisso, with miraculous crucifix; and S. Abondio, eleventh century, on the outskirts of the town, are worth visiting.

Notice a massive ruined building, the Porta del Tozze.

Delightful walks and excursions can be enjoyed from Como. At Borgo Vico, the north-west suburb, the splendid villa and park of the Duke Visconti-Modrone is well worth visiting. From Borgo Sant' Agostino, the north-east suburb, a new road leads to **Brunate** (extensive views), which can be visited by carriage or cable tramway, four miles.

**Como to Milan**, 29 miles in  $1\frac{1}{4}$  to  $1\frac{3}{4}$  hours (continuation of the St. Gothard line).

From the Nord Station trains run as follows :—

**Como to Lecco**, 26 miles (p. 332).

**Como to Varese, Laveno** (Lago Maggiore), 32 miles (p. 328).

**Como to Saronno, Milan.**

## THE LAKE OF LUGANO

(Hotel—*see* Appendix)

is sixteen miles by about two; the scenery is varied and beautiful (*see* p. 326). It can be reached from Bellinzona by rail,  $18\frac{1}{2}$  miles, from Menaggio on the Lake of Como, or from Luino on the Lago Maggiore.

Behind Lugano is **Monte San Salvatore** (2,982 feet), scalable in two hours, and by funicular in 25 minutes. The view is superb; also very good from the railway station.

**Monte Generoso** (5,400 feet), called the Rigi of Italy, may be ascended from several points, **Maroggia, Mendrisio**, etc. : but the most direct and convenient starting-place is **Capolago** (Hotel—*see* Appendix), by a rack-and-pinion railway to the top of the mountain. Capolago can be reached from Lugano (p. 327) by either steamer or train. From the summit, and from the Hotel, the view of the Italian lakes and the Alpine chain beyond is unrivalled (*see* p. 327).

Steamers run from Lugano to **Porlezza**. Steam tramway from Porlezza to Menaggio (eight miles) on Lake Como, in an hour (*see* p. 331).

## THE LAKE OF VARESE,

reached either from Laveno (Lago Maggiore) or from Como, is about six miles by five. **Varese** (Hotels—*see* Appendix), the principal place (**Cook's Correspondent** - Mr. Brunelle, Grand Hotel Excelsior), excellent for lake and other excursions, from which one of the chief attractions is to the pilgrimage church of La Madonna del Monte, forming a most interesting excursion, part of which can be made by electric tramway from the railway station. Train to Como, 18 miles; to Porto Ceresio on Lake Lugano.

## THE LAKE OF ORTA

is situated about half-way between **Domodossola** (on the Italian side of the Simplon) and **Novara**, three miles from the station of **Gravellona**, to and from which omnibuses and carriages run to Laveno, Stresa, Pallanza, and Intra (*see* p. 329), thus placing Lake Maggiore and Lake Orta within easy reach of each other. The lake, which is exceedingly pretty, is nearly eight miles long, and at its south end is the quaint little town of

**Orta**, with many villas, opposite the small but charming **island of San Giulio**. The wooded **Monte d'Orta** (1,320 feet), or **Sacro Monte**, which runs far into the lake, is sacred to S. Francis d'Assisi, in whose honour 20 chapels were erected on the hill in the sixteenth century, each containing frescoes and life-size terra-cotta figures representing scenes in his history. Beyond the chapels fine views are obtained from the *Campanile*, admission 50 c.

A pleasant excursion can be made by good walkers in about five hours, or by mule, to **Monte Mottarone** (*see* p. 330).

Another desirable excursion is from Orta to **Varallo**,  $4\frac{1}{2}$  to 5 hours, first by boat to **Pella** on the West bank of the lake, fare 1 fr. 50 c., then ascending gradually to the wooded **Colle della Colma** (3,090 feet) (extensive views), afterwards descending through fertile valleys and woods to *Civiasco* and

**Varallo**, a town of 3,500 inhabitants at the mouth of the *Mastallone*, with an old collegiate church, a hydropathic establishment, and a cotton mill. From the church of Santa Maria delle Grazie, a paved and shaded path leads to the **Sacro Monte** (1,990 feet), in about 20 minutes. In various parts of this much-frequented pilgrim resort are some 46 oratories or chapels containing terra-cotta figures depicting Scriptural scenes.

## LAGO D'ISEO

is a very beautiful little Italian lake that deserves to be better known and more frequented. The lake is 16 miles long and nearly two miles broad. The chief places are **Sarnico**, **Iseo** (Hotel—*see* Appendix) and **Lovere**, so enthusiastically described by Lady Mary Wortley Montagu. Omnibus from Lovere to Bergamo. **Lago d'Iseo** is reached from **Milan** by railway to **Sarnico** (changing carriages at **Palazzuolo**), or coming from **Brescia** there are omnibuses twice a day to **Iseo**. From **Sarnico** steamers run to **Iseo** and **Lovere**.

## LAGO DI GARDA.

**Lago di Garda** is larger than **Lago Maggiore** or than **Lake Como**, being the largest of the Italian lakes. It is 38 miles long, six or seven miles wide, and appallingly deep, 1,900 English feet having been fathomed in some places. Storms are frequent, and with such an expanse of water the waves are very formidable. The principal places on the western side are **Desenzano**, **Salò**, **Gardone Riviera**, **Gargagno**, **Riva** (at the head of the lake), and **Peschiera**, **Bardolino**, **Garda**, and **Malcesine** on the eastern side. The lake can be reached from **Milan** by rail to **Brescia**, then tram to **Salò**; and by rail from either **Milan** or **Venice** to **Desenzano** or **Peschiera**, thence by steamer from the former station to **Riva**, along the west side of the lake, and from **Peschiera** to **Riva**, along the east shore of the lake. Some portions of the lake are surrounded by high mountains, and no road is possible along the shore; at other portions the shores are fertile, and covered with villages in the midst of olive plantations, lemon groves, etc. The lake abounds in fish—pike, eel, trout, tench, sardella, etc. From **Riva** there is a narrow-gauge railway to **Mori** (on the **Verona** Railway) to take the train over the **Brenner** to **Innsbruck**.

Between **Salò** and **Riva** there is a charming little winter resort at **Gardone Riviera**, with a climate often milder than that of **Nice**. This delightfully-situated spot is chiefly frequented by **Austrians** and **Germans**, but if better known to **English** visitors would become a favourite winter station, being easily accessible from **Milan**, **Verona**, **Venice**, or by the **Brenner**. There is a good hotel situated in pleasant gardens and grounds on the lake, with comfortable accommodation for 150 visitors.

*(For fuller information as to the Italian Lakes, see "Cook's Tourist's Handbook for Northern Italy.")*

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## COLICO TO THE ENGADINE,

*viâ Chiavenna, Val Bregaglia and the Maloja Pass.*

(Maloja to Samaden, p. 304).

Railway from Colico to Chiavenna, 17 miles; diligence Chiavenna to Maloja, 19½ miles, four hours; Maloja to Samaden, three hours, twice daily. Fares to Maloja (Kursaal), 8 fr. 10 c., coupé, 1 fr. 65 c. extra; to Samaden, 13 fr. 75 c., coupé 2 fr. 75 c. extra. Extra post and two horses Chiavenna to Samaden, 69 fr. 20 c.

From Italy, and even from England, by the St. Gothard Railway to Lugano or Como, this route is convenient and popular. Steamers run several times a day from Como to Colico. The voyage on the beautiful lake, then the short railway journey from Colico to Chiavenna (*see pp. 287, 331*), and the four hours' drive through the lovely Val Bregaglia to Maloja are preferred by some to the longer diligence ride from Tiefenkastral over the Julier (about 8½ hours).

**Colico to Chiavenna** (*see p. 287.*)

Leaving Chiavenna by the right bank of the *Mera*, past a double waterfall, the road passes opposite the once flourishing little town of

**Plurs**, which, with its 2,500 inhabitants, was buried, in September, 1618, by a huge landslip from Monte Conto, then past

**Villa** (di Chiavenna), a finely-situated village with a pilgrimage church, to the Italian Dogana (Custom House), and the Swiss frontier at

**Castasegna**, a pleasant village, with beautiful walks, glacier and mountain views. Through the fertile Val Bregaglia, amidst chestnut trees, rhododendrons, and luxuriant flora, the route is continued to

**Promontogno** (Hotel—*see Appendix*) through a rock stretching across the valley, which is pierced by a tunnel. The ruined Castle of Castlemur, and a handsome church, are on a height above the village, which is situated near P where the sun is not seen for three months in winter. The entrance of the Val Bondasca, leading to the glacier of the same name, from which lead some difficult mountain paths. Soon after leaving Promontogno, the character of the country begins to change, and the pine woods of the next village is



**Stampa**, with a modern château and a church on the hill to the left, then beyond **Borgonuovo**, through a rocky road, the capital of Val Bregaglia is reached at

**Vicosoprano**, an ancient village with a handsome church.

*To the Val Albigna and the fine Albigna Glacier, then over the Cacciabella Pass to Bondo, is a splendid excursion of 8 to 9 hours from Vicosoprano.*

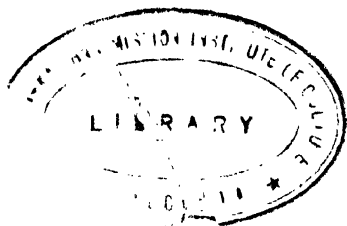
The road now ascends in windings in sight of the *Albigna Waterfall* to **Lobbia**, crosses the *Orlegna*, and through forests to **Casaccia**, the highest village in the Val Bregaglia (bridle-path to the *Forcellina* and *Septimer* Passes), then passing the ruins of the Church of St. Gaudenzio, continues through conifers and pines to the precipitous slope of the Maloja by a series of terraces (from one of which the *Orlegna Fall* may be visited in a few minutes), and reaches the summit of the

**Maloja Pass** (5,960 feet), a grassy bank, just above the lake of Sils, the lowest pass between Italy and Switzerland, where the diligence stops at the office close to the

**Kursaal Maloja**, the commencement of the Upper Engadine (see p. 304.)

Maloja to Samaden (p. 304.)

*Hours*



SWISS ELEVATIONS.

THE following is a comparative account of the height (in feet) above the sea level of some of the well-known places in Switzerland referred to in the present work :—

	FEEET.		FEEET.
Mont Blanc ... ..	15,782	Faulhorn ... ..	8,803
Monte Rosa ... ..	15,215	Schwarzsee (Hotel) ...	8,495
Mischabelhorn (Dom) ...	14,950	Riffel (Hotel) ... ..	8,430
Lyskamm ... ..	14,890	Muretto Pass ... ..	8,389
Weisshorn ... ..	14,803	Brevent ... ..	8,285
Matterhorn (Mont Cervin)	14,705	Lauberhorn ... ..	8,120
Finsteraarhorn ... ..	14,026	Great St. Bernard	
Breithorn ... ..	13,685	(Hospice) ... ..	8,110
Jungfrau ... ..	13,669	Furka (Hotel) ... ..	7,990
Mönch ... ..	13,465	Niesen ... ..	7,763
Schreckhorn ... ..	13,386	Rothhorn (Brienzler) ...	7,713
Eiger ... ..	13,040	Mannlichen ... ..	7,695
Cima di Jazi ... ..	12,525	Bernina Pass ... ..	7,658
Adler Pass... ..	12,460	Tête Noire (Croix de Fer)	7,625
Wetterhorn ... ..	12,150	Albula Pass ... ..	7,595
Weissthor Pass ... ..	12,010	Gemmi Pass ... ..	7,553
Mettelhorn ... ..	11,190	Julier Pass... ..	7,503
Théodule Pass ... ..	10,900	Col de Balme ... ..	7,225
Piz Languard ... ..	10,715	Bel Alp (Hotel) ... ..	7,110
Piz Ot ... ..	10,660	Grimmel Pass (Hauseck) ...	7,100
Titlis ... ..	10,627	Pilatus (Tornishorn)* ...	
Gorner Grat ... ..	10,290	Splügen Pass ... ..	
Grands Mulets ... ..	10,037	St. Gotthard Pass	
Schilthorn ... ..	9,753	Rock de Nav	
Eggishorn ... ..	9,625	Western St	
Hörnli ... ..	9,492	Selle	
Stelvio Pass ... ..	9,055	Stelvio	

## SWISS ELEVATIONS.

	FEET.		FEET.
Oberalp Pass ... ..	6,719	Rosenlauri ... ..	4,362
Simplon Pass ... ..	6,600	Grand Salève ... ..	4,290
Roseg Glacier ... ..	6,560	Weissenstein (Soleure) ...	4,223
Schynige Platte ... ..	6,463	Grindelwald (Upper	
Great Scheidegg ... ..	6,430	Glacier) ... ..	4,040
Mortcratsch Glacier ...	6,260	Tête Noire (Hotel) ...	4,003
Stanserhorn ... ..	6,233	Baths of Tarasp ... ..	3,946
St. Moritz (Village) ...	6,090	Beatenberg ... ..	3,775
Campfer ... ..	6,020	Göschenen... ..	3,640
Maloja ... ..	5,960	Grindelwald (Village) ...	3,468
Silvaplana ... ..	5,958	Chamonix ... ..	3,445
Sils-Maria ... ..	5,930	Brättnig Pass ... ..	3,396
Flegère ... ..	5,925	Les Avants (Hotel) ...	3,190
Pontresina ... ..	5,915	Chateau d'Œx ... ..	3,180
Rigi-Kulm ... ..	5,905	San Salvatore ... ..	2,982
St. Moritz (Kurhaus) ...	5,805	Uetliberg... ..	2,864
Rhone Glacier (Lower) ...	5,742	Bürgenstock ... ..	2,854
Samaden ... ..	5,670	Lauterbrunnen ... ..	2,615
Monte Generoso ... ..	5,590	Giessbach (Hotel) ...	2,360
Mürren (Kurhaus) ... ..	5,347	Meiringen ... ..	1,968
Zermatt ... ..	5,315	Interlaken... ..	1,863
Davos-Platz ... ..	5,115	Berne ... ..	1,765
Trafoi ... ..	5,080	Lausanne ... ..	1,560
Monte Mottarone... ..	4,890	Neuhausen (above the Falls	
Andermatt... ..	4,738	of the Rhine) ... ..	1,450
Leuk Baths ... ..	4,630	Lucerne .. ..	1,437
La Comballaz ... ..	4,476	Geneva ... ..	1,230
Baths of Bormio ... ..	4,380	Bâle ... ..	845

## FESTIVALS, PARDONS, FÊTES, FAIRS, ETC.

[SOME time since, a good article in *Macmillan's Magazine* called attention to the want of a **Traveller's Calendar**, which should indicate the principal Festivals, etc., on the Continent of Europe. The present list is founded upon the data given in that article, and it is hoped it will be found useful. The Editor will feel much indebted to travellers who will kindly favour him with information of other events to add to the list.

Visitors to Brittany are recommended to arrive at the place, to secure accommodation, a day or two before the date of the Pardon, or Festival, as the pilgrims arrive the day before, and the ceremonies commence at daybreak.]

PLACE.	DATE.	DESCRIPTION.
<b>Adelsberg</b>	Whit - Monday	Peasants' Ball in the Caverns. Illuminated.
<b>Aix-la-Chapelle</b>	July 10-24	Exhibition of Relics in Cathedral every 7 years. Next Exhibition, 1909.
<b>Alençon...</b>	Feb. 2... .. Whitsun-week	Great Horse Fair. The "Niederrheinische Musikfest."
<b>Amsterdam</b>	.. 2nd Monday in Sept.	Festivities of the Kermesse commence, and continue for a fortnight.
<b>Annecy (Savoy)</b>	Jan. 29 ...	Festival of St. Francis de Sales.
<b>Antwerp</b>	.. Sunday follow- ing Aug. 15	• Kermesse, Procession of Giant in Rubens' Car. Carnival for three days preceding Ash-Wednesday.
<b>Assisi</b> ... ..	Aug. 1 and 2... Oct. 14 ...	Grand Festivals. Festival of St. Francis.
<b>Audierne</b>	.. 3rd Sunday after Easter	Pardon.
<b>Augsburg</b>	.. April 10.....	Commencement of Fair, continues for a fortnight.
<b>Auray</b> ... ..	Whitsuntide ... July 26 ...	Pardon. Pardon of Ste. Anne.
<b>Avellino</b>	.. Whit - Sunday and Sept. 7	Pilgrimage to Popular Fêtes. dances of p
<b>St. - Anne d'Auray</b>	July 26 ..	Pa n of
<b>Barl (S. Italy)</b>	.. May ...	

# 342 FESTIVALS, PARDONS, FÊTES, FAIRS, ETC.

PLACE.	DATE.	DESCRIPTION.
<b>Basle</b> ... ..	Aug. 25 ...	Commemoration of battle of St. Jacques
<b>Batersalp</b> (Switzerland)	July 25th, or Sunday following	Wrestling Matches.
<b>Beaucaire</b> ... ..	July ... ..	Great Fair. Is near Tarascon.
<b>Belon</b> (Pont Aven)	Sept. 3 ... ..	Procession.
<b>Bénodet</b> ... ..	Trinity Sunday	Pardon.
<b>Bergamo</b> ... ..	Middle Aug. to middle Sept.	Fair.
<b>Berhet</b> ... ..	Last Sunday in Sept.	Pardon.
<b>Bernay</b> ... ..	Passion Week	Horse Fair.
	July 8... ..	Wool Fair.
<b>Beuzec - Cap - Sizun</b>	5th Sunday after Easter	Pardon.
<b>Beuzec Conq</b> ... ..	Last Sunday in Sept.	Pardon.
<b>Binic</b> ... ..	August 15 ...	<i>Fête</i> , Notre Dame de la Cour. Great Fair follows.
<b>Black Forest</b> ... ..	End Aug., beginning Sept.	"Raft Parties" at Wildbad and elsewhere.
<b>Bodilis</b> ... ..	Ascension Day	Pardon.
<b>Bologna</b> ...	Dec. 3 ... ..	<i>St. Francis Xavier. Fête.</i>
	Sat. before Ascension Day	Picture of the Madonna di San Luca. Procession to the Cathedral.
	2nd, 3rd, 4th Sunday of June	Festa dell' Addobbo. Procession of children.
<b>Bordeaux</b> .. ..	March and October	Fairs, lasting 15 days.
<b>Bra</b> .. ..	Sept. 8 ... ..	Pilgrimage to Sanctuary of Madonna dei Fiore.
<b>Brasparts</b> ... ..	1st Sunday in Sept.	Pardon.
<b>Bremen</b> ... ..	Nov. 6 ... ..	Festival.
<b>Bruges</b> ... ..	1st Sunday in Lent	Great day of the Carnival.
	1st Sunday in May	Festival.
<i>Don. 23</i>	Jan. 8... ..	<i>Ste. Gudule.</i> Festival at Ste. Gudule.
	July 13, or Sunday following	Procession of miraculous wafers in Ste. Gudule.
	Sept. 23 .. ..	Requiem Mass in Ste. Gudule.
	Sept. 8 ... ..	<i>Fêtes de Septembre</i> from 23-26.
	Sept. 8 ... ..	Pardon.
	Sept. 23 ... ..	Great Fair, lasting a fortnight.
	Sept. 23 ... ..	Historical Procession and fêtes.

FESTIVALS, PARDONS, FÊTES, FAIRS, ETC. 343

PLACE.	DATE.	DESCRIPTION.
<b>Camaret</b> ..	1st Sunday after Trinity	Benediction of the Sea.
<b>Cancello</b> (S. Italy)	July 26 ...	Annual Festival in honour of S. Paulinus, who invented church bells. Games, processions, etc.
<b>Capri</b> ... ..	May 14 ...	Festival San Costanzo.
	Sept. 7 and 8...	Festival Virgin Mary.
	Sept. 15 ...	Festival Madonna della Libera.
<b>Carantec</b> ...	Whit-Monday	Pardon.
<b>Carhaix</b> ... ..	Nov. 2 ...	Fair and Cattle Market.
<b>Carnac</b> ... ..	Sept. 13 ...	<i>Fête</i> and Benediction of Cattle.
	2nd Sunday in September	Pardon of St. Cornély.
<b>Carnoët</b> (near Quimperlé)	Whit-Monday	Pardon of St. Maurice.
	July 26 ...	Petit Pardon.
	Aug. 15 ...	Grand Pardon.
<b>Catania</b> (Sicily)...	Feb. 3-5 ..	Festival of Sta. Agata.
	Aug. 18-21 ...	Festival of Sta. Agata.
<b>Châteauneuf</b> ...	Last Sunday in July	Pardon.
<b>Clohars-Carnoët</b>	<i>See</i> Carnoët.	
<b>Coadry</b> ... ..	1st Sunday after Trinity	Pardon.
<b>Coadut</b> .. ..	1st Sunday in Advent	"Pardon des Coqs."
<b>Coat-e-Mal</b> ...	3rd Sunday in August	Pardon.
<b>Coire</b> (Chur) ...	Ascension Day	Popular <i>Fêtes</i> .
<b>Cologne</b> ... ..	... ..	Carnival for three days before Ash- Wednesday.
	Whitsun-week	The "Niederrheinische Musikfest."
<b>Combrit</b> ... ..	2nd Sunday in September	Pardon.
<b>Concarneau</b> ...	Whit-Monday	Pardon of St. Anne and Procession of Boats.
<b>Coray</b> ... ..	Whit-Sunday...	Pardon.
<b>Courtrai</b> (Bel- gium)	.. ..	Carnival for three days before Ash- Wednesday.
<b>Dinan</b> ... ..	2nd Thursday in Lent	Great Fair, lasting 15 days.
<b>Dirinon</b> ... ..	2nd Sunday after Trinity	Pardon.
	Last Sun. in July	Pardon.
<b>Douarnenez</b> ...	June 20 ...	Procession. Fishing <i>l'</i> blessed by the Cl <sup>e</sup>
<b>Echternach</b> ...	Whit-Tuesday	Dancing and J <sup>r</sup> to propitiate
<b>Einsiedeln</b> (Swit- zerland)	Jan. 21 ...	Festival of S
	Sept. 14 ...	Festival
<b>Engstlenalp</b> (nr. Meiringen)	July 26, or Sun- day following	<i>but</i>

# 344 FESTIVALS, PARDONS, FÊTES, FAIRS, ETC.

PLACE.	DATE.	DESCRIPTION.
<b>Ennetegg</b> (in the Entlebuch)	Last Sunday in Aug., 1st Sunday in Sept.	Wrestling Match.
<b>Étretat</b> ... ..	Ascension Day	After High Mass, procession, and Priests bless the Sea.
<b>Falaise</b> ... ..	Aug. 15-25 ...	Horse Fair.
<b>Florence</b> .. ..	Easter Eve ...	Fireworks in Piazza del Duomo. "Lo scoppio del Carro."
	March 25 ...	<i>Annunciation.</i> Festival at Annunziata Church.
	June 23 ...	<i>Eve of St. John.</i> Races and Fireworks.
	June 24 ...	<i>St. John Baptist.</i> High Mass in Duomo. Races. Illuminations.
	Aug. 10 ...	<i>St. Lorenzo.</i> Festival in all Churches in Italy bearing his name.
	Aug. 15 ...	<i>Assumption of Virgin.</i> Musical Services. Decorations.
	Sept. 8 ...	<i>Nativity of Virgin.</i> "Rificolone," and decoration of street altars. Carnival preceding Lent.
<b>Folgoët, Le</b> ..	The Assumption	Pardons, August 15 and 1st Sunday in September.
<b>Furnes</b> ... ..	Last Sunday in July	Procession, and Stations of the Cross.
<b>Gaberic</b> ... ..	2nd Sunday in Sept.	Pardon.
<b>Genazzano</b> (Sabine Hills)	April 26 ...	Pilgrinages.
<b>Genoa</b> ... ..	June 24 ...	<i>St. John Baptist.</i> Relics carried in procession in Cathedral.
<b>Genzano</b> (near Albano)	Corpus Christi	Floral Festival—very picturesque.
<b>Ghent</b> ... ..	2nd Sunday in July	Festival. Kermesse.
<b>Gouesnach</b> ..	Sept. 25 ...	Pardon of St. Cadou.
<b>Gouezec</b> ..	Whit-Thursday	Pardon.
<b>Goulien</b> ... ..	1st Sunday in July	Pardon.
<b>Gourin</b>	Last Sunday in Sept.	Pardon of St. Hervé. Offerings of Sheep.
<i>d'Or</i> (S. Italy)	Aug. 12 ...	Pilgrimage to Mariazell.
	April 20 ...	Great Fair.
	4th Sunday in July	Pardon.
	Aug. 15 ...	Pardon.
	1st Sunday in Oct.	Pardon.
	Sunday in	Pardon.
		1 Procession at night.
		Pardon of Notre Dame de Bon Secours.

PLACE.	DATE.	DESCRIPTION.
<b>Guipavas</b>	1st Sun. in May	Pardon.
	Aug. 15 ...	Pardon.
<b>Guisseny</b>	3rd Sunday in Sept.	Pardon.
<b>Haarlem</b>	1st Sun. Aug. to 2nd Mon. following	Kermesse.
<b>Hal</b> (Belgium)	Whit-Monday	Pilgrimages.
<b>Hasselt</b> ...	Aug., 1898, and every 7 years	Remarkable <i>Fête</i> . "Virga Jesse."
<b>Irvillac</b> (Finistère)	3rd Sunday in Oct.	Pardon.
<b>Kallbad</b> ♀	Aug. 10 ...	Festival.
<b>La Forêt</b>	The two Sundays following the <i>Fête</i> of Ste. Anne	Pardon.
<b>Lagonna</b> ...	2nd Sunday in Sept.	Pardon.
<b>La Martyre</b> (between Landivisiau and Landerneau)	2nd Sunday in July	Pardon. Horse Fair.
<b>Lanbellec</b> ...	2nd Sunday in Sept.	Pardon.
<b>Landeleau</b> ...	Whit-Monday	Pardon.
<b>Landerneau</b> ...	2nd Sunday in July	Pardon. (See St. Eloi.)
<b>Landearzec</b> ...	Easter Tuesday	Pardon.
<b>Landévennec</b> ...	Ascension Day	Pardon.
<b>Landrilec</b> ...	1st Sun. in July	Pardon.
<b>Laneufret</b> ...	4th Sunday in Sept.	Pardon.
<b>Langolen</b> ...	2nd Sun. in Aug.	Pardon.
<b>Lanhouarneau</b>	Sunday after June 17	Pardon.
<b>Lanriec</b> ...	2nd Sunday in Sept.	Pardon.
<b>Lanrivoaré</b> ...	4th Sunday in Sept.	Pardon: Pilgrims visit Cemetery on their knees.
<b>Larmor</b> ...	June 24, and following Sun.	Pardon, and Horse Races.
<b>Laroche</b> ...	4th Sunday in July	Pardon.
<b>La Roche Meurice</b> (near Landerneau)	Ascension Day	Pardon.
<b>Le Cloître</b> ...	4th Sunday after Easter	Pardon.
<b>Le Conquet</b> (near Brest)	3rd Sunday in Sept.	Festival
<b>Le Faouët</b> ...	Last Sunday in June	



# 346 FESTIVALS, PARDONS, FÊTES, FAIRS, ETC.

PLACE.	DATE.	DESCRIPTION.
<b>Le Folgoët</b> ...	Aug. 29 ...	Horse Fair. Frequent pilgrimages and Horse Fairs.
<b>Leipsic</b> ...	Jan. 1 ...	Fair commences.
	Sept. 29 ...	Fair.
	2nd Sunday after Easter	Great Fair begins. Lasts three weeks.
<b>Le Légué</b> ...	1st Sunday in Feb.	Fishing Fleet blessed by Bishop.
<b>Lesneven</b> ...	... ..	Pilgrim resort of Le Folgoët.
<b>Liège</b> ...	Feb. 10 ...	Musical Festival commemorating birth of Grétry.
<b>Locarno</b> ...	Sept. 8 ...	<i>Nativity of Virgin.</i> Fair.
<b>Locmaria en Plougoumelen</b>	3rd Sunday in Sept.	Pardon.
<b>Locronan</b> ...	2nd Sunday in July, 1911, and every 6th year	Pardon of St. Ronan.
	Last Sunday in Sept.	Petit Pardon of St. Ronan.
<b>Loctudy</b> ...	Sunday after May 11	Pardon.
	2nd Sunday in Aug.	Pardon.
<b>Longuidec</b> ...	2nd Sunday in July	Pardon.
<b>Loreto</b> ...	Dec. 10 ...	Great Festival at the "Holy House."
<b>Lorient</b> (Ile de Groix)	June 29 ...	<i>St. Peter.</i> Blessing the Sardine Fishermen's Fleet.
<b>Louvain</b> ...	Feb. 9 ...	<i>St. Apollonia.</i> Festival.
	May 26 ...	Pilgrimages.
	2nd Sunday in July	Festival.
<b>Lucerne</b> ...	Sunday after Ascension	Festival at Tell's Chapel. Crowds in boats.
	Thursday before Ash-Wed.	Quaint and curious procession.
<b>Lugano</b> ...	June and Sept.	Fair.
<b>Lugo</b> (Ravenna)	Sept. 1-19 ...	Fair.
<b>Lombard</b> ...	Aug. and Sept.	Fair in the Neuthor.
<b>Lombard</b> ...	July ...	Festival of the Guilds every 5 years. Next in 1909.
	1st Sunday in July	<i>St. Rombauld.</i> Festival.
	May 8 ...	Pilgrimage to Church of St. Michael.
	... 15 ...	<i>Assumption of Virgin.</i> Pilgrimage to Sta. Maria delle Grazie.
	... S. ...	Procession.

FESTIVALS, PARDONS, FÊTES, FAIRS, ETC. 347

PLACE.	DATE.	DESCRIPTION.
<b>Marseilles</b> ...	June 16 ...	Festival of Sacred Heart, commemorating the staying of the plague, 1720.
	Aug. 15 ...	<i>Assumption of the Virgin.</i> Procession of the silver statue.
<b>Meilars</b> ...	1st Sunday in July	Pardon.
<b>Meiringen</b> ...	1st Sunday in Aug.	Wrestling Matches at the Stadtalp, and on Aug. 10 at the Tannalp.
<b>Mellili</b> (Sicily) ...	1st and 2nd May	Processions. Festival of St. Sebastian.
<b>Mespaul</b> ...	June 24, and following Sunday	Pardon.
<b>Messina</b> ...	June 3 ...	Festival of the Madonna della Lettera.
	Aug. 15 ...	<i>Assumption of Virgin.</i> Festival of "La Vara."
<b>Milan</b> ...	May 3 ...	<i>Invention of the Cross.</i> Procession through the city.
	Nov. 4 ...	<i>San Carlo Borromeo.</i> Grand Fête. Carnival. Preceding Lent.
<b>Moncalieri</b> (near Turin)	Oct. 29 and Nov. 14	Cattle Fair.
<b>Moncontour</b> ...	Whit-Monday	Pardon and Pilgrimage of St. Mathurin. Cattle touched by the reliquary of the Saint. Dancing during four days.
<b>Monte Santangelo</b> (near Manfredonia)	May 18 ...	Festival of St. Michael.
<b>Morlaix</b> ...	June. Oct. ...	Races. Horse Fairs.
<b>Munich</b> ...	Monday before Ash-Wed.	The "Metzersprung"—a curious performance.
	Good Friday ...	Pergolesi's Stabat Mater at Jesuits' Church.
	Corpus Christi	Procession of Guilds. Open-air services.
	Ascension Day	Festival of the Const' works at Villa N
<b>Naples</b> ...	1st Sunday in May	Liquefaction of Blood of St. Januarius.
	Sept. 19-26 ...	Liquefaction of Blood of St. Januarius. Great Festival.
	Dec. 16 ...	Liquefaction of Blood of St. Januarius. Feast of his "P"
	1st Sunday in June	Festival of the Const' works at Villa N
	Aug. 15 ...	<i>Assumption of V Capodimona</i> <i>Assumptio</i>
	Corpus Christi	<i>F</i>

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PLACE.	DATE.	DESCRIPTION.
<b>Naples</b> ...	Jan. 17 ...	Feste di St. Antonio Abate. Blessing of domestic animals.
	Sept. 7, 8 ...	<i>Nativity of Virgin.</i> Festival of the Vergine de Piedegrotta. A variety of curious entertainments, including the Tarantella dance.
	Dec. 24 ...	"Presepe" ( <i>i.e.</i> , manger) in all churches and houses.
	Whit-Sunday	Festival of the Madonna on Monte Virgine, near Avellino. Return of the Pilgrims on Whit-Monday.
	Whit-Monday	Festival at Shrine of Madonna dell' Arco.
	Easter Sunday	Pilgrimage to Antignano and Poggio Reale.
<b>Nepomuk</b>	May 16 ...	Pilgrimage to birthplace of St. John Nepomuk (between Prague and Nuremberg).
<b>Nivelles</b> (Belgium)	Whit-Monday	Procession.
<b>Nola</b> ... ..	July 26 ...	Festival St. Paulinus. Procession.
<b>Ober Ammergau</b>	1st Sunday in June	And each succeeding Sunday till end of September. Passion Play. Every 10 years. Representation in 1910.
<b>Ostend</b> ..	Corpus Christi	Blessing the Sea.
<b>Padua</b> ..	Jan. 17 ...	<i>St. Anthony.</i> Festival.
<b>Palermo</b>	July 11-15 ...	Festival of Sta. Rosalia. Cathedral illuminated on last day of Festival.
	Sept. 4 ...	Pilgrimage to Monte Pellegrino.
<b>Paris</b>	Jan. 1... ..	<i>Circumcision.</i> General holiday. Display of étrennes.
	July 14 ...	National <i>Fête.</i>
	Nov. 2 ...	<i>All Souls.</i> Crowds visit Père la Chaise.
<b>Penhars</b>	Ascension Day	Pardon.
<b>Penmarch</b>	1st Sun. in July	Pardon of Ste. Nonna.
<b>Penzé</b> (near St. Pol de Léon)	Michaelmas ...	Marriage Fair.
<b>Pesth</b> ...	Aug. 20 ...	Festival of St. Stephen of Hungary.
<b>sa</b> ...	June 16 ...	Festival of "La Luminara." Once in three years.
<b>Don. Malec</b>	1st Sunday in Aug.	Pardon.
	Trinity Sunday	Pardon.
	1st Sunday in Aug.	Horse Races.
	Whit-Tuesday, 1st Sunday in Trinity,	Pardon and Pilgrimage of Notre Dame and of St. Armel.
	Trinity,	Pardon.

FESTIVALS, PARDONS, FÊTES, FAIRS, ETC. 349

PLACE.	DATE.	DESCRIPTION.
<b>Plonéis</b> ...	Whit-Monday	Pardon.
<b>Plonéour</b> ...	1st Sun. in July	Pardon.
	Aug. 15 ...	Pardon.
<b>Plonévez - Porzay</b>	2nd Sunday after Easter	Pardon.
	Last Sunday in July	Pardon.
<b>Ploudalmézeau</b>	1st Sunday in July	Pardon.
<b>Plouédern</b> ...	1st Sunday after Trinity	Pardon.
<b>Plouescat</b> ...	2nd Sunday in Sept.	Pardon.
<b>Plougasnou</b> ... (See St. Jean du Doigt)		
<b>Plougastel</b> ...	June 24, Aug. 15	Pardon of St. John. Fair of Singing Birds.
<b>Plougastel - Daoulas</b>	Easter Monday	Pardon.
<b>Plougastel St. Germain</b>	1st Sunday in July	Pardon.
<b>Plougonnec</b> ...	Ascension Day	Pardon.
<b>Plougoumelen</b>	1st Sunday in Aug.	Pardon.
<b>Plougrescant</b> (near Tréguier)	July 28 ...	Tomb of St. Gonery, Pardon and Procession.
<b>Plouider</b> ...	Whit-Sunday...	Pardon.
<b>Ploujean</b> ...	1st Sunday in June	Pardon.
<b>Ploumelin</b> ...	Sunday after Sept. 16	Pardon.
<b>Ploumodiern</b> ...	Last Sunday in Aug.	Pardon.
<b>Plounévez - Lochrist</b>	Sept. 14 and following Sunday	Pardon.
<b>Plourhan</b> ...	Monday of Pentecost	Pardon of St. Barnabé and Fair of Birds.
<b>Plouzané</b> ...	1st Sunday after Trinity	Pardon.
<b>Plozévet</b> ...	Trinity Sunday, 3rd Sun. in June and 2nd Sun. in Aug.	Pardons.
<b>Pluméliau</b> ...	1st Sunday in Aug.	Pardon., Catt <sup>1</sup> Fair.
<b>Pointe du Van</b> (near Troguer)	1st Sunday in July	Pardon of <sup>c</sup>
<b>Pont-l'Abbé</b> ...	Whit-Monday	Par
<b>Porzay</b> ...	2nd Sunday in Sept.	P

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PLACE.	DATE.	DESCRIPTION.
<b>Pouldergat</b> ...	4th Sunday in Aug.	Pardon.
<b>Pouldreuzic</b> ...	1st Sunday in Aug.	Pardon.
<b>Prague</b> ... ..	May 16-24 ...	<i>St. John Nepomuk</i> . Grand Festival. Pilgrimages. Mass on great bridge
<b>Primelin</b> ...	Sept. 28 ... Sunday before Midsummer day	Festival of St. Wenceslaus. Pardon of St. Eugène.
<b>Quéménéven</b> ...	1st Sunday after Easter	Pardon.
<b>Quimperlé</b> (see Toulfouen)	Aug. 15 ... Whit-Monday	Pardon. Pardon des Oiseaux.
<b>Rapallo</b> ...	July 2-4 ...	Festival of Madonna dell' Orto. Illumination of the coast.
<b>Rigi</b> ... ..	July 22 ...	Pilgrimage to church on Rigi. Wrestling matches.
	Aug. 5 ...	Pilgrimage to Chapel Maria zum Schnee, Klösterli.
	Sept. 6 ...	Pilgrimage to Chapel Maria zum Schnee, Klösterli.
<b>Rome</b> ... ..	Aug. 10 ...	Wrestling matches at Kaltbad.
	[NOTE.—Many of the festivals have been altered, abandoned, or become irregular, since Rome has become the capital of Italy. Those marked with an asterisk are still observed with great pomp.]	
	Jan. 1... ..	<i>Circumcision</i> . "Papal Chapel" ( <i>i.e.</i> , service at which the Pope is present) at the Sistine. Curious ceremony at Sta. Maria in Campitelli — drawing for patron saints.
	Jan. 5... ..	Fair of the Befano. St. Eustachio.
	Jan. 6... ..	<i>Epiphany</i> . Ara Cœli Church; procession. Benediction with the Sante Bambino from top of steps. Services in various churches throughout octave.
	Jan. 17 ...	<i>St. Anthony's Day</i> . Blessing the beasts.
	Jan. 18 ...	Chair of St. Peter. Procession with Pope, in St. Peter's.
	Jan. 20 ...	<i>St. Sebastian</i> . Festival at Sant' Andrea della Valle.
	...	* <i>St. Agnes</i> . Blessing the lambs, at Sta. Agnese fuori Mura.
	...	* <i>Conversion of St. Paul</i> . Exhibition of his chains at San Paolo.

## FESTIVALS, PARDONS, FÊTES, FAIRS, ETC. 351

PLACE.	DATE.	DESCRIPTION.
Rome ... ..	Feb. 1 ...	* <i>St. Ignatius</i> . The interesting subterranean Church of San Clemente illuminated.
	Feb. 2 ...	<i>Purification</i> . Procession with candles in St. Peter's.
	March 9 ...	<i>Sta. Francesca Romana</i> . Fête at the Tor de' Specchi.
	March 12 ...	<i>St. Gregory</i> . Festival at S. Gregorio.
	March 19 ...	<i>St. Joseph</i> . Festival of S. Giuseppe.
	March 25 ...	* <i>Annunciation</i> . Papal Chapel. Procession of white mule. Sta. Maria sopra Minerva.
	April 23 ...	<i>St. George</i> . Exhibition of relics. S. Giorgio in Velabro.
	April 25 ...	* <i>St. Mark</i> . Procession from St. Mark's to St. Paul's.
	April 30 ...	<i>St. Catherine</i> . Festival at the Minerva.
	May 3 ...	* <i>Invention of the Cross</i> . Exhibition of relics at Sante Croce.
	May 26 ...	* <i>St. Filippo Neri</i> . Papal Chapel, Chiesa Nuova. (The rooms occupied by the saint are open on this day.)
	June 24 ...	* <i>St. John Baptist</i> . Papal Chapel at the Lateran. Fine musical service, and on previous evening.
	June 28 ...	<i>Inv. of St. Peter</i> . Papal Chapel, St. Peter's. Dome illuminated.
	June 29 ...	* <i>St. Peter</i> . The Pope performs High Mass in St. Peter's. At Lateran exhibition of relics. Fireworks on Monte Pincio, etc.
		Throughout the octave the Mamertine Prisons are illuminated.
	June 30 ...	<i>St. Ignatius Loyola</i> . Festival at the Gesù.
	Aug. 1 ...	* <i>St. Peter's Chains</i> . Festival at S. Pietro in Vinculi.
	Aug. 4 ...	<i>St. Dominic</i> . Fête at the M <sup>er</sup>
	Aug. 5 ...	<i>Sta. Maria ad Nives</i> . Fête at the Chapel (i.e., service ? Cardinal is present. Maria Maggior function showered Borghese
	Aug. 15 ...	* <i>Assum</i> M <sup>er</sup>

## 352 FESTIVALS, PARDONS, FÊTES, FAIRS, ETC.

PLACE.	DATE.	DESCRIPTION.
Rome	Sept. 8	... * <i>Nativity of Virgin.</i> Papal Chapel at Sta. Maria del Popolo.
	1st Sunday in October	in <i>Rosary Sunday.</i> Procession from the Minerva. <i>Fêtes</i> , etc., throughout the month on Sundays and Thursdays on Monte Testaccio.
	Nov. 1	... * <i>All Saints.</i> Feast at S. Lorenzo. Curious scenes in the cemeteries throughout the octave.
	Nov. 4	... * <i>San Carlo Borromeo.</i> Papal Chapel at San Carlo in Corso.
	Nov. 22	... <i>Sta. Cecilia.</i> Festival at Sta. Cecilia. Illumination of Catacomb of St. Calixtus, where St. Cecilia was buried.
	Nov. 23	... * <i>St. Clemente.</i> Festival and illuminations, Subterranean Church of S. Clemente.
	Dec. 3	... <i>St. Francis Xavier.</i> <i>Fête</i> at the Gesù.
	Dec. 4	... Military Mass at Sta. Maria Transpontina. <i>Fête</i> of artillerymen.
	Dec. 8	... <i>Immaculate Conception.</i> Papal Chapel in the Sistine.
	Dec. 24	... <i>Christmas Eve.</i> Procession of Holy crib in Sta. Maria Maggiore. Night services at Sistine, Vatican, etc.
	Dec. 25	... <i>Christmas Day.</i> Pope performs High Mass at St. Peter's. Festival of the "Presepe" at the Ara Cœli. Sermons by boys for ten subsequent days.
	Dec. 26	... <i>St. Stephen.</i> <i>Fête</i> , San Stefano Rotondo. "Te Deum" at the Gesù. Pope and Cardinals present.
	Dec. 27	<i>St. John the Evangelist.</i> St. John Lateran.
	Dec. 31	<i>St. Sylvester.</i> At his church, and "Te Deum" at the Gesù.
	Holy Week	Noble ladies wash the feet of pilgrims each evening at the Trinità dei Pellegrini.
	Jan.	<i>Wednesday.</i> The "Tenebræ"—an interesting service, at which the lights are gradually extinguished while the story of the Passion is rehearsed.
	"Miserere" sung in the Sistine Chapel. Pope present.	

FESTIVALS, PARDONS, FÊTES, FAIRS, ETC. 353

PLACE.	DATE.	DESCRIPTION.
<b>Rome</b>	Holy Week ...	<i>Thursday.</i> Sistine Chapel, High Mass. Procession of the Pope to the Pauline Chapel, which is illuminated. St. Peter's — the Pope blesses the people from the balcony; washes the feet of thirteen priests; serves thirteen priests at table. "Tenebræ" and "Miserere" in Sistine. Illumination of the various chapels. <i>Good Friday.</i> "Tenebræ" and "Miserere." Adoration of relics in St. Peter's by the Pope. <i>Saturday.</i> Jews baptised in baptistery of Constantine. In the evening, service at St. Peter's.
	Easter Sunday	Pope borne to St. Peter's, where he celebrates Mass. Blowing of the silver trumpets. Benediction from balcony. Illumination of dome.
	Easter Monday	<i>Fêtes</i> , fireworks, etc.
	Carnival ...	Begins Saturday week before Ash-Wednesday, and continues till Shrove Tuesday. Masquerades and horse-racing daily. On the last evening, lighting and blowing out tapers.
	Ash-Wednesday	Ashes are sprinkled on the heads of the Cardinals in St. Peter's. High Mass.
	3rd Sunday in Lent	Exhibition of relics at San Lorenzo.
	4th Monday in Lent	Feast of the Santa Quattro Incoronati at their Basilica.
	Palm Sunday...	The Pope carried round St. Peter's. Consecration of Palms.
	Rogation Days	Processions.
	Ascension Day	Papal Chapel at Lateran. Benediction by the Pope from the balcony.
	The GREAT NATIONAL FESTAS,	celebrated with music, illuminations, etc., etc., are—
	1st Sunday	Celebration of the Constitution.
	June	
	Sept. 20 ...	Anniversary of the Liberation of Rome. Processions, etc.
	Oct. 2... ..	Anniversary of the Plebiscite.
		Etc., etc., etc.

[Every visitor should consult the Calendar, and also local as there is scarcely a day when there is not some celebration of interest going forward somewhere.]



354 FESTIVALS, PARDONS, FÊTES, FAIRS, ETC.

PLACE.	DATE.	DESCRIPTION.
<b>Roscoff ...</b>	Aug. 15 ...	Pardon.
<b>Rosporden</b>	2nd Sun. in July and last Sun. in Sept.	Pardon.
<b>Rotterdam</b>	2nd Monday in Aug. and 11 following days	Kermesse.
<b>Rumengol</b>	Mar. 25, Trinity Sunday, Aug. 15, Sept. 8	Women and girls do penance for safety of their sailor husbands and fathers.
<b>Runvarec en Pabu</b> (near Guingamp)	1st Sunday in Sept.	Pardon. Country Dances. <i>Fête of</i> St. Loup.
<b>Sachseln</b> ...	July 26 ...	Wrestling Matches. (Sachseln is near Sanden, on the Briinig, Switzerland.)
<b>St. Barbe</b> (near Quimperlé)	Sundays	Various Pardons—that of the last Sunday in June, or the first Sunday after, or the Trinity, the most important.
<b>St. Brieuc</b> ...	May 31 ...  The day before the Races in July Sept. 7 and 30	Procession of Our Lady of Good Hope (Midnight). Fair. Fairs.
<b>St. Carré</b> (near Plouaret)	Middle June ...	Pardon, lasting three days.
<b>St. Divy</b> ...	1st Sunday after the Ascension	Pardon.
<b>St. Eloi</b> (near Landerneau)	Ascension Day	Pardon of St. Eloi; horses led to mass.
<b>St. Herbot</b> (near Huelgoat)	June 7 ...	Pardon and Fair.
<b>St. Jean du Doigt</b> (near Morlaix)	June 23 and 24	Pardon of St. John.
<b>St. Jean Tro- limon</b>	3rd Sunday in Sept.	Pardon.
<b>St. Molvan</b> ...	1st Sunday in Oct.	Pardon.
<b>St. Moritz</b> (Swit- zerland)	Sept. 21 ... Sept. 22 ...	Illuminations. Festival and High Mass at Abbey of St. Moritz.
<b>St. Nicodème in Pluméliau</b>	1st Sunday in Aug.	Pardon. Cattle blessed. Horse Fair.
<b>St. Nicolas des ne</b>	1st Saturday in Aug. July 26 ...	Pardon of St. Nicodemus. Curious ceremony with cattle. Pardon of Ste. Anne.

FESTIVALS, PARDONS, FÊTES, FAIRS, ETC. 355

PLACE.	DATE.	DESCRIPTION.
<b>Ste. Anne la Palue</b> (7 miles from Douarnez)	Last Sunday in August, and the preceding Saturday	Pardon.
<b>Salerno</b> ...	Sept. 20-21 ...	Festival of St. Matthew—fireworks and illuminations.
<b>Scafati</b> (near Pompeii)	Aug. 15 ...	Festival. Madonna of the Bath.
<b>Schopfheim</b> (Switzerland)	June 29 ...	Wrestling Matches.
	Sept. 29 ...	Wrestling Matches.
	1st Sunday in Oct.	Wrestling Matches.
<b>Seealp</b> (near Appenzell)	July 6... ...	Or Sunday following that date. Wrestling Matches.
<b>Sempach</b> (near Lucerne)	July 8 ..	Commemoration of victory on battle-field.
<b>Siena</b> ...	April 30 ...	<i>St. Catherine.</i> Festival.
	July 2 and Aug. 16	Processions and Horse Races (Il Palio).
<b>Sinigaglia</b> (S. Italy)	July ... ...	Great Fair.
<b>Sizun</b> (near Landerneau)	Last Sunday in July	Pardon of St. They.
<b>Sorrento</b> ...	Good Friday ...	Procession.
	Aug. 15 ...	<i>Fête</i> at S. Maria a Castello. Illumination of Positano. <i>Fête</i> at Massa Lubrense.
<b>Spezet Spezia</b>	Whit-Sunday..	Pardon.
	Aug. 15 ..	<i>Assumption of Virgin.</i> Festival at the Church of the Madonna di Soviore.
<b>Stadtalp</b> (near Meiringen)	1st Sunday in Aug.	Wrestling Match.
<b>Stuttgart</b> ...	Sept. 28	Volksfest at Cannstadt.
<b>Tannalp</b> (near Meiringen)	Aug. 10	Wrestling Match.
<b>Taulé</b> ... ..	Sept. 3 ...	Pardon.
<b>Tivoli</b> ... ..	May 8 ...	<i>S. Michele.</i> Festival.
<b>Torre del Greco</b>	June ... ..	Festival Dei Quattro Altari.
	Corpus Christi Day	Festival.
<b>Touffouen</b> (near Quimperlé)	Whit-Monday	Pardon des Oiseaux. Dances the forest.
<b>Trébabu</b> ...	2nd Sunday after Trinity	Pardon.
<b>Tréglonon</b> ...	2nd Sunday in July	Pardon.
<b>Trégoat</b> ... ..	Sunday after Ascension Day	Pardon.
<b>Tréguennec</b> ...	1st Sunday after Trinity	Pardon.

# 356 FESTIVALS, PARDONS, FÊTES, FAIRS, ETC.

PLACE.	DATE.	DESCRIPTION.
<b>Tréguier</b> ( <i>see</i> Plougrescant).		
<b>Trégunc</b> ...	3rd Sunday in Sept.	Pardon.
<b>Treméoc</b> ...	1st Sunday after Easter	Pardon of Notre Dame de Ke goat.
<b>Tremorvézen in Nevez</b>	2nd Sunday in Sept.	Pardon.
<b>Trent</b> (Trento) ...	June 26 ...	Festival of S. Vigilius.
<b>Trieste</b> ...	Corpus Christi	Processions. Festivals.
<b>Troguer</b> ( <i>see</i> Pointe du Van).		
<b>Turin</b> ...	Sept. 8 ...	<i>Nativity of Virgin.</i> Festival on the Superga.
<b>Uetliberg</b> (Zürich)	Ascension Day	Children's <i>Fête</i> .
<b>Vannes</b> ...	1st Sun. in Sept.	Pardon of St. Vincent Ferrier.
<b>Varallo</b> (Lake of Orta)	Aug. 15 ...	<i>Assumption of Virgin.</i> Pilgrimage to the Sacro Monte.
<b>Venice</b> ...	April 25 ...	<i>St. Mark's.</i> Grand Festival. (Festivals on all the Saints' Days, and a variety of <i>fêtes</i> of local interest.)
<b>Vernon</b> ...	Sept. 8	Fair.
<b>Vevey</b> ...	August	<i>Fête des Vignerons</i> occasionally.
<b>Vienna</b> ...	May 1	Popular <i>Fête</i> in the Augarten.
	June 28	Pilgrims leave for Mariazell (reached from Brück, on the Semmering Railway).
	July 6 ...	Pilgrims return from Mariazell.
	Sept. 4 ...	<i>Sta. Rosalia.</i> Pilgrimage to Rosalien Chapel.
	Sept. 8 ...	Public holiday at Mariabrunn, a short distance from Vienna.
	Good Friday ...	Holy Sepulchre in all the Churches.
	Easter Eve ...	Great procession of the Court in Imperial Palace.
	Easter Monday	Pilgrimage to Antignano.
	Corpus Christi	Processions, Festivals, etc.
<b>Vire</b> (Normandy)	Aug. 10 ...	<i>Fêtes des Drapiers.</i>
<b>Vlaardingen</b> (Holland)	June 14 ...	Prayers for success of the herring fishery.
	June 15 ...	General holiday. Fleet of herring boats sets sail.
<b>Wengern Alp</b> ...	1st Sunday in Aug.	Wrestling Match.
<b>Ypres</b> (Belgium)	1st Sunday in Aug.	Festival.

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# APPENDIX.

## HOTEL ACCOMMODATION COUPONS.

Originated and issued by THOS. COOK & SON.

THE HOTEL COUPONS now in operation on the Continent of Europe consist of **SIX** DISTINCT SERIES, and are specially arranged for the double object of meeting the requirements of travellers of various nationalities, and in accordance with the system of hotel management, which varies in different parts of the Continent.

**SERIES A** provides for *Bedroom, Lights, and Attendance, Plain Breakfast, and Dinner at Table d'Hôte* at the rate of 8s. per day.

**SERIES B** provides for *Meat Breakfast, Dinner at Table d'Hôte, Bedroom, Lights, and Attendance* at the rate of 8s. 9d. per day.

**SERIES C** provides for *Bedroom, Lights, and Attendance, Plain Breakfast, Lunch at Table d'Hôte* (where customary), and *Dinner at Table d'Hôte*, at the rate of 10s. 6d. per day.

**SERIES V** and **W** also provide for full board, but at a superior class of hotel to that of Series **C**. The rate for **V** is 16s. and for **W** 12s. per day.

**MEAT BREAKFAST COUPON.**—This Coupon provides for the meal specified on it, and not for a table d'hôte lunch.

**MEALS TAKEN IN HOTEL RESTAURANTS.**—If meals are taken in restaurants attached to hotels a supplement is often required, the rates charged in restaurants being higher than for the table d'hôte meals provided in the hotels at fixed rates.

These are the ordinary features of Continental Hotel life, all else being regarded as extras, and as such they are left to be paid for by Cash.

The Coupons are accepted at full value at one or more of the principal Hotels in each of the chief cities, towns, and places of Tourist resort in Switzerland, Italy, on the banks of the Rhine, and at a great many places in France, Germany, Holland, Belgium, Austria, &c., in accordance with the conditions printed on the coupon cover, and are so arranged that passengers can, if they wish, breakfast in one hotel, dine in another, and sleep in a third; the breakfast Coupons will, however, only be accepted separately with a small supplement.

Extra charges will be made at some of the hotels during Carnivals or special festivities.

**N.B.**—ALL the Continental Hotels in the following list accept Coupons of Series **A**, and also, with but few exceptions, Series **B** and **C**. Those Hotels which do not accept the meat breakfast Coupon (green) are not mentioned in the list of Hotels issued with Series **B** and **C**.

Hotel Coupons **A**, **B**, and **C** are accepted at the London and Paris Hotel and Refreshment Rooms, NEWHAVEN WHARF. Coupons **A**, **B**, and **C** are accepted for meals on board the GREAT EASTERN CHANNEL STEAMERS; on the LAKE OF LUCERNE (first saloon), LAKE THUN, LAKE COMO, and LAGO MAGGIORE STEAMERS; LAKE GARDA STEAMERS; on the AUSTRIAN STATE RAILWAY STEAMERS on the Lake of Constance; and on the ZEELAND STEAMSHIP COMPANY'S STEAMERS. On the RHINE STEAMERS the dinner portion of the Coupons Series **A**, **B**, or **C**, will be accepted for the mid-day table d'hôte meal.

**SERIES R** provides for similar accommodation to that described above as applying to Series **C**, but at Hotels of the second class. These Coupons are issued at 7s. 6d. per day, and particulars, together with the separate list of Hotels at which they are available, are given on pages 16 to 23.



# LIST OF HOTELS IN EUROPE

where Cook's Coupons will be accepted.

The order in which the hotels are placed in no way indicates their size or standing. At those marked \* exceptional arrangements apply, details of which are given in the Coupon Cover.

This list is liable to alteration from time to time, and passengers are referred to the most recent issue of the Hotel List, which may be obtained at any of our Offices, and which contains the latest corrections, and also full information as to the supplemental charges at the different Hotels.

## LIST OF HOTELS

accepting Series A, B, and C.

**HOTELS IN THE RIVIERA.**—All the hotels in the Riviera on this list are closed during the summer months, except the Beau Rivage at Nice, the Hotel de Londer at Monte Carlo, and the Hotel des Bains at St. Raphael.

### FRANCE, FRENCH SAVOY AND CHANNEL ISLANDS.

<i>Aix-les-Bains</i> —International Palace Hotel	<i>Besancon</i> —*Grand Hotel des Bains Salin
„ Grand Hotel Louvre et Savoy	<i>Biarritz</i> —Hotel de l'Europe
„ Grand Hotel et Restaurant du Mont Revard	<i>Blois</i> —Hotel de France
„ Hotel du Pavillon	„ Hotel du Chateau
<i>Albertville (Savoie)</i> —Hotel Million	<i>Bordeaux</i> —Hotel de France
<i>Ajaccio (Corsica)</i> —Grand Hotel d'Ajaccio et Continental	<i>Boulogne</i> —*Grand Hotel Christol and Bristol
„ „ Grand Hotel de France	<i>Bourbonne-les-Bains</i> —Hotel des Bains
<i>Amiens</i> —Hotel de l'Univers	<i>Bourg d'Oisans (Isere)</i> —Hotel de l'Oberland Français
<i>Amphion (Lake of Geneva)</i> —Grand Hotel des Bains	<i>Bourg-en-Bresse (Ain)</i> —Grand Hotel de France
<i>Angers</i> —Grand Hotel	<i>Bourg St. Maurice</i> —Hotel des Voyageurs
<i>Angouleme</i> —Grand Hotel du Palais	<i>Brest</i> —Hotel des Voyageurs
<i>Anecy</i> —Grand Hotel d'Angleterre et Grand Hotel	<i>Briancon</i> —Grand Hotel de Briancon
<i>Antibes</i> —Grand Hotel	<i>Brude-les-Bains</i> —Grand Hotel de Thermes
<i>Arcachon</i> —Hotel des Pins et Continental	<i>Caen</i> —Hotel de la Place Royale
<i>Arques-Gazost</i> —Hotel de France	„ Hotel d'Angleterre
<i>Aries</i> —Hotel du Forum	<i>Calais</i> —Grand Hotel
<i>Arignon</i> —Grand Hotel de l'Europe	<i>Cancalle</i> —Hotel du Guesclin
<i>Arranches</i> —Hotel de France	<i>Cannes</i> —Hotel Splendid
<i>Bagneres de Bigorre</i> —Grand Hotel Beau Sejour	„ Hotel Grande Bretagne
<i>Bagneres de Luchon</i> —Grand Hotel	„ Hotel de la Plage
„ Grand Hotel des Bains	„ Hotel de Hollande et de Russ
„ Grand Hotel de Luchon et du Casino	„ Hotel Pavillon
<i>Bastia (Corsica)</i> —Cyrnos Palace Hotel	<i>Carvassonne</i> —Grand Hotel Bernard
<i>Bayonne</i> —Hotel du Commerce	<i>Cauterets</i> —Hotel Continental
„ Hotel Saint Etienne	<i>Cerbere</i> —Buffet de la Gare
<i>Beaulieu</i> —Hotel Empress	<i>Cette</i> —Grand Hotel
„ Meyer's Victoria Hotel	<i>Chalons s. Marne</i> —Hotel de la Haute Meuse
<i>Belfort</i> —Grand Hotel de l'Ancienne Poste	<i>Chambery</i> —Grand Hotel de France
<i>Bellegarde</i> —Hotel de la Poste	„ Buffet de la Gare
	<i>Chamounix</i> —Grand Hotel d'Angleterre
	„ Hotel Royal et de Saussure
	„ Hotel Mont Blanc

## HOTELS.

## France, French Savoy and Channel Islands—continued.

- Chartres—Hotel de France  
 Cherbourg—Hotel de l'Aigle et Angleterre  
 " Grand Hotel du Casino  
 Clermont-Ferrand—Hotel de la Poste  
 Compiègne—Hotel de la Cloche  
 Contrexeville—\*Hotel de l'Établissement  
 Dieppe—Grand Hotel  
 " Wharf Buffet  
 Dijon—\*Hotel de la Cloche  
 " \*Hotel Moderne et du Jura  
 Dinan—Hotel de Bretagne  
 Douard—Grand Hotel  
 Dunkirk—Hotel du Chapeau Rouge  
 Echelles—Hotel Durand  
 Epernay—Hotel de l'Europe  
 Epinal (Vosges)—Hotel de la Poste  
 Etretat—Hotel de la Plage  
 Evian—Hotel du Helder  
 Fecaux—Hotel du Grand Cerf  
 Fecamp—Grand Hotel des Bains et de Londres  
 Gap—Hotel du Nord  
 Gavarnie (Hautes Pyrenees)—Hotel du Cirque et de la Cascade  
 Gerardmer—Grand Hotel du Lac  
 Granville—Grand Hotel  
 " Hotel du Nord et des Trois Couronnes  
 Grenoble—Grand Hotel  
 " Grand Hotel Moderne et des Trois Dauphins  
 Guernsey—\*Gardner's Royal Hotel  
 Harve—Hotel Continental  
 " Hotel de Normandie  
 Hendaye (Basses Pyrenees)—Hotel de France et d'Angleterre  
 " (Plage)—Grand Hotel de la Plage et Continental  
 Hyeres—Hotel des Iles d'Or  
 " Grimm's Park Hotel  
 Jersey—\*Grand Hotel  
 La Baule—Hotel Royal  
 La Bourboule—Hotel de l'Établissement  
 " Grand Hotel  
 La Grave—Hotel de la Meije  
 Le Fayet-St. Gervais (Haute Savoy)—Terminus Hotel  
 " Buffet de la Gare  
 Le Mans—Hotel de France  
 Le Puy—Hotel des Ambassadeurs  
 Les-Grandes-Dalles.—Grand Hotel de la Plage  
 Lille—Hotel de l'Europe  
 Limoges—Hotel Caillaud et de la Paix Réunis  
 Lion-sur-Mer—Grand Hotel  
 Lourdes (Hautes Pyrenees)—Hotel Royal  
 " Grand Hotel Ileins  
 " Grand Hotel du Boulevard  
 " Hotel de la Grotte  
 Loudigny—Hotel des Gorges du Fier  
 Lucul-les-Bains (Vosges)—Grand Hotels du Parc and des Thermes  
 Lunz (Hautes Pyrenees)—Grand Hotel de l'Univers  
 Lyons—Grand Hotel du Globe  
 " Grand Nouvel Hotel  
 Macon—Grand Hotel de l'Europe et d'Angleterre  
 Marseilles—Hotel du Louvre et de la Paix  
 Martigny-les-Bains (Vosges)—Hotel International  
 Mentone—Hotel Bristol.  
 " Hotel Prince de Galles  
 " Hotel de Menton  
 " Hotel Grande Bretagne  
 Mers—Hotel du Casino  
 Modane—Hotel International  
 " Station Buffet  
 Monaco (C. adriatique) Hotel Bristol  
 Monte Carlo (Monaco)—Hotel Savoie  
 " Hotel de Londres  
 " Hotel d'Albion et du Littoral  
 Montveller—Grand Hotel  
 Mont St. Michel—Établissements Poulard Réunis  
 Nantes—Hotel de France  
 Nice—Grand Hotel  
 " Hotel Beau Rivage  
 " Hotel Metropole  
 " Queen's Hotel  
 " Hotel du Rhin  
 " Hotel Terminus  
 " Station Buffet (Meal Coupons only)  
 Nice (Cimiez, France)—Hotel Pavillon Victoria  
 Nimes—Grand Hotel de Luxembourg  
 Orleans—Hotel Terminus  
 Paramé—Grand Hotel  
 " Bristol Palace Hotel  
 Paris—†Grand Hotel Terminus  
 " †Hotel du Palais d'Orsay  
 " Hotel St. Petersburg  
 " Hotel du Louvre  
 " Hotel Londres et New York  
 " Hotel Magenta  
 " Hotel de Calais  
 " Hotel de la Trémoille  
 " Hotel Malesherbes  
 " Hotel d'Autriche  
 " Hotel Burgundy  
 " Hotel de Castille  
 " Hotel du Palais, 28, Cours la Reine  
 " Windsor Hotel  
 " Hotel Ste. Anne  
 " Hotel International, 60, Avenue d'Iéna, Champs Elysées

† For PARIS, Hotel Coupons at special rates are issued, as follows:—Hotel Terminus and Hotel du Palais d'Orsay—14s. 5d. and 12s. 10d. per day.

With the exception of the Hotel Londres et New York the hotels in Paris require a supplement if passengers present coupons for meals apart from those for bed. The Hotel du Louvre will only accept coupons for meals when the passenger sleeps at the hotel.

## APPENDIX,

### France, French Savoy and Channel Islands—continued.

- Pau*—Hotel du Palais and Beau Sejour  
*Perrignan*—Grand Hotel de Perrignan  
*Pontiers*—Grand Hotel du Palais  
*Pontarlier*—Hotel de la Poste  
*Quimper (Brittany)*—Hotel de l'Épée  
*Quimperle*—Hotel du Lion d'Or et des Voyageurs  
*Rennes*—Hotel de France  
 " Hotel Moderne  
*Reims*—Grand Hotel  
*Roscoff*—Hotel des Bains  
*Rouen*—Hotel de la Poste  
 " Grand Hotel d'Angleterre  
*Royans l'Océan*—Grand Hotel  
*Royat les Bains*—Royat Palace Hotel  
 " Grand Hotel du Parc et Metropole  
 " Grand Hotel de Lyon  
*Salève (Mountain Health Resort, Monnetier)*—Hotel Belle Vue  
*Salies de Bearn (Pyrenees)*—Grand Hotel du Parc  
 " Grand Hotel du Chateau  
*Salins*—Grand Hotel des Bains  
*Saumur*—Hotel Budan  
*St. Brieu*—Hotel de la Croix Blanche et de France Réunis  
*St. Gervais-les-Bains*—Grand Hotel du Mont-Joly  
*St. Gervais-le-Village (Savoy)*—Hotel Mont Blanc  
*St. Honore-les-Bains (Nièvre)*—Hotel Vaux Martin  
*St. Jean de Luz*—\*Hotel d'Angleterre  
*St. Jean-sur-Mer (near Beaulieu)*—Hotel Panorama Palace  
*St. Lo*—Hotel de l'Univers  
*St. Malo*—Grand Hotel de France et Chateaubriand  
 " Grand Hotel Franklin  
*St. Nazaire*—Grand Hotel  
*St. Raphael*—Hotel Continental et des Bains  
*St. Sauveur les Bains*—Grand Hotel de France  
*St. Servan (St. Malo)*—Victoria Hotel  
*Sens*—Hotel de Paris  
*Soissons*—Hotel de la Croix d'Or  
*Thonon-les-Bains*—Grand Hotel des Bains  
*Toulon*—Grand Hotel  
*Toulouse*—Grand Hotel de l'Europe et du Midi Réunis  
 " \*Grand Hotel Tivollier  
*Tours*—Grand Hotel de Bordeaux  
 " Hotel du Faisan  
*Trouville*—\*Hotel Bellevue  
*Vannes*—Hotel du Commerce et de l'Épée  
 " Grand Hotel de France  
*Vernet-les-Bains*—Hotel des Bains Mercader  
*Vic-sur-Cère*—Grand Hotel.  
*Vittel*—Central Hotel.  
*Vizzovona (La Focce, Corsica)*—Hotel de Monte d'Or

## SWITZERLAND AND THE ALPINE DISTRICTS.

At some mountain Hotels in Switzerland two table d'hôte lunches are provided and the lunch coupons are accepted at the table d'hôte lunch, advertised at 3 francs in such cases.

- Adelboden*—Grand Hotel Kurhaus  
 " Hotel National  
*Aigle*—Grand Hotel  
 " Hotel Victoria  
*Airolo*—Hotel Motta  
*Alpnach-Stadt*—Hotel Pilatus  
*Amsteg*—Hotel de la Croix Blanche  
*Andermatt*—Hotel Monopol  
*Anniviers*—Hotel Welshorn  
*Arolla*—Hotel Mont Collon  
*Arosa*—Hotel Seehof  
*Azenfels*—Grand Hotel  
*Azenstein*—Grand Hotel  
 " Park Hotel  
*Baden (Switzerland)*—Hotels Hinterhof and Staadhof  
*Bale*—Hotel Buler and Grand Hotel  
 " Hotel Continental  
 " Central Station Buffet  
*Beckenried (Lake Lucerne)*—Hotel and Pension Sonne  
*Bellinzona*—Hotel de la Poste et Schweizerhof  
*Bergun*—Hotel Piz Aela  
*Berne*—Hotel Belle Vue  
*Bez*—Grand Hotel des Salines  
 " Grand Hotel des Bains  
*Bianne*—Hotel Macollin  
*Bouveret*—Hotel de la Forêt et Casino  
*Brienz*—Hotel de la Croix Blanche  
*Brigue*—Hotel de la Couronne et de la Poste  
 " \*Buffet de la Gare Internationale  
*Brissago*—Grand Hotel  
*Brunig*—Station Buffet (meals only)  
*Brunnen*—Hotel Adler  
 " Waldstatterhof Hotel, 4, Cantons  
 " Eden Hotel and Pension  
*Bulle*—Hotel de l'Union  
*Burgenstock*—Park Hotel  
*Campfer (St. Moritz)*—Hotel Campfer  
*Chamounix (Savoy)*—See under "Hotels in France"  
*Champéry*—Grand Hotel Pension Dent du Midi  
*Chateaux d'Oex*—Hotel Berthod  
*Chatelard Frontiere*—Hotel Suisse du Chatelard  
*Chaux de Fonds*—Hotel de la Fleur-de-Lis  
*Churwalden*—Hotel Kurhaus Krone  
*Clarens*—Hotel Royal  
*Coire*—Neues Hotel Steinbock  
*Davos Dorfli*—Kurhaus Seehof  
 " Fluela Post Hotel  
*Davos Platz*—Hotel d'Angleterre  
*Disentis*—Disentis Hof  
*Eggishorn*—Hotel Jungfrau  
*Einsiedeln*—Hotel du Paon

## HOTELS.

## Switzerland and the Alpine Districts—continued.

- Engelberg*—Hotel and Pension Bellevue  
 Terminus  
 " \*Hotel Titlis  
 " Park Hotel, Sonnenberg  
*Evolène*—Hotel d'Evolène  
*Faido*—Hotel Suisse  
*Faulensee-Bad*—Hotel Victoria  
*Fiesch (Eggischorn)*—Hotel des Alpes  
*Finhaut*—Hotel Bel Oiseau  
*Fluelen*—Hotel Croix blanche et Poste  
*Fribourg*—Hotel de la Gare  
*Frutigen*—Hotel Bellevue  
*Furka*—\*Hotel Furka  
 " Hotel Furkablich  
 " Hotel Belvedere  
*Gemmi Pass*—Hotel Wildstrubel  
*Geneva*—Hotel de la Paix  
 " Hotel Metropole  
 " Hotel Bergues  
 " Hotel du Lac  
*Gersau*—Hotel Muller  
*Giessbach*—\*Hotel Giessbach  
*Glacier du Rhone*—Hotel Glacier du  
 Rhone  
*Glion*—Hotel Victoria  
*Goeschenen*—\*Grand Hotel Goeschenen  
*Grimmulp*—Grand Hotel Kurhaus  
*Grindelwald*—Hotel Bear  
 " Hotel Grand Eiger  
*Gryon-sur-Bez*—Grand Hotel de Gryon  
*Gstaad*—\*Grand Hotel Alpina  
*Gurten*—Park Hotel  
*Gurten Kulm (near Berne)*—Hotel Gurten  
 Kulm  
*Harder-Kulm*—Restaurant Harder-Kulm  
 (meals only)  
*Heiden*—Hotel Freihof  
 " Hotel Schweizerhof  
*Hertenstein (near Lucerne)*—Hotel Schloss  
 Hertenstein  
*Hospenthal*—Hotel Meyerhof  
*Hanz*—Hotel Oberalp  
*Interlaken*—Hotel Metropole  
 " Grand Hotel (formerly Beau  
 Rivage)  
 " \*Hotel Jungfrau  
 " Hotel National  
 " Hotel Royal St. George  
*Laax*—Hotel Seehof  
*Lac Noir (Fribourg)*—Hotel des Bains du  
 Lac Noir  
*Landquart*—Hotel Landquart et de la  
 Poste  
*Lausanne*—Hotel Gibbon  
 " Hotel Eden  
 " Hotel Cecil  
*Lauterbrunnen*—Hotel Steinbock  
*Le Sepey (Ormonts)*—Hotel de la Couronne  
 et la Comballaz  
*Les Avants*—Grand Hotel  
*Leukerbad*—Hotel des Alpes  
 " Hotel de France  
*Lestal*—Hotel des Salines  
*Little Scheidegg*—Hotel Bellevue  
 Buffet Restaurant  
*Locarno*—Grand Hotel  
 " Hotel du Parc  
 " Hotel Metropole  
*Locle*—Hotel Jura  
*Lucerne*—\*Hotel du Cygne et Rigi  
 " Hotel Victoria  
 " Hotel du Lac  
 " Chateau Güttsch  
 " Hotel de l'Europe  
 " Lake of Lucerne Steamers (meals  
 only)  
*Lugano*—Grand Hotel de l'Europe au Lac  
 " Hotel St. Gotthard  
 " Hotel Bristol  
 " Grand Hotel Metropole et  
 Monopole  
 " Hotel International au Lac  
*Langern*—Hotel du Lion d'Or  
 " Hotel and Pension Kurhaus  
*Martigny*—Grand Hotel du Mont Blanc  
 " Hotel Clerc  
*Mayens de Sion*—Hotel de la Dent d'Hérens  
*Meiringen*—Hotel du Sauvage  
*Merlingen*—Hotel Beatus  
*Mont-Barry-les-Bains (Gruyere)*—Grand  
 Hotel les Bains.  
*Monte Generoso*—Hotel Monte Generoso,  
 Station Bellavista  
 " Hotel Kulm, Station Vett.  
 Kulm  
*Montreux*—\*Montreux Palace and Cygne  
 " Grand Hotel Chateau Belmont  
 " Hotel National  
*Montreux-Territet*—Grand Hotel  
 " Hotel Bonivard  
*Morgins (Valais)*—Grand Hotel des Bains  
*Morschach (Lake Lucerne)*—Hotel Frohnall  
*Mt. Pelerin (near Vevey)*—Grand Hotel du  
 Mt. Pelerin  
*Münster*—Hotel Croix d'Or et Poste  
*Murren*—Grand Hotel and Kurhaus  
*Neuchatel*—Grand Hotel du Lac  
 " Grand Hotel Bellevue et Beau  
 Rivage  
 " Hotel des Alpes et Terminus  
*Oberalp*—Hotel Oberalpssee  
*Ouchy*—Hotel Beau Rivage  
 " Hotel du Chateau  
*Pfäfers*—Hotel et Bains  
*Pilat*—Hotel Klimsenhorn  
 " \*Hotel Pilatus Kulm  
*Pontresina*—Hotel Kronenhof  
*Promontogno*—Hotel Bregaglia  
*Ragatz*—Hotel Quellenhof  
 " Hotel Ragatz  
 " Hotel Bristol  
*Reichenbachfalle*—Grand Hotel des Alpes  
*Rigi-First*—Hotel Rigi-First  
*Rigi-Kulm*—\*Hotel Rigi-Kulm  
 " \*Hotel Schreiber  
*Rigi-Scheidegg*—\*Hotel Rigi-Scheidegg  
*Rochers de Naye*—Hotel Rochers de Naye  
*Rorschach*—Hotel Anker  
 " Hotel Hirschen  
*Rosenlauri (near Meiringen)*—Kurhaus  
 Rosenlauri  
*Saas Fee*—Hotel Bellevue  
*Samaden*—Hotel Pärna

APPENDIX.

Switzerland and the Alpine Districts—continued.

*Sarnen*—Hotel de l'Oberwald  
*Saragnino*—Hotel Pianta  
*Saxon* Grand Hotel les Bains  
 " Hotel de la Pierre à Voir  
*Scheidegg*—See " Little Scheidegg "  
*Schinznach*—Baths of Schinznach  
*Schrans (Vorarlberg)*—Hotel zur Taube  
*Schuls*—Hotel de la Poste  
*Schuryz*—Hotel Rosli  
*Schynige Platte (near Interlaken)*—Hotel Schynige Platte  
*Seelisberg*—Grand Hotel Seelisberg  
*Sierre*—Hotel Chateau Bellevue  
*Sils (Engadine)*—Hotel Edelweiss  
*Sitraplana (Engadine)*—Hotel Post  
*Simplon-Kulm*—Hotel Belle Vue  
*Simplon Village*—Hotel de la Poste  
*Sion*—Hotel de Sion and Terminus  
*Soleure*—Hotel de la Couronne  
*Soudrio*—See " Italy "  
*Spiez*—Hotel Spiezerhof  
*Splügen*—Hotel Bodenhaus  
*Stachelberg*—Hotel Stachelberg Bad  
*Stalden*—Hotel Stalden  
*Stanserhorn (Lake Lucerne)*—Hotel Stanserhorn Kurhaus.  
*Stansstad*—Hotel Burgenstock  
*St. Beatenberg*—Grand Hotel St. Beatenberg  
 " Grand Park Hotel de la Poste  
 " Hotel Beau-Séjour  
 " Grand Hotel Victoria  
*St. Bernardino*—Hotel Victoria  
*St. Cergues-sur-Nyon*—Hotel de l'Observatoire

*St. Gallen*—Hotel Walhalla  
*St. Moritz-Dorf*—Hotel Belyedere  
*Tellplatte*—Hotel et Pension Tellplatte  
*Territet*—See " Montreux-Territet "  
*Tete-Noire*—Hotel de Tete-Noire  
*Thun*—Hotel Belle Vue  
 " Grand Hotel Thunerhof  
*Thuisis*—Hotel Post  
*Tiefenkasten*—Hotel Julier Post  
*Torrentalp(s) (Leukerbad)*—Hotel Torrentalp  
*Trient*—Grand Hotel de Trient  
*Trummelbach*—Hotel Trummelbach  
*Unterschächen*—Hotel Klausen  
*Urgen*—Hotel Urgen  
*Vallée des Ormonts*—Hotel des Diableret  
*Vermala s/Sierre*—Forest Hotel  
*Vernayaz*—Grand Hotel des Gorges du Trient  
*Vevey*—Hotel des Trois Couronnes  
 " Grand Hotel Vevey  
 " Hotel d'Angleterre  
*Villeneuve*—Hotel Byron  
*Visp*—Hotel de la Poste  
*Vitznau*—Hotel Vitznauerhof  
 " Park Hotel  
*Weggis*—Hotel Bellevue  
*Weissenstein (Stothurn)*—Kurhaus-Weissenstein  
*Wengen*—Grand Hotel and National  
*Zermatt*—Hotel Mont Rose  
*Zug*—Hotel du Cerf  
 " Hotel Bahnhof  
 " (Mountain)—Hotel Schönfels  
*Zuz*—Hotel Concordia  
*Zurich*—Hotel Royal Habis  
 " Savoy Hotel Baur en Ville

ITALY AND SICILY.

*Acreale (Sicily)*—Grand Hotel des Bains  
*Alagna*—Hotel Monte Rosa  
*Allassio*—Grand Hotel Allassio  
 " Salisbury Hotel  
*Alessandria*—Hotel Grand Mogol et Continental.  
*Amalfi*—Hotel Cappuccini  
*Anacapri*—Hotel Eden Molaro  
*Ancona*—Hotel della Pace  
 " Hotel Vittoria  
*Aosta*—Hotel Royal Victoria  
*Arona*—Hotel St. Gothard  
*Assisi*—Hotel Subasio  
*Bagui di Lucca*—Hotel Continental  
*Baveno*—Hotel Belle Vue  
*Bellagio*—Splendide Hotel des Etranger  
*Belluno*—Hotel des Alpes  
 " Albergo Central Capello  
*Bogliacco*—Grand Hotel Bogliacco  
*Bognanco*—Grand Hotel  
*Bologna*—\* Hotel Brun  
 " \*Baglioni's Grand Hotel d'Italie  
 " Station Buffet  
*Borca*—Palace Hotel des Dolomites  
*Bordighera*—Hotel d'Angleterre  
*Bormio*—Nouveaux Bains le Bormio  
*Brindisi*—Hotel International

*Brunate (Como)*—Hotel Brunate  
*Cadenabbia*—Hotel Britannia  
*Cagliari (Sardinia)*—Hotel Scala di Ferro  
*Capri*—Hotel Quisisana  
 " Hotel Schweizerhof [nella  
*Casamicciola (Ischia)*—Hotel Piccola Santa  
*Castellammare-di-Stabia*—Hotel Quisisana  
*Catania (Sicily)*—Grand Hotel Bristol et du Globe  
 " " Hotel Grande Bretagne  
*Ceprano*—Station Buffet  
*Certosa di Pavia*—Restaurant Milano  
*Chiarenna*—Hotel Conrati  
 " Hotel National  
*Chiesa*—Grand Hotel Malenco  
*Como*—Grand Hotel Volta  
*Courmayeur*—Hotel Royal  
 " Hotel de l'Union  
*Domodossola*—Hotel Terminus d'Espagne  
 " International Station Buffet  
*Fasano (Lake of Garda)*—Grand Hotel  
*Florence*—Hotel New York  
 " Hotel Minerva  
 " Florence and Washington Hotel  
 " Grand Hotel Baglioni  
*Foligno*—Station Buffet  
*Frascati*—Hotel Tusculum

## HOTELS,

## Italy and Sicily—continued.

- Gardone Riviera (Garda)*—Grand Hotel  
*Genoa*—Hotel de la Ville  
 „ Hotel Continental  
 „ \*Hotel de Londres  
 „ Station Buffet  
*Giardini (Sicily)*—\*Hotel des Temples  
*Gressoney-la-Trinité (Valle d'Aosta)*—  
 Hotel Miravalle  
*Gressoney Saint-Jean (near Turin)*—Hotel  
 Lyskamm  
*Intra*—Hotel de la Ville  
*Iselle*—Hotel de la Poste  
*La Cava*—Hotel de Londres  
*Lecco*—Hotel Bellevue au Lac  
*Leghorn*—Grand Hotel  
 „ Hotel Angleterre et Campari  
*Levo (Lake Maggiore)*—Hotel Levo  
*Lucca*—Hotel de l'Univers  
*Laino*—Grand Hotel Simplon Terminus  
 „ Station Buffet  
*Maccagnana*—Hotel Monte Rosa  
*Madesimo*—Etablissement des Bains  
*Mantua*—Grand Hotel Aquila d'Oro  
*Menaggio*—Hotel Menaggio  
*Milan*—Hotel de l'Europe  
 „ Hotel du Nord et des Anglais  
 „ Grand Hotel Royal  
*Misurina*—\*Grand Hotel Misurina  
*Monsummano*—Hotel Royal Vittorio  
 Emanuele  
*Montecatini (near Florence)*—Grand Hotel  
 de la Paix  
*Naples*—Parker Hotel  
 „ Hotel de Londres  
 „ Hotel Continental  
 „ Hotel Victoria  
*Nervi*—Grand Hotel et Pension Anglaise  
*Orbetello*—Station Buffet  
*Orvieto*—Grande Hotel delle Belle Arti  
*Padua*—Grand Hotel Fanti  
*Palermo (Sicily)*—Hotel de France  
*Pallanza*—Hotel Eden  
 „ Hotel Metropole  
*Pegli*—Grand Hotel de la Méditerranée  
*Perugia*—Grand Hotel Brufani  
 „ Palace Hotel  
*Piacenza*—Hotel San Marco  
*Pisa*—Hotel Victoria  
 „ Station Buffet  
 „ Hotel Restaurant Nettuno (meals  
 only)  
*Pistoja*—Hotel du Globe  
 „ Station Buffet  
*Pompei*—Hotel Suisse  
*Portofino*—Grand Hotel Splendid  
*Porto Maurizio*—Riviera Palace Hotel  
*Positano*—Hotel Margherite  
*Rapallo*—Hotel Royal  
 „ Hotel Moderne  
 „ Grand Hotel Verdi  
*Ravallo*—Hotel and Pension Palumbo  
*Ravenna*—Hotel Byron  
*Regoleto (Lake Como)*—Grand Hotel  
*Rowe*—Hotel de Milan  
 „ Hotel Savoy  
 „ Station Buffet (meals only)  
*Saterno*—Hotel d'Angleterre  
*Salce*—Grand Hotel  
*Salo (Lake of Garda)*—Grand Hotel Salo  
*Salsomaggiore*—Grand Hotel Milan  
 „ Hotel Central Bagni  
*San Pellegrino*—Grand Hotel  
*San Remo*—Continental Palace Hotel  
 „ Grand Hotel de Nice  
 „ Hotel de l'Europe et de la  
 Paix  
*Santa Caterina*—Hotel Tresero-Savoy  
*S. Strada-Levante*—Grand Hotel Miramaro  
 Europe  
*Sienna*—Grand Hotel Royal de Sienna  
*Sondrio (Valtellina)*—Hotel de la Poste  
*Sorrento*—Hotel Tramontano  
*Spina*—Hotel d'Italie  
 „ Station Buffet  
*Stresa*—Hotel Regina  
*St. Vincent (Valle d'Aosta)*—Grand Hotel  
*Syracuse (Sicily)*—Grand Hotel  
 „ Hotel des Etrangers  
*Taormina (Sicily)*—\*Grand Hotel San  
 Domenico  
 „ \*Hotel Timeo  
 „ Grand Hotel International  
*Tirano*—Grand Hotel Tirano  
*Tremezzo*—Tremezzo Hotel  
*Turin*—\*Grand Hotel and Hotel de l'Europe  
 „ Station Buffet  
 „ \*Hotel Ligure et d'Angleterre  
 „ \*Hotel Suisse Terminus.  
*Vallombrosa*—Grand Hotel Vallombrosa  
*Varallo*—Etablissement Hydrotheropique  
 and Grand Hotel  
*Varese*—Grand Hotel Varese  
*Venudoro (Belluno)*—Grand Hotel  
*Vercel*—Hotel Victoria  
*Verona*—Hotel de Londres et Royal Deux  
 Tours  
 „ Grand Hotel Colomb d'Or  
*Vesuvius*—Brema Hotel  
*Vareggio*—Hotel de Russie  
*Vintimille*—Station Buffet

Series C Coupons for plain breakfast, lunch and dinner at table d'hôte, also be accepted on the steamers on Lakes Como, Lugano, and Maggia.

## BELGIUM, HOLLAND, THE RHINE, GERMANY, AUSTRIA, RUSSIA, &c.

- Achern (Black Forest)*—Hotel de la Poste  
*Adelsberg (Austria)*—Grand Hotel  
*Admont (Styria)*—Hotel zur Post  
*Agram (Austria)*—Grand Hotel  
*All-les-Chapelle (Germany)*—Honrion's  
 Grand Hotel  
 „ Corneliushad Hotel  
*Altrach (Black Forest)*—Hotel Althall

APPENDIX.

Belgium, Germany, &c.—continued.

- Alkmaar (Holland)*—Hotel de Toelast  
*Alt-Aussee (Austria)*—Hotel am See  
*Amsterdam (Holland)*—Hotel Pays-Bas  
*Antwerp (Belgium)*—Grand Hotel  
 " Hotel de l'Europe  
 " Hotel de la Paix  
 " Queen's Hotel  
*Arco (Austria)*—Hotel Victoria  
*Arnhem (Holland)*—Hotel des Pays-Bas  
*Augsburg (Bavaria)*—Hotel Drei Mohren  
*Aussee (Austria)*—Hotel Erzherzog Franz Carl  
*Buarn (Holland)*—Hotel Zeller  
*Baden (near Vienna, Austria)*—\*Hotel Sacher  
*Badenweiler (Germany)*—Hotel Sommer  
*Bad Fusch (Austria)*—Grand Hotel  
*Bad Harzburg (Harz, Germany)*—Waldpark Hotel Belvedere  
 " " Kursaal Restaurant (meals only)  
*Bad Liebenstein (Thuringerwald, Germany)*—Hotel Kurhaus et Villa Victoria  
*Bayreuth (Germany)*—\*Hotel de la Poste  
*Belchen (High Mountain Station, Black Forest)*—Rasthaus Belchen  
*Belgrade (Serbia)*—Grand Hotel  
*Berchtesgaden (Bavaria)*—Hotel Bellevue  
 " " \*Grand Hotel  
*Berlin (Germany)*—\*Grand Hotel Bellevue  
 " " Alexandra Hotel  
 " " Hotel Prinz Albrecht  
 " " Hotel Reichstag  
 " " Hotel Central  
*Bingen (Germany)*—Hotel Victoria  
*Blankenberghe (Belgium)*—Hotel du Rhin  
 " Grand Hotel du Kursaal  
*Blankenburg (Harz, Germany)*—Bestehorn's Hotel  
 " " Hotel Weissner Adler  
*Bloemendaal (Holland)*—Hotel Duin en Daal  
*Boll (Black Forest)*—Hotel Curhaus  
*Boppard (Germany)*—Hotel Spiegel  
*Bozen (Tyrol)*—Hotel Kaiserkrone  
 " Hotel Victoria  
*Breda (Holland)*—Hotel de Zwan  
*Bregenz (Austria)*—Hotel de la Croix  
 " " Blanche  
 " " \*Hotel Montfort  
 " " Station Buffet  
*Bremen (Germany)*—Hotel de l'Europe  
*Breslau*—Hotel Vier Jahreszeiten  
*Brocken (Harz, Germany)*—Hotel Brocken  
*Brusa (Turkey-in-Asia)*—Hotel d'Anatolie  
*Bruges (Belgium)*—Hotel de Flandres  
 " Grand Hotel du Commerce  
*Brussels (Belgium)*—Hotel de la Poste  
*Bucharest (Roumania)*—Hotel Splendid  
*Budapest (Hungary)*—Hotel Continental  
*Budweis (Austria)*—Hotel Kaiser von Oesterreich  
 " [vue  
*Capellen-Stolzenfels (Germany)*—Hotel Belle  
*Carlsbad (Austria)*—Savoy Westend Hotel  
 " \*Hotel Wurttemberger Hof  
*Carlsruhe (Germany)*—Hotel Germania  
*Cassel (Germany)*—Hotel Royal  
*Coblence (Germany)*—Grand Hotel BelleVue  
*Cologne*—\*Hotel Monopol  
*Constance (Germany)*—Hotel Hecht  
*Constantinople (Turkey)*—Hotel d'Angleterre et Royal  
*Cortina (Tyrol)*—Hotel Cristallo  
 " Hotel Miramonti  
*Cracow (Austria)*—\*Grand Hotel  
*Kreuznach (Germany)*—See " Kreuznach "  
*Dinant (Belgium)*—Hotel des Postes  
 " " Hotel de la Tete d'Or  
*Donaueschingen (Black Forest)*—Hotel Schuetzen  
*Dordrecht (Holland)*—Hotel Orange  
*Dresden (Saxony)*—\*Grand Uni'n Hotel (near Alt Station)  
 " \*Hotel Continental  
*Ruhrheim (Germany)*—Hotel Kurhaus  
*Dusseldorf (Germany)*—Hotel Heck  
 " Hotel Monopol-Metropole  
*Eckernach (Germany)*—Hotel du Cerf  
*Eger (Austria)*—Hotel Kaiser Wilhelm  
*Eisenach (Germany)*—Hotel Kaiserhof  
*Ems (Germany)*—Hotel Vier Jahreszeiten  
 " Europe  
 " Royal Kurhaus Hotel  
*Erfurt (Germany)*—Hotel Erfurta Hof  
*Essen (Germany)*—Hotel Berliner Hof  
*Feldberg (High Mountain Station, Black Forest)*—Hotel Feldbergerhof  
*Field of Waterloo (Belgium)*—Museum Hotel  
*Fiume (Austria)*—Hotel Royal  
*Flushing (Holland)*—Hotel Zeeland  
*Fondo, Ronsberg (Austrian Tyrol)*—Hotel Alla Postal  
*Frankfort (Germany)*—Hotel Schwan  
*Franzensbad (Bohemia)*—\*Hoyer's Hotel  
 " Belvedere  
*Freiburg (Baden)*—Hotel de l'Europe.  
*Fulpmes (Austria)*—Grand Hotel Stubai  
*Garmisch (Bavaria)*—\*Hotel Alpenhof  
*Gernsbach (Germany)*—Bath Hotel Pfeiffer  
*Ghent (Belgium)*—Hotel Royal and Victoria  
*Gmunden (Austria)*—\*Hotel Bellevue  
*Godesberg (Germany)*—Rheinhotel and Pension Fritz Deeson  
*Goerlitz (Germany)*—Hotel Vier Jahreszeiten  
*Golling (Austria)*—Hotel zur Alten Post  
*Gorz (Austria)*—Hotel Sudbahn  
*Goslar (Harz, Germany)*—Hotel der Achtermann.  
*Gossensass (Tyrol)*—Hotel Grobner  
*Gotha (Germany)*—Hotel Wuensche  
*Graz (Austria)*—Hotel Elephant  
*Gries (Tyrol)*—Hotel Grieserhorn  
*Groningen (Holland)*—Hotel de Doelen  
*Haarlem (Holland)*—\*Restaurant de Brinkmann and Restaurant de Kroon  
*Hague (Holland)*—Hotel Paulez  
*Hulberstadt (Harz, Germany)*—Hotel Prince Rügen  
*Halle (Germany)*—Hotel Preussischer Hof  
*Hamburg (Germany)*—\*Hotel Streit  
*Hanover (Germany)*—Hotel Bristol  
*Hurnenkee (Harz, Germany)*—Grand Hotel Curtraus

HOTELS.

Belgium, Germany, &c.—continued.

- Aertogenbosch (Holland)*—Hotel Groenhuis  
*Jeyst-sur-Mer (Belgium)*—Grand Hotel du  
 Kursaal  
*Hochfinstermünz (Germany)*—Hotel Hoch-  
 finstermünz  
*Hochenschwand (Black Forest)*—Hotel  
 Kurhaus  
*Hohenschwangau (Bavaria)*—\*Hotel  
 Schwanssee  
*Holsteig (Hollenthal, Black Forest)*—Golden  
 Star Hotel  
*Homburg (Germany)*—\*Hotel Belle Vue  
*Hoorn (Holland)*—Park Hotel  
*Hornberg (Black Forest)*—Schloss Hotel  
 Hotel Baeren  
*Ijls (Tyrol)*—\*Hotel Iglerhof  
*Ipsenburg-a-Marz (Germany)*—Hotel zu den  
 rothen Forellen  
*Innsbruck (Austria)*—Hotel Kreid  
*Ischl (Austria)*—Hotel à la Croix d'Or  
 Hotel Kaiserkrone  
*Jena (Germany)*—Hotel Schwarzen Baeren  
*Karensee (Tyrol)*—Karerpass Hotel  
*Kempten (Bavaria)*—Hotel Krone  
*Kharukoff (Russia)*—Hotel Rouff (Hotel de  
 Russie)  
*Kiel (Germany)*—\*Hotel Continental  
*Kissingen (Bavaria)*—\*Hotel Victoria and  
 Kaiserhof  
*Klagenfurt (Austria)*—Hotel Moser  
*Knocke-sur-Mer (Belgium)*—Grand Hotel  
*Königswinter (Germany)*—Grand Hotel  
 Mattern  
 Monopol Hotel  
*Kreuznach (Germany)*—Hotel Kurhaus  
 Royal Hotel  
 Hotel Oranienhof  
*Kufstein (Austria)*—Hotel Post  
 Hotel Egger  
*Laibach (Austria)*—Grand Hotel Union  
*Landerck (Tyrol)*—Hotel de la Poste  
*Lauterberg (Marz, Germany)*—Hotel Lang-  
 rehrl  
*Leeuwarden (Holland)*—Hotel Nieuwe  
 Doelen  
*Leipsic (Saxony)*—\*Hotel de Prusse  
*Leuzkirch (Black Forest)*—Hotel Poste  
*Leoben (Austria)*—Grand Hotel Garnes  
*Lermoos (Tyrol)*—Hotel Post  
*Levico (South Tyrol, Austria)*—Grand Hotel  
*Leyden (Holland)*—Hotel Levedag  
*Liège (Belgium)*—Hotel de l'Europe  
 Hotel de Suède  
*Lindau (Bavaria)*—\*Hotel Bayerischerhof  
*Linz (Austria)*—Hotel zum rothen Krebs  
 \*Hotel Erzherzog Kar  
*Lorrach (Black Forest)*—Hirsch Hotel  
*Louvain (Belgium)*—Hotel de Suède  
*Luxemburg (Lux)*—Grand Hotel Brasseur  
*Mastricht (Holland)*—Hotel du Levrier  
*Magdeburg (Germany)*—Hotel Continental  
*Marburg a Lahn (Germany)*—Hotel Ritter  
*Marienbad (Austria)*—\*Hotel Casino  
*Meringen (Germany)*—Hotel de Saxe  
*Mendel Pass (Tyrol)*—Hotel Mendelhof  
 Grand Hotel Penega  
*Meran (Austria)*—Hotel Frau Emma  
*Metz (Lorraine)*—Grand Hotel de Metz  
 Royal Hotel  
*Middelburg (Holland)*—Hotel Nieuwe  
 Doelen  
*Moscow (Russia)*—\*Hotel National  
 \*Hotel Berlin  
*Munich (Bavaria)*—\*Hotel Belle Vue  
 \*Park Hotel  
 \*Hotel Leinfelder  
*Namur (Belgium)*—Hotel d'Harscamp  
*Namur (Citadelle, Belgium)*—Grand Hotel  
 Citadelle  
*Nauheim (Germany)*—Kirsch's Hotel  
 Hotel Europe  
*Neustadt (Black Forest)*—Hotel Poste  
*Niederbrunn Bad (Germany)*—Hotel and  
 Villa Matthis  
*Nieuport-Bains (Belgium)*—Grand Hotel  
 des Bains  
*Nuremberg (Bavaria)*—Golden Eagle Hotel  
*Nymegen (Holland)*—Hotel Keizer Karel  
*Oberhof (Germany)*—Grand Hotel Kurhaus  
*Oberkirch (Black Forest)*—Hotel Linde  
*Offenburg (Black Forest)*—Kettner's  
 Station Hotel  
*Oosterbeek (Holland)*—Hotel Taffelberg  
*Opicina (Austria)*—Grand Hotel Obelisco  
*Ostend (Belgium)*—Hotel Royal du Phare  
 Hotel Wellington  
 Hotel Imperial  
 Stracks's Hotel  
 d'Allemagne  
*Ottenhofen (Black Forest)*—Hotel Pflug  
*Partenkirchen (Bavaria)*—\*Hotel zum Stern  
*Passau (Bavaria)*—Hotel Bayerischer Hof  
*Pesth (Hungary)*—See "Budapest"  
*Pordoi (Dolomites)*—Hotel Pordoi  
*Portschach am See (Austria)*—Etablis-  
 sement Ernst Wahliss  
*Prague (Bohemia)*—Hotel Schwarzes Ross  
 Hotel Paris  
 Palace Hotel [Chiemsee  
*Prien (Bavaria)*—Strand Hotel am  
*Punchberg (Aust.)*—Hotel Schneebergbahn  
*Rabbi (Tyrol)*—Grand Hotel Rabbi  
*Regensburg (Bavaria)*—Hotel Gruener  
 Kranz  
*Reichenhall (Bavaria)*—Hotel Kurhaus  
 Achselmannstein  
*Rendsburg (Germany)*—Green's Hotel  
*Riva (Lake of Garda)*—Lido Palace Hotel  
*Rolandseck (Germany)*—Hotel Bellevue  
*Ronregno (Tyrol)*—Grand Hotel des Bains  
*Rosenheim (Bavaria)*—Hotel Deutscher  
 Kaiser  
*Rothenburg Tauber (Bavaria)*—Hotel and  
 Curhaus Wildbad  
*Rotterdam (Holland)*—Hotel Weimar  
 Hotel Leygraaffs  
*Rubeland (Marz, Germany)*—Hotel Her-  
 mann's Höhle  
*Rudesheim (Germany)*—Hotel Rheinstein  
*Rudolstadt (Germany)*—Hotel zum Ritter  
 Hotel zum Loewen  
 Rudolfsbad Hotel  
*Salzburg (Austria)*—Park Hotel and Villa  
 Savoy



**Belgium, Germany, &c.—continued.**

- Schindau (Germany)*—Hotel Bahr  
 " " Hotel Sendig  
*Schereningen (Holland)*—Hotel des Galeries  
*Schieke (Germany)*—Hotel Furst zu Stolberg  
*Schneeberg (Austria)*—Hotel Hoehschneeberg [Konige  
*Schopfleheim (Black Forest)*—Hotel Drie  
*Schwalbach (Germany)*—Hotel Metropole  
 " " Hotel Victoria  
*Sebastopol (Russia)*—Hotel Wetzel  
*Sebenico (Austria)*—Hotel de la Ville  
*Seumering (Austria)*—Hotel Erzherzog Johann  
*Siofok (Hungary)*—The Baths Hotels  
*Sofia (Bulgaria)*—Grand Hotel  
 " " Grand Hotel Panachoff  
*Spa (Belgium)*—\*Hotel de l'Europe  
*Spalato (Dalmatin)*—Grand Hotel Bellevue  
*Speyer (Germany)*—Hotel du Rhin  
*St. Goar on Rhine (Germany)*—Hotel Lillie  
*St. Johann im Pongau (Kronland, Salzburg)*  
 " " Hotel Pongauer Hof  
*St. Marie-aux-Mines (Belgium)*—Grand Hotel  
*St. Petersburg (Russia)*—\*Hotel de France  
 " " \*Grand Hotel  
 " " \*Grand Hotel d'Europe  
 " " \*Hotel d'Angleterre  
*St. Wolfgang (Tyrol)*—Hotel P. Peter (late Peterbrau)  
 " " Hotel Schafferspizze  
*Stettin (Germany)*—Hotel du Nord  
*Strassburg (Alsace)*—Hotel National  
 " " Palast Hotel  
*Sulden (Tyrol)*—\*Hotel Sulden  
*Tegernsee (Bavaria)*—Hotel Tegerseeer-Hof  
*Teinach (Black Forest)*—Hotel Schwarzwald-Bad  
*Thale (Germany)*—Hotel Zehnpfund  
*Tilburg (Holland)*—Hotel Gouden Zwaan  
*Tibisee (Black Forest)*—Hotel Titisee  
*Toblach (Austria)*—Hotel Sudbahn  
*Tullnau (Black Forest)*—Hotel Aigle  
*Tollnau (Black Forest)*—Hotel Ochsen  
*Torbale (Lake of Garda, Austria)*—Grand Hotel Torbole  
*Trentino (Tyrol)*—Grand Hotel Lavarone  
*Treves (Germany)*—Hotel Porta Nigra  
*Triberg (Town, Black Forest)*—Hotel  
 " " Iowen-National [Schwarzwald  
 " " (Cascade, Black Forest)—Hotel  
*Trient (Tyrol)*—Imperial Grand Hotel  
 " " Trento  
*Tuffer, Unter Steiermark (Austria)*—Hotel  
 " " Kaiser Franz Joseph Bad  
*Ueberlingen (Lake of Constance, Baden)*—  
 " " Hotel des Bains  
*Uj-Tatrafured (Hungary)*—Hotel Bade  
*Ulm (Wuerttemberg, Germany)*—Hotel Russi  
 " " scher Hof  
 " " Munster Hotel  
*Utrecht (Holland)*—Hotel Krsteel van  
 " " Antwerpen  
*Vulkenberg (Holland)*—Grand Hotel Kur-  
 " " haus [Fer  
*Verviers (Belgium)*—Hotel du Chemin de  
*Vienna (Austria)*—\*Hotel Metropole  
 " " \*Hotel Erzherzog Carl  
 " " \*Hotel Matschakerhof  
 " " Hotel Royal  
*Villach (Austria)*—Hotel Post  
*Vohrenbach (Black Forest)*—Hotel Kreuz  
*Wageningen (Holland)*—Hotel de Wagen  
 " " ingsche-Berg  
*Waldschut (Black Forest)*—Hotel Blume  
*Wehlen (Germany)*—Hotel Deutsches Reich  
*Wehr (Werrathal) (Black Forest)*—Hotel  
 " " Krone  
*Wernigerode (Harz, Germany)*—Hotel  
 " " Bssener Hof  
*Wiesbaden (Germany)*—Hotel Victoria  
 " " Hotel Cecilie  
 " " Palast Hotel  
*Wildungen (Germany)*—Hotel Kaiserhof  
*Wimpfen (Germany)*—Hotel Mathildenbad  
*Wolfach (Black Forest)*—Hotel Krone  
*Worms (Germany)*—Hotel Europaischer  
 " " Hof  
*Wurzberg (Bavaria)*—Hotel Kronprinz  
*Wyk aan Zee (Holland)*—Bad Hotel  
*Zandvoort (Holland)*—\*Hotel d'Orange  
*Zell a/See (Austria)*—Grand Hotel  
 " " Hotel Lebzelter  
*Zutphen (Holland)*—Grand Hotel du Soleil  
*Zuolle (Holland)*—Hotel Keizerkroon

**GREECE, MALTA, &c.**

- Athens (Greece)*—\*Hotel d'Angleterre  
*Candia (Crete)*—\*Hotel Cnossus  
*Chalcis (Greece)*—Hotel Palirria  
*Corfu (Corfu)*—Hotel St. George  
*Corinth (Greece)*—Hotel de la Grande  
 " " Bretagne  
*Delphi (Greece)*—Grand Hotel d'Apollon  
 " " Pythien  
*Malta*—\*Hotel Royal  
 " " \*Hotel d'Angleterre  
 " " (Sliema)—Modern Imperial Hotel  
*Megaspilion (Greece)*—\*Hotel Chelmos  
*Nauplia (Greece)*—New Hotel  
*Olympia (Greece)*—\*New Grand Hotel  
*Palras (Greece)*—Hotel Patras  
*Smyrna (Turkey)*—Hotel Huick  
*Sparta (Greece)*—\*Hotel Panhellinion

**SPAIN, PORTUGAL, &c.**

*Only Series C coupons are accepted at the hotels in Spain.*

- Alcobaca (Portugal)*—Hotel Alcobacense  
*Algeciras (Spain)*—\*Hotel Anglo Hispano  
*Alicante (Spain)*—Hotel Reina Victoria  
*Badajoz (Spain)*—Railway Buffet  
*Barcelona (Spain)*—Grand Hotel  
 " " Hotel Grand Continental  
*Bobadilla (Spain)*—\*Bobadilla Buffet  
*Burgos (Spain)*—Grand Hotel de Paris

## Spain, Portugal, &amp;c.—continued.

<i>Bussaco (Portugal)</i> —Palace Hotel	<i>Malaga (Spain)</i> —Hotel Colon
<i>Cadiz (Spain)</i> —Hotel de France & Paris	<i>Mont Estoril (Portugal)</i> —Grand Hotel
<i>Coimbra (Portugal)</i> —Lawrence's Hotel	Mont Estoril
"	Grand Hotel d'Italie
<i>Cordoba (Spain)</i> —Grand Hotel Suisse	<i>Oporto (Portugal)</i> —Grand Hotel de Paris
<i>Escorial (Spain)</i> —Hotel Miranda	<i>Palma (Majorca, Balearic Isles)</i> —*Grand
"	Hotel
"	Hotel Reina Victoria
<i>Figuera's (Spain)</i> —Hotel de Commerce	<i>Ronda (Spain)</i> - Royal Hotel
<i>Gibraltar (Spain)</i> —Grand Hotel	<i>San Sebastian (Spain)</i> —*Hotel Continental
"	*Hotel Bristol
<i>Granada (Spain)</i> —Hotel Washington	<i>Saragossa (Spain)</i> —Hotel Quartre Nations
"	et Unives
Irving	<i>Seville (Spain)</i> - *Grand Hotel de Paris
" (Town) Grand Hotel	" *Hotel d'Angleterre
" Alameda	" *Grand Hotel de Madrid
" *Alhambra Palace Hotel	<i>Tangier (Morocco)</i> —*Hotel Continental
<i>Irua (Spain)</i> —Station Buffet (meals only)	" Hotel Cecil
<i>Lisbon (Portugal)</i> —*Hotel Central	<i>Tarragona (Spain)</i> —Hotel de Paris
<i>Madrid (Spain)</i> —Hotel Metropole	Grand Hotel Continental
" Grand Hotel de Roma	<i>Toledo (Spain)</i> —Grand Hotel de Castilla
" Grand Hotel	<i>Valencia (Spain)</i> —Grand Hotel de Rome
<i>Malaga (Spain)</i> —Hotel Regina	" Palace Hotel

## ALGERIA AND TUNIS.

<i>Ain Temouchent (Algeria)</i> —Hotel de	<i>Hamman Meshoutine (Algeria)</i> —Établissement
Londres	des Bains
<i>Algiers (Algeria)</i> —Hotel Alexandra (late	<i>Hamman K'icha (Algeria)</i> —Hotel des Bains
Kirsch) (Mustapha	<i>Kairouan (Tunisia)</i> —Hotel Splendid
Superieur)	<i>Kerrata (Algeria)</i> —Hotel du Chabet
" *Hotel St. George (Mus-	<i>Korba's (Tunisia)</i> —Hotel des Thermes
tapha Superieur)	<i>Kroubs (Algeria)</i> —Hotel d'Orient
" Hotel de la Regence (in	<i>Layhouat (Algeria)</i> —Grand Hotel du Sud
Town)	<i>Mela (Algeria)</i> —Hotel d'Orient
" Grand Hotel des Etran-	<i>Mohand (Algeria)</i> —Hotel du Commerce
gers (in Town)	<i>Oraon (Algeria)</i> —Hotel Continental
" Hotel de l'Oasis	" Hotel Metropole
" *Continental Hotel	" Grand Hotel Victor
<i>Batna (Algeria)</i> —Hotel des Etrangers	<i>Palestro (Algeria)</i> —Hotel du Commerce
<i>Biskra (Algeria)</i> —Hotel Victoria	<i>Philipperville (Algeria)</i> —Grand Hotel
" Royal Hotel	<i>Sefy (Algeria)</i> —Hotel de France
" Palace Hotel	Hotel d'Orient
<i>Bizerte (Tunisia)</i> —Grand Hotel	<i>Sidi Bel Abbes (Algeria)</i> —Hotel Orient
<i>Bledth (Algeria)</i> —Hotel d'Orient	<i>Soukakra (Algeria)</i> —Grand Hotel
<i>Bona (Algeria)</i> —Hotel d'Orient	<i>Sousse (Tunisia)</i> —Grand Hotel
<i>Bougie (Algeria)</i> —Grand Hotel de France	<i>Temert el Haad (Algeria)</i> —Hotel du
<i>Constantine (Algeria)</i> —*Grand Hotel	Commerce
" Hotel de Paris	<i>Tlemcen (Algeria)</i> —Hotel de France
"	<i>Tunis (Tunisia)</i> —Tunisia Palace Hotel
<i>El-Kantara (Algeria)</i> —Hotel Bertrand	Grand Hotel
<i>Enfidaville (Tunisia)</i> —Grand Hotel	" Grand Hotel de Paris
<i>Guelma (Algeria)</i> —Hotel d'Orient	" Grand Hotel de France

## NORWAY, SWEDEN, DENMARK, &amp;c.

Only Series C coupons are accepted at these Hotels.

<i>Bergen</i> —Hotel Norge	<i>Gotheaburg</i> *Grand Hotel
" Hotel Hoblit	<i>Klampenborg</i> —Hotel Bains de Mer
<i>Bollu</i> —Grand Hotel	<i>Malmö</i> —Kramer's Hotel
<i>Carlskrona</i> —Stadshotellet	<i>Marienlyst</i> —*Hotel des Bains
<i>Christiania</i> —*Grand Hotel	<i>Molde</i> —Alexandra Hotel
<i>Christiansand</i> —Hotel Ernst	<i>Norckoping</i> —Gota Hotel
<i>Copenhagen</i> —Hotel King of Denmark	<i>Ostersund</i> —Grand Hotel
" Hotel Cosmopolite	<i>Stockholm</i> —*Hotel Rydberg
" *Hotel Phoenix	" *Crown Prince Hotel
<i>Fant (Denmark)</i> —Hotel King of Denmark	<i>Trondhjem</i> —Hotel Angleterre
<i>Gothenburg</i> —Hotel Buggers	<i>Vossevangen</i> —Fleischer's Hotel

## EASTERN AND EGYPTIAN HOTELS (SPECIAL COUPONS).

(Series M, N, O, and P are for use in Egypt only.)

**10s. per day**  
(Series D and M, blue).

*Alexandria*—Windsor Hotel  
 " Hotel Metropole  
*Bagdad*—Hotel d'Europe  
*Cairo*—Hotel Bristol (from April 1st to December 31st)  
 " Hotel Metropole (except in January, February and March)  
 " Eden Palace Hotel (May 1st to December 31st)  
 " New Khedivial Hotel (April 1st to December 31st)  
 " Hotel Villa Victoria (from April 1st to November 30th)  
 " Villa Pension Hotel  
*Constantinople*—Grand Hotel Kroccker  
*Corinth*—Hotel de la Gare  
*Heliopolis*—Heliopolis House Hotel (from April 1st until December 31st)  
*Khartoum*—Royal Hotel  
*Patras*—Hotel Patras  
*Port Said*—Hotel Continental  
*Sparta (Greece)*—Hotel Panhellenion.  
*Suez*—Savoy Hotel  
*Troodos (Cyprus)*—Olympus Hotel

**12s. per day**  
(Series E and N, pink).

*Alexandria*—Grand Hotel (ex Hotel Abbat)  
*Brusa*—Hotel d'Anatolie  
*Bulkeley-Ramleh (near Alexandria)*—Carlton Hotel  
*Cairo*—Hotel Metropole (during January, February, and March)  
 " Eden Palace Hotel (January to April 30th)  
 " New Khedivial Hotel (January 1st to March 31st)  
 " National Hotel (during April to November inclusive)  
 " Hotel Villa Victoria (from December 1st to March 31st)  
*Constantinople*—Hotel Royal d'Angleterre  
 " Hotel de Londres (from June 15th to August 31st, and from December 1st to end of February)  
*Heliopolis*—Heliopolis House Hotel (from January 1st until March 31st)  
*Helouan*—Grand Hotel des Bains  
*Olympia (Greece)*—Grand New Hotel and Hotel de Chemin de Fer de Peloponessus (during February, March, April, and May)  
*Phalerum (Greece)*—Aktalon Palace Hotel  
*Port Said*—Savoy Hotel  
*Prinkipo (near Constantinople)*—Hotel Giacomo

**13s. per day**  
(Series F and O, buff).

*Alexandria*—Savoy Palace Hotel (except January, February, and March)  
*Athens*—Hotel d'Angleterre (February 1st to May 31st)  
*Cairo*—Hotel Bristol (during January, February, and March)  
 " Mena House Hotel (Pyramids) (during November, December, and April)  
 " National Hotel (during December)  
*Constantinople*—Hotel Bristol (from June 15th to August 31st, and from December 1st to end of February)  
 " Hotel de Londres (from March 1st to June 15th, and from September 1st to November 30th)  
*Port Said*—Eastern Exchange Hotel  
*Smyrna*—Hotel Huck  
 " Kramer Palace Hotel

**15s. per day**  
(Series G and P, white).

*Alexandria*—Savoy Palace Hotel (during January, February, and March)  
*Cairo*—Mena House Hotel (Pyramids) (during January, February, and March)  
 " Shepheard's Hotel, Ghezireh Palace Hotel, Semiramis Hotel, Grand Continental Hotel, Hotel d'Angleterre, and Savoy Hotel. (The following supplement will be required during January, February, and March only:—Shepheard's, Ghezireh Palace, Semiramis, and Grand Continental Hotels:—4s. single, 2s. double room per person; Hotel d'Angleterre 2s. single, 1s. double room per person; Savoy Hotel, 5s. single; 3s. double room per person. These rates include lights, bedroom, plain breakfast, déjeuner, and table d'hôte dinner.)  
 " National Hotel (during January, February and March)  
*Constantinople*—Pera Palace Hotel (from February 15th to May 15th, inclusive, supplements of 1s., 3s., and 5s. will be required according to the position of the room)  
 " Hotel Bristol (from March 1st to June 14th, and from September 1st to November 30th)

Eastern and Egyptian Hotels (Special Coupons)—*continued.***15s. per day  
(Series G and P, white)—*contd.***

*Helwan*—Grand Hotel and Al Hayat Hotel. (The following supplements will be required during January, February, and March only:—4s. single room per person, 2s. double room per person. These rates include lights, bedroom, plain breakfast, déjeuner, and table d'hôte dinner)

„ *Helwan* Hotel

**15s. to 18s. per day.**

*Luxor*—Luxor Hotel (during November and December and from March 16th to close of season, double room or single room 15s. per day each; January 1st to 31st, double room 16s. per day each, single room 17s. per day; February 1st to March 15th, double room 16s. per day each, single room 18s. per day. Apartments en suite by special arrangement)

**15s., 16s., and 18s. per day.**

*Assuan*—Grand Hotel (during November and December, double room or single room 15s. per day each; from January 1st to 31st, double room 15s. per day each, single room 16s. per day; from February 1st to end of season, double room 16s. per day each, single room 18s. per day)

**18s., 20s., and 22s. per day.**

*Luxor*—Luxor Winter Palace from January 1st to 31st and March 16th to close of season, double room 18s. per day each, single room 20s. per day; February 1st to March 15th, double room 20s. per day each, single room 22s. per day. Apartments en suite and bedrooms with bath and toilet can be engaged by special arrangement)

**15s., 16s., 18s., 20s., and 22s.  
per day.**

*Assuan*—Cataract and Savoy Hotels (from November 15th to December 15th and from March 15th to close of season, double room 15s. per day each, single room 16s. per day; from December 15th to 31st, double room 16s. per day each, single room 18s. per day; from January 1st to 31st, double room 18s. per day each, single room 20s. per day; from February 1st to March 5th, double room 20s. per day each, single room 22s. per day; from March 6th to 15th, double room or single room 18s. per day each. Apartments en suite with drawing room and toilet by special arrangement)

**20s. per day.**

*Khartoum*—Grand Hotel

## LIST OF HOTELS accepting Series V.

### FRANCE.

*Aix-les-Bains*—Hotel Mirabeau  
*Arcachon*—Grand Hotel  
*Bagnols de L'Orne*—Hotel des Thermes  
*Biarritz*—Hotel Regina  
*Cannes*—Gordon Hotel Metropole  
*Contrereville*—Hotel Cosmopolitain  
*Dreppé*—Royal Hotel  
*Fontainebleau*—Savoy Hotel  
*Menton*—Winter Palace Hotel  
*Monte Carlo (Monaco)*—Hotel Windsor  
*Nice (Cimiez)*—Hermitage Hotel  
*Paris*—Grand Hotel  
 " Hotel Regina  
 " Hotel Continental  
 " Elysée Palace Hotel  
*Tours*—Hotel Metropole  
*Vernet-les-Bains*—Hotel du Portugal

### ITALY.

*Bortighera*—Hotel et Kurhaus Cap Ampeglio  
*Florence*—Grand Hotel  
*Genoa*—Eden Palace Hotel  
 " Grand Hotel Miramare  
*Milan*—Hotel Cavour  
*Naples*—Bertolini's Palace Hotel  
*Rome*—Hotel Quirinal  
 " Hotel Regina  
 " \*Select Hotel  
*San Remo*—Grand Hotel Royal  
*Venice (The Lido)*—Excelsior Hotel

### SWITZERLAND.

*Berne*—Grand Hotel et Bernhof  
*Burgstock*—Palace Hotel  
*Interlaken*—Hotel Victoria  
*Lucerne*—Palace Hotel  
*Lugano*—Grand Hotel and Lugano Palace

### HOLLAND.

*Amsterdam*—Amstel Hotel  
*Hague*—Hotel des Indes  
*Scheveningen*—Kurhaus Hotel

### BELGIUM.

*Ostend*—Hotel Splendide

### SPAIN.

*Madrid*—Hotel de la Paix

### GERMANY & AUSTRIA.

*Allazia*—Hotel Stephanie and Quarnero  
*Berlin*—Hotel Bristol  
*Bremen*—Hillman's Hotel  
*Budapest*—Grand Hotel Hungaria  
 " Hotel Reine d'Angleterre  
*Carlsbad*—Hotel Savoy West End  
*Frankfort*—Hotel Frankfurter Hof  
*Hamburg*—Atlantia Hotel  
*Hannover*—Kaslen's Hotel  
*Munich*—\*Hotel Bayerischer Hof  
*Nordsee*—Pension Quisisana  
 " Hotel de l'Europe  
*Salzburg*—Grand Hotel de l'Europe  
*Vienna*—Hotel Bristol  
 " Hotel Imperial  
*Wiesbaden*—Hotel Nassau

### SWEDEN.

*Stockholm*—Grand Hotel

## LIST OF HOTELS accepting Series W.

### FRANCE.

*Allerard*—Splendid Hotel  
*Antibes*—Grand Hotel du Cap  
*Biarritz*—Hotel Victoria  
*Blois*—Grand Hotel de Blois  
*Cannes*—Hotel Gray et d'Albion  
 " Hotel Prince de Galles  
 " Rost's Continental Hotel  
*Cap Ferrat (near Beaulieu)*—Grand Hotel du Cap Ferrat  
*Cap Martin*—Hotel Bella Riva  
*Cauterets*—Grand Hotel d'Angleterre  
*Compiègne*—Palace Hotel  
*Dinard*—Hotel de la Plage et du Casino  
*Etretat*—Golf Hotel et Roches Branches  
*Grasse*—Grand Hotel  
*Hyeres*—Hotel Costebelle  
*La Bourboule*—Splendid Hotel et Beausejour  
*Lezail-les-Bains*—Hotel Metropole

### France—continued.

*Marseilles*—Hotel Regina  
*Mentone*—Hotel des Anglais  
 " Hotel Westminster  
 " Hotels d'Italie and Bellevu  
*Mont Dore*—Nouvel Hotel, et Hotel de la Poste  
*Monte Carlo (Monaco)*—Hotel Balmor 1  
 " " " Hotel des Anglais et St. Jan  
 " " " Monte Carlo Palace Hotel  
 " " " Hotel des Princes  
*Nice*—Langham Hotel  
*Orleans*—Grand Hotel St. Aignan  
*Paris*—Hotel Bedford  
 " Hotel Meyerbeer  
 " Hotel de la Grande-Bretagne  
*Pau*—Grand Hotel Gassion  
*Reims*—Hotel du Lion d'Or

## List of Hotels accepting Series W—continued.

## France—continued.

- Bayat-les-Bains*—Grand Hotel  
*S. Gerensis-les-Bains*—Grand Hotel de la Savoie  
*Ermet-les-Bains*—Hotel du Parc  
*Vichy*—Grand Hotel des Bains

## SWITZERLAND.

- Ludermatt*—Grand Hotel Bellevue  
*Baden*—Grand Hotel  
*Bale*—Hotel Trois Rois  
*Brunig*—Grand Hotel and Kurhaus  
*Burgensstock*—Grand Hotel  
*Caux*—Grand Hotel de Caux  
*Chateau d'Oex*—Grand Hotel  
*Lucerne Platz*—Grand Hotel Kurhaus  
 " Grand Hotel Belvedere  
*Geneva*—Hotel National  
 " Hotel Angleterre  
*Lugano*—Hotel Splendide  
 " Grand Hotel du Parc  
*Veulhausen*—Hotel Schweizerhof  
*Rigi-Kaltbad*—Grand Hotel and Pension  
*St. Moritz Bad*—Hotel Neues Stahlbad  
 " Hotel Engadinerhot  
*Zermatt*—Hotel Mont Cervin  
 " Hotel Victoria  
*Zurich*—Bellevue au Lac and Palace Hotel  
 " Dolder Grand Hotel  
 " Grand Hotel National

## ITALY.

- Barco*—Palace and Grand Hotel  
*Bellagio*—Hotel Grande Bretagne  
*Bardighera*—Hotel Hesperia  
*Catenabbia*—Hotel Bellevue  
*Cernobbio*—Hotel Villa d'Este  
*Como*—Plinius Grand Hotel  
*Florence*—Hotel Grande Bretagne  
*Genoa*—Hotel Savoy  
 " Grand Hotel de Genes  
*Leghorn*—Palace Hotel  
*Menaggio*—Hotel Victoria  
*Milan*—Grand Hotel de Milan  
 " Hotel Continental  
*Naples*—Hotel Royal  
 " Grand Hotel du Vesuve  
 " Grand Hotel  
*Palermo*—Grand Hotel des Palmes  
*Portofino Kulm*—Grand Hotel Villa des Fleurs  
*Rapallo (near Genoa)*—New Kursaal Hotel  
*Rome*—Hotel Continental  
 " Hotel Marini  
 " Hotel d'Angleterre  
*Salsomaggiore*—Grand Hotel des Thermes  
*San Remo*—Hotel des Anglais  
*Sestri-Levante*—Grand Hotel Jensch  
*Spezia*—Hotel Royal Croce di Malta  
*Stresa*—Hotel des Iles Borromees  
*Turin*—\*Palace Hotel Turin  
*Varenna (Lake Como)*—Royal Victoria  
*Venice*—Hotel Britannia [Hotel  
 " Royal Hotel Danieli  
 " Grand Hotel  
 " (The Lido)—Hotel Villa Regina  
 " " " Grand Hotel des Bains

Belgium, Holland, Germany,  
Austria, Spain, Russia,  
Bavaria, &c.

- Amsterdam (Holland)*—Brack's Doelen Hotel  
*Baden Baden (Germany)*—Hotel Holland  
*Bad Harzburg (Harz, Germany)*—Hotel Harzburger Hof  
*Bonn (Germany)*—Grand Hotel Royal  
*Bremerbad (Austria)*—Grand Hotel, Stenzingerhof  
*Brussels (Belgium)*—Grand Hotel  
 " " Hotel Metropole  
 " " Hotel Belle Vue et Flandre  
 " " Hotel Astoria  
*Cettigne (Montenegro)*—Grand Hotel  
*Cologne (Germany)*—Hotel Dirsch  
 " " Hotel du Nord  
*Constance (Germany)*—Hotel Insel  
*Frankfort (Germany)*—Hotel Imperial  
 " " Hotel Bristol  
*Gibraltar (Spain)*—Cecil Hotel  
*Haarlem (Holland)*—Hotel Funckler  
*Hague, The (Holland)*—Hotel Bellevue  
*Hannover (Germany)*—Hotel Royal  
*Heidelberg (Germany)*—Hotel Europe  
 " " Grand Hotel  
*Homburg (Germany)*—Grand Hotel  
*Innsbruck (Tyrol)*—Hotel Tyrol  
*Leipzig (Germany)*—Hotel Hauflfe  
*Lisbon (Portugal)*—Hotel Inglaterra  
*Mannheim (Germany)*—Park Hotel  
*Marienbad*—Hotel Furstenhof  
*Moyence (Germany)*—Hotel Holland  
*Meran (Austria)*—Hotel Erzherzog Johann  
 " " Palast Hotel  
*Nuremberg (Bavaria)*—Hotel Wurtemberg-herhof  
*Prague (Bohemia)*—Hotel Erzherzog Stephan  
*Ragusa (Austria)*—Grand Hotel Imperial  
*Roncegno (Tyrol)*—Palace Hotel  
*Salzburg (Austria)*—Hotel Bristol  
*Sarajevo (Bosnia)*—Hotel Europe  
*Scheveningen (Holland)*—Grand Hotel  
*Schwarzburg (Germany)*—Hotel Weiser  
 " " Hotel de l'Orme  
*Sennering (Austria)*—Hotel Panhans  
 " " Hotel Sudbain  
*Strassburg (Alsace)*—Grand Hotel de la Ville de Paris  
*Stuttgart (Wurtemberg)*—Hotel Marquardt  
*Trafois (Tyrol)*—Hotel Trafois  
*Trieste (Austria)*—Hotel de la Ville  
 " " Hotel de l'Orme  
*Utrecht (Holland)*—Hotel des Pays Bas  
*Warsaw (Russia)*—Hotel Bristol  
*Weimar (Germany)*—Hotel Erbprinz  
*Wiesbaden (Germany)*—Hotel Quisisana

## NORWAY &amp; SWEDEN.

- Gothenburg*—Palace Hotel  
*Stockholm (Sweden)*—Hotel Continental  
*Trondhjem (Norway)*—Hotel Britannia



## List of Hotels (Series R)—continued.

- Barcelona (Spain)—Hotel Falcon [Mundos  
Gran Hotel Ambos
- Battaglia (Italy)—Hotel Italy
- Baveno (Lake Maggiore, Italy)—Hotel  
Simplon
- „ „ Hotel Beau Rivage
- „ „ Hotel Suisse et des  
Iles Borromees
- Bayeux (France)—\*Grand Hotel du Luxem-  
bourg
- Beek (near Nymegen, Holland)—Hotel Pen-  
sion Elsbeek
- Beaulieu (France)—Hotel Beau Sejour
- Beauvais (France)—Hotel Continental
- Belfort (Ballon d'Alsace)—Hotel Stauffer
- Bellagio (Italy)—Hotel Pension Genczzini  
Hotel Florence
- Bellinzona (Switzerland)—Hotel du Cerf
- Belluno (Italy)—Hotel Belluno
- Berchtesgaden (Bavaria)—Hotel vier  
Jahreszeiten [Paix
- Berck-Plage (France)—Grand Hotel de la
- Bergamo (Italy)—Hotel Chapeau d'Or
- Bergun (Switzerland)—Hotel White Cross
- Berlin (Germany)—\*Nurnberger Hotel
- Berae (Switzerland)—Bear Hotel  
\*Hotel Pliestern
- Besancon (France)—Grand Hotel du Nord
- Ber (Switzerland)—Hotel des Alpes
- Biarritz (France)—Hotel Pension St.  
Julien et du Midi
- „ „ Hotel Bristol
- „ „ Monhau Excelsior  
Hotel
- Biebrich (Germany)—Hotel Kaiserhof
- Bienne (Switzerland)—Hotel de la Gare
- Bingen (Germany)—Hotel Starkenburger
- Biskra (Algeria)—Hotel de l'Oasis [Hof  
Lizette (Tunis)—\*Hotel Metropole
- Blaafjaten (Norway)—Hotel Blaaflaten
- Blankenberghe (Belgium)—Grand Hotel  
d'Orange
- Blankenburg (Harz, Germany)—Hotel  
Kaiser Wilhelm
- Blonville s/M (France)—Hotel de la Terrasse  
Normandy Hotel
- „ „
- Banjen (Lac de Brienz, Switzerland)—  
Hotel Belle Rive
- Bologna (Italy)—Hotel Pellegrino
- „ „ Hotel Stella d'Italia e  
Aquila Nera
- „ „ Hotel du Parc
- Bona (Algeria)—Hotel du Commerce.
- Bonn (Germany)—Hotel du Nord  
\*Hotel Rheineck
- Boppard (Germany)—Hotel Zum Hirsch
- Bordeaux (France)—Hotel Restaurant Beeli  
Hotel Commercial
- Bordighera (Italy)—Grand Hotel des Isles  
Britanniques [Colonie
- Bordj-Bouira (Algeria)—Hotel de la
- Bormio (Italy)—Hotel de la Poste  
(Les Bains)—Hotel des  
Vieux Bains
- Botzen (Austria)—Hotel de l'Europe
- Boulogne (France)—Berry's Hotel
- „ „ Grand Hotel du Louvre
- „ „ Grand Hotel du Nord  
et Continental
- Boulouris (nr. St. Raphael, France)—Grand  
Hotel
- Bourg (France)—Grand Hotel de la Paix  
and Terminus
- Bourg d'Oisans (France)—Grand Hotel du  
Bourg d'Oisans
- Bouveret (Valais, Switzerland)—Grand  
Hotel de l'Aiglon
- Bremen (Germany)—Hotel Furstenhof
- „ „ Hotel Stadt Munchen
- „ „ Schafer's Hotel
- Brescia (Italy)—Hotel d'Italie
- „ „ Hotel Brescia
- Brest (France)—Hotel de France
- Brienx (Switzerland)—Hotel de l'Ours
- Brigue (Switzerland)—Hotel de Londres
- Brunisi (Italy)—Hotel de l'Europe
- Bruyes (Belgium)—Hotel du Panier d'Or  
Hotel du Grand Sablon
- „ „
- Bruppen (Switzerland)—Hotel Rosli
- Brunswick (Germany)—Frühling's Hotel,  
Stadt Bremen
- Brussels (Belgium)—Hotel de Bordeaux
- „ „ Hotel Bristol et  
Marine
- „ „ \*Hotel de l'Esperance  
\*Hotel Cecil
- Bulle (Switzerland)—Hotel des Alpes
- Burgos (Spain)—Gran Hotel Universal
- Cabourg (France)—Hotel du Casino
- Cadenabbia (Italy)—Hotel Belle Iles
- Cádiz (Spain)—Hotel de Cadiz
- Caen (Normandy)—Hotel de France  
Hotel de la Victoria
- Calais (France)—Hotel Maurice
- Candia (Island of Crete)—Hotel d'Angle-  
terre
- Canea (Island of Crete)—Grand Hotel de  
France et d'Angleterre
- Cannero (Lake Maggiore, Italy)—Hotel  
Italia
- Cannes (France)—Hotel de Paris
- „ „ Hotel d'Europe
- „ „ \*Hotel de France
- „ „ Hotel Victoria
- Cannobio (Italy)—Hotel Cannobio et  
Savoie
- Capri (Italy)—Hotel Bristol
- Carate (Lake Como, Italy)—Hotel Lario
- Carassone (France)—Hotel de la Cité
- Carentan (France)—Hotel d'Angleterre
- Carhaix (France)—Hotel de France
- Carlsbad (Austria)—\*Hotel Nurnberger  
Hof
- Carnac (Brittany)—Hotel des Voyageurs
- Carnac-Plage (France)—\*Grand Hotel
- Cartaret (France)—Grand Hotel de la Mer
- Caserta (Italy)—Hotel Victoria
- Cassel (Germany)—Hotel Strick
- Castagnola (near Lugano, Switzerland)—  
Hotel Pension Villa Castagnola
- Castellammare di Stabia (Italy)—Hotel  
Pension Weiss
- Castellamare (Italy)—Station Buffet
- Cauvebec-en-Caux (Normandy)—Hotel du  
Havre
- Cauterets (France)—Hotel Bellevue
- Cava dei Tirreni (near Salerno, Italy)—  
Hotel Victoria



## List of Hotels (Series R)—continued.

- Cervobio (Italy)* Hotel Pension Reine Olga  
*Cervosa di Pavia (Italy)*—Hotel de la Ville  
*Chambery (France)*—Grand Hotel de la Poste Metropole  
*Chamouaux (France)*—Hotel Beau Site et Continental  
 „ „ Hotel de France et de l'Union  
 „ „ Hotel de la Croix Blanche  
*Champéry (Switzerland)*—Hotel de Champéry  
*Champéry (Switzerland)*—Hotel Pension du Lac  
*Chateaux d'Oex (Switzerland)*—Hotel and Pension de l'Ours  
*Chatillon (near Aosta, Italy)*—Hotel de Londres  
*Chaudfontaine (Belgium)*—Grand Hotel des Bains  
*Cheonreaux (France)*—Hotel du Bon Laboureur et du Chateau  
*Charenna (Italy)*—Hotel Helvetia and Specola  
*Chillon (Switzerland)*—Hotel Chillon  
*Chiwon (France)* Hotel de la Boule d'Or  
 „ „ Hotel de France  
*Clémont Ferrand (France)*—Grand Hotel de la Paix  
*Clere (Germany)*—Hotel Maywald  
*Cluses (France)*—Hotel National  
*Coblenz (Germany)*—Hotel Zur Traube  
*Cognac (France)*—Grand Hotel de Londres  
*Cove (Switzerland)*—Hotel Lukmanier-Terminus  
*Collio (Italy)*—Grand Hotel Mella  
*Cologne (Germany)*—Hotel Minerva  
 „ „ Hotel Continental  
*Como (Italy)*—Hotel d'Italie et d'Angle terre  
 „ „ Hotel Metropole  
 „ „ Hotel Pension Bellevue  
*Concarneau (Brittany)*—Grand Hotel des Voyageurs  
 „ „ Grand Hotel  
*Containville-les-Bains (Normandy)*—Grand Hotel  
*Copenhagen (Denmark)*—Hotel Monopol  
*Cordoba (Spain)*—Hotel Espanola y Francia  
*Cotances (France)*—Hotel d'Angleterre  
*Crefeld (Germany)*—Hotel Beltz  
*Darhgen (Switzerland)*—Hotel Pension du Lac  
*Davos Platz (Switzerland)*—Eden Hotel and Pension  
*Delemont (Switzerland)*—Hotel du Faucon  
*Desenzano (Italy)*—Hotel Royal Mayer  
 „ „ Hotel Splendid  
*Diekirch (Luxemburg)*—Hotel de la Maison Rouge  
*Dieppe (France)*—Hotel Chariot d'Or  
 „ „ Hotel du Globe du Nord et Victoria  
*Digne (France)*—Hotel Boyer-Mistre  
 „ „ Hotel Bahnhof  
*Dijon (France)*—Grand Hotel de Bourgogne  
*Evian (France)*—Hotel de Paris et d'Angleterre  
*Dinant (Belgium)*—Hotel Famille  
*Dnaard (Brittany)*—Hotel Belle Vue  
*Dreanne-les-Bains (France)*—Hotel Pension des Etrangers  
*Dol de Bretagne (France)*—Hotel Grand Maison  
*Domodossola (Italy)*—Hotel Milan  
*Dordrecht (Holland)*—Hendriks Hotel  
*Dreunnen-Hohue (Hartz, Germany)*—Becker's Hotel  
*Dresden (Germany)*—Hotel Kaiserhof  
 „ „ \*Carlton Hotel  
*Dursberg (Germany)*—Hotel Badliner Hof  
*Durheim (Black Forest, Germany)*—Salinen Hotel  
*Dusseldorf (Germany)*—Hotel Europe  
*Eckernach (Luxemburg)*—Hotel Bellevue  
*Edam (Holland)*—Dam Hotel  
*Eisenach (Germany)*—Rohrig's Hotel zum Grossherzog von Sachson  
*Elberfeld (Germany)*—Hotel Europe  
*Elbingerode (Hartz, Germany)*—Hotel Waldhaus  
*Elend (Hartz, Germany)*—Hotel Waldmühle  
*El Guerrah (Algeria)*—Hotel el Guerrah  
*Engelberg (Switzerland)*—Hotel Engel  
 „ „ Hotel Victoria  
*Eskhizzen (Holland)*—Stapel Hotel  
*Entlebuch (near Lucerne, Switzerland)*—Hotel Schimbergbad  
*Erfurt (Germany)*—Hotel Europaischer Hof  
*Ermatingen (Thurgau, Switzerland)*—Hotel and Pension Schloss Wolfsberg  
*Escorial (Spain)*—New Hotel  
*Etretat (France)*—Hotel d'Angleterre  
*Erzurum (France)*—Hotel du Cheval Blanc  
*Eval (France)*—Hotel du Grand Cerf  
 „ „ Hotel de Normandie  
*Famagusta (Cyprus)*—Hotel Savoy  
*Fasano-Riviera (Lake Garda, Italy)*—Hotel Bellevue  
 „ „ Hotel Pension Rosenthal  
*Fevamp (Normandy)*—Hotel Canehy  
*Fionnay (Switzerland)*—Hotel du Grand Combin  
*Florence (Italy)*—Hotel Porta Rossa  
 „ „ Hotel de Londres au Metropole  
*Fluelen (Switzerland)*—Hotel Tell et Poste  
*Flushing (Holland)*—Hotel Albion  
*Forclaz (near Martigny, Switzerland)*—Hotel de la Fougère  
*Frankenhansen (Kyffh, Germany)*—Hotel zum Mohren  
*Frankfort-on-Main (Germany)*—Hotel Union  
 „ „ Hotel Prinz Hermann  
*Freiburg (Baden, Germany)*—Hotel Salmé  
*Freibourg (Switzerland)*—Hotel Suisse  
*Frutigen (Switzerland)*—Hotel Terminus  
 „ „ Hotel Bahnhof



## List of Hotels (Series R)—continued.

- Leipsic (Germany)*—Hotel Sachsenhof  
 " " Hotel Sedan  
*Le Lavanton-sur-Mer (Var, France)*—Grand Hotel de la Méditerranée  
*Lenno (Italy)*—Hotel Regina  
*Lenzerheide (Switzerland)*—Hotel Schweizerhof  
*Leoben (Austria)*—Hotel Sudbahnhof  
*Le Pont (Lac de Joux, Switzerland)*—Grand Hotel du Lac de Joux  
*Les Andelys (France)*—Hotel de la Chaîne d'Or  
*Les Praz (near Chamonix, France)*—Splendid Hotel  
*Levanto (Italy)*—Grand Hotel  
*Leyden (Holland)*—Hotel Rynland  
*Liege (Belgium)*—Hotel d'Angleterre  
*Linthal (Switzerland)*—Hotel Bahnhof  
*Lion-sur-Mer (Calvados, France)*—Grand Hotel de la Plage  
*Lisbon (Portugal)*—Hotel Avenida  
*Lisieux (France)*—Hotel de France et d'Espagne  
*Locarno (Switzerland)*—Hotel Beau Rivage et d'Angleterre  
*Loches (France)*—Hotel de France.  
*Loreto (Italy)*—Grand Hotel Campania and Post  
 " " Hotel Pace Gemell  
*Lourdes (France)*—Hotel Belge et de Madrid  
 " " Hotel Notre-Dame  
*Lovere (Italy)*—Hotel Lovere  
*Lucerne (Switzerland)*—Hotel de l'Ange  
 " " Hotel Rutli  
 " " Hotel Helvetia  
 " " Lake of Lucerne  
 " " Steamers (meals only)  
*Luc-sur-Mer (France)*—Hotel des Familles  
 " " Hotel du Petit Enfer  
*Lugano (Switzerland)*—Hotel Lugano  
 " " Hotel Washington  
 " " Hotel Pension Villa  
 " " Carmen a Lac  
 " " Hotel Beau Rivage  
*Luxemburg (Lux)*—Hotel Classe  
*Luz (St. Sauveur, France)*—Grand Hotel de Londres  
*Lyons (France)*—Grand Hotel de Russie  
*Lyons-la-Forêt (France)*—Hotel de la Licorne  
*Maastricht (Holland)*—Hotel Derlon  
*Macon (France)*—Hotel des Champs Elysees  
*Mucugnaga (Italy)*—Hotel Belvedere  
 " " Hotel Mont Moro  
*Madrid (Spain)*—Hotel Peninsular  
*Maggianico (Italy)*—Hotel Climatique  
*Malaga (Spain)*—Hotel Alhambra  
*Malines (Belgium)*—Hotel de la Couronne  
*Mals (Tyrol)*—Hotel Post  
*Malta*—Hotel d'Angleterre  
*Marengo (Algeria)*—Hotel d'Orient  
*Marseilles (France)*—\*Hotel de Geneve  
*Martigny (Switzerland)*—Hotel National  
*Mauternodorf (Austria)*—Gasthof zur Poste  
*Mayence (Germany)*—Central Hotel  
 " " \* Hotel Mainzerhof,
- Mayens de Sion (Rhône Valley, Switzerland)*  
 —Hotel de la Rosa Blanche  
*Meiringen (Switzerland)*—Hotel Brunig  
 " " Hotel Meiringerhof  
 " " Hotel Oberland  
*Melchthal (Switzerland)*—Hotel & Pension Alpenhof Bellevue  
 " " Hotel & Pension Melchthal  
*Mentone (France)*—Hotel de Turin  
 " " Hotel Britannia  
*Menzenschwand (Black Forest)*—Hotel Adler  
*Meran (Austria)*—Hotel and Pension Windsor  
 " " Hotel de l'Europe  
*Mers (France)*—Hotel de la Plage  
*Mera (Oise, France)*—Hotel du Lyon d'Or  
*Metz (Germany)*—Hotel d'Angleterre  
*Michelet (Algeria)*—Hotel des Touristes  
*Middelkerke (Belgium)*—Villa des Roses  
*Milan (Italy)*—Hotel Victoria  
 " " Hotel de France  
 " " Hotel de Rome  
 " " Hotel Central Pozzo  
*Misurina (Italy)*—Hotel Misurina  
*Mittenwald (Bavaria)*—Hotel Post  
*Monaco (Côte d'Azur)*—Hotel Beau Sejour  
 " (Monaco)—Hotel de Nice  
*Monnetier (France)*—Grand Hotel du Parc et du Chateau  
*Montbovon (Switzerland)*—Hotel Pension de la Gare  
*Mont Dore (France)*—Hotel Tournaire  
*Montreuil-sur-Mer (France)*—Hotel de France et d'Europe  
*Montreux (Switzerland)*—Hotel Beau Rivage  
 " " Hotel de la Paix  
 " " Hotel Splendid  
 " (Territet)—Hotel de Hollande  
 " " Hotel Pension Vernet  
*Morgins-les-Bains (Valais, Switzerland)*—Hotel Pension de la Forêt  
*Mori (Austria)*—Hotel de la Gare  
*Morlair (Brittany)*—\*Hotel Bozellec  
*Munich (Germany)*—Hotel de l'Europe  
 " " Hotel Wagner  
 " " Hotel Stachus  
 " " Pension Wassheim, 6, Tuerkenstrasse  
*Murren (Switzerland)*—Hotel et Pension Eiger  
*Namur (Belgium)*—Hotel de Hollande  
*Nantes (France)*—Hotel du Commerce et des Colonies  
*Naples (Italy)*—Hotel and Pension de la Riviera  
 " " Hotel de Naples  
 " " \*Hotel Isotta et de Geneve  
 " " Hotel Bellevue  
 " " Hotel Metropole  
*Naters-Brigue (Switzerland)*—Hotel des Alpes  
*Neris-les-Bains (France)*—Grand Hotel Berger

## List of Hotels (Series R)—continued.

- Nervi (Italy)*—Schiekert's Parc Hotel  
*Neuchatel (Switzerland)*—Hotel du Soleil  
*Neuhausen (Switzerland)*—Hotel Belle Vue  
*Neusponding (Tyrol)*—Bahnhof and Post-hotel  
*Neustadt (Black Forest)*—Hotel Krone  
*Newied (Rhine, Germany)*—Moravian Hotel  
*Nice (France)*—Hotel des Princes  
 " (Suburb St. Barthelemy)—Grand Hotel St. Barthelemy  
 " (Cimiez)—The English Hotel  
 " \*Hotel de Berne  
 " Hotel Busy  
 " Pension Miramare  
 " Hotel de Bade and O'Connor  
*Nieuport-Bains (Belgium)*—Grand Hotel de la Plage  
*Nimes (France)*—Hotel d'Europe et de Provence  
*Nordhausen (Harz, Germany)*—Hotel Friedrichskron  
 " " Hotel Romischer Kaiser  
*Nurnberg (Germany)*—Hotel Maximilian  
*Nynegen (Holland)*—Hotel du Soleil  
*Nyon (Lake Geneva, Switzerland)*—Hotel des Alpes  
*Oberammergau (Bavaria)*—Bahnhotel  
*Oberhofen (Switzerland)*—Kurhaus Hotel Victoria  
*Ollen (Switzerland)*—Hotel Suisse  
*Oneglia (Italian Riviera)*—Grand Hotel  
*Ostduinkerke-Bains (Belgium)*—Grand Hotel des Dunes  
*Orleansville (Algeria)*—Hotel des Voyageurs  
*Ospedaletti (Italy)*—Hotel-Pension Suisse  
*Ostend (Belgium)*—Hotel de Gand et d'Albion  
 " " Hotel Marion  
 " " Hotel Royal de Prusse and Grande Bretagne  
 " " Hotel de Cologne et Villa Paula  
 " " St. James' Hotel  
*Pallanza (Italy)*—Hotel S.Gothard Pension Suisse  
*Parame (Brittany)*—Hotel de la Plage  
*Paris (France)*—Hotel Prince de Galles  
 " Hotel London and Milan  
 " Hotel du Pas de Calais, 59, Rue des Sts. Peres  
 " Hotel des Tuilleries  
 " Hotel de Dijon  
 " Hotel Prince Albert  
 " Hotel du Chariot d'Or  
 " Hotel Stavia, Rue Godot de Mauroy  
*Paris (France)*—Hotel de la Poste  
*Pegli (Italy)*—Hotel de la Ville  
*Pepignan (France)*—Hotel de la Loge  
*Perros-Guirec (Brittany, France)*—Grand Hotel  
*Piedimulera (Italy)*—Hotel Couronne and Poste  
*Pierrefouls (Oise, France)*—Grand Hotel des Bains  
*Pilsen (Austria)*—Hotel Goldner Adler  
*Pisa (Italy)*—Hotel Nettuno  
 " Hotel Minerva et Villo  
*Plansee (Tyrol, Austria)*—Hotel Seespitz  
*Pompeii (Italy)*—Grand Hotel Pompeii  
*Pont Audemer (Normandy)*—Hotel du Lion d'Or, Rue Gambetta  
*Pontorson (Normandy)*—Hotel de l'Ouest  
*Pontresina (Switzerland)*—Hotel and Pension Bernina  
*Pornichet (France)*—Grand Hotel de Pornichet  
*Quedlinburg (Harz, Germany)*—Hotel Quedlinburger Hof  
*Quimper (France)*—\*Hotel de France  
*Quimperle (Brittany)*—Hotel du Commerce  
*Ragaz (Switzerland)*—Hotel St. Gallerhof  
*Rapallo (Italy)*—Hotel Beau-Rivage  
*Rapperswil (Switzerland)*—Hotel et Pension du Lac  
*Ravello (Italy)*—Hotel and Pension del Toro  
*Ravenna (Italy)*—Hotel Royal  
*Reckingen (Switzerland)*—Hotel Pension Blinnenhorn  
*Regensburg (Germany)*—Park Hotel Maximilian  
*Reichenhall (Germany)*—Hotel Deutscher Kaiser  
*Remiremont (Vosges)*—Hotel des deux Clefs  
*Rennes (France)*—Hotel Central  
*Retournemer (Vosges, France)*—Hotel Restaurant de Retournemer  
*Reutte (Tyrol)*—Hotel Tyrol  
*Rigi Kaltbad (Switzerland)*—Hotel Bellevue  
*Rigi-Klosterli (Switzerland)*—Hotel and Pension de l'Épée  
*Rippoldsau (Black Forest)*—Hotel Fritsch zum Klosterle  
*Riva (Austria)*—Hotel and Pension See-Villa  
*Riva Bella (Normandy)*—Hotel de la Plage  
 " Hotel du Chalet  
*Rochefort (Belgium)*—Hotel Biron  
*Rolandseck (Germany)*—Hotel Decker  
*Rolle (Switzerland)*—Hotel Tête Noire  
*Rome\* (Italy)*—Fisher's Park Hotel  
 " Capitol Hotel  
 " Hotel d'Allemagne  
 " Hotel de Geneve  
*Romkerhalle (Harz, Germany)*—Hotel Romkerhalle  
*Ronda (Spain)*—Station Hotel  
*Rorschach (Switzerland)*—Hotel Bodan  
*Rosetto (Bellinzona, Switzerland)*—Hotel Pension du Cert  
*Rothenburg (Bavaria)*—Hotel Hirsch  
*Rotterdam (Holland)*—Hotel de France  
 " Hotel Victoria  
*Rouen (France)*—Restaurant de Paris, Rue de la Grosse Horloge  
 " Hotel Victoria  
*Rutesheim (Germany)*—Hotel Massmann  
*Ruta (Italy)*—\*Hotel d'Italie  
*Saas Fee (Valais)*—Hotel du Glacier

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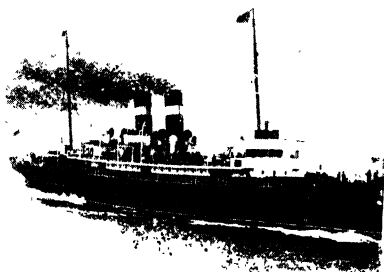
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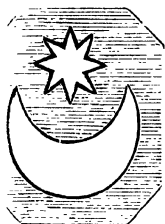
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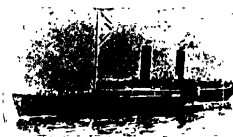
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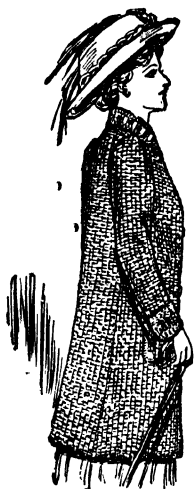
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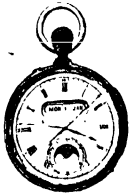
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## LONDON BRANCH OFFICES :

CITY: { 99, Gracechurch Street, E.C. (Tourelle)  
99, Leadenhall Street, E.C.  
81, Cheapside, E.C. (Cookbook)

WEST END: { 38 & 39, Piccadilly, W. (Piccatours)  
21, High Street, Kensington, W. (Viandante)  
13, Cockspur Street, Pall Mall, S.W. (Allotments)  
86, Oxford Street, W. (Touravista)  
416, Oxford Street, W.  
\*Wm. Whiteley, Ltd., Westbourne Grove, W.

CHARING CROSS—Forecourt, Charing Cross Terminus, W.C.

STRAND—378, Strand, W.C.

HOLBORN—122, High Holborn, W.C., near British Museum.

EUSTON ROAD—In front of St. Pancras Station, N.W.

WHITECHAPEL—117, High Street.

WOOLWICH—29, New Road.

HOTELS—First Avenue, Langham, Metropole, Victoria, Carlton, Russell, Savoy and Grosvenor.

## PROVINCIAL OFFICES :

BARROW-IN-FURNESS—61, Duke Street. (Coupon)

BELFAST—27, Royal Avenue. (Coupon)

BIRMINGHAM { Stephenson Place. (Coupon)  
61, Corporation Street. (Emigration)  
161, Soho Road, Handsworth. (Worldwide)

BLACKBURN—5, Railway Road. (Coupon)

BOLTON { 68, Deansgate. (Coupon)  
140, Newport Street.

BRADFORD—21, Market Street (opposite Exchange, Tower End) (Coupon)

BRIGHTON—81, King's Road. (Coupon)

BRISTOL—49, Corn Street. (Coupon)

BURNLEY—92, St. James Street. (Coupon)

CARDIFF—2, Duke Street. (Coupon)

CHELTENHAM—365, High Street (Coupon)

DOVER—14, Esplanade. (Coupon)

DUBLIN—118, Grafton Street. (Coupon)

EDINBURGH { 54, Princes Street. (Coupon)  
Booking Hall, Waverley Stn. Summer only.

GLASGOW { 83, Buchanan Street. (Coupon)  
1, Argyle Street.

GLOUCESTER—The Cross. (Coupon)

HULL—5, Carr Lane. (Coupon)

KILLARNEY—Main Street. Summer only.

LEEDS—55, Boar Lane. (Coupon)

LEICESTER—Gallowtree Gate. (Coupon)

LIVERPOOL—49, Lord Street. (Coupon)

MANCHESTER { Victoria Bridge (Emigration)  
77, Market Street. (Coupon)  
85, Stretford Road.  
Midland Hotel. (Cook's Midotel)

NEWCASTLE-ON-TYNE—2, Northumberland St. (corner of New Bridge St.). (Tourist)

NOTTINGHAM { 16, Clumber St. (Coupon)  
97, Derby Road.

OLDHAM—110, Yorkshire Street. (Coupon)

ROCHDALE—82, Drake Street. (Coupon)

SHEFFIELD—31, Fargate. (Coupon)

SOUTHAMPTON—32, Oxford Street. (Coupon)

SUNDERLAND—13, Fawcett Street. (Coupon)

WALSALL—21, Park Street. (Coupon)

WOLVERHAMPTON—22, Lichfield Street. (Coupon)

YORK—38, Coney Street.

**OFFICES AND AGENCIES OF THOS. COOK & SON—continued.**

**CONTINENTAL OFFICES:**

- AMSTERDAM { 85, Damrak. (Cook.)  
Amstel Hotel.
- BARCELONA—19, Calle de Fontanella. (Cook.)
- BERGEN, Norway—(Cook, Bergenorge.) Summer only.
- BERLIN—Weltreisebureau Union. (Reiseunion). Correspondent only.
- BREMEN—36, Bahnhofstrasse. (Cook.)
- BRINDISI—Strada Marina. (Cook.)
- BRUSSELS—41, Rue de la Madeleine. (Cook.)
- CANNES—8, Rue de la Gare. (Coupon.) Closed from May to November.
- CARLSBAD—Markt. (Cook.) Summer only.
- CHRISTIANIA—(Cook.) Summer only.
- COLOGNE—1, Domhof. (Cook.) Summer only.
- COPENHAGEN—20, Kongens Nytorv. (Cook.)
- DRESDEN—43, Pragerstrasse. (Coupon.)
- FLORENCE—10, Via Tornabuoni. (Cook.)
- FRANKFORT O/M—28, Kaiserstrasse. (Cook, Frankfurtmain.)
- GENEVA—90, Rue du Rhone. (Cook.)
- GENOA—17, 19, 21, Piazza della Meridiana, Via Cairoli. (Cook.)
- GIBRALTAR—Waterport Street. (Cook.)
- HAMBURG—89, Alsterdamm. (Coupon.)
- INNSBRUCK—3, Margarethenplatz. (Cook.)
- INTERLAKEN—Höheweg. (Cook.) Summer only.
- LAUSANNE—16, Place St. Francois. (Cook.)
- LISBON—32-54, Rua Aurea. (Coupon.)
- LUCKEN—Schwanenplatz. (Cook.)
- MADRID—30, Calle del Arenal. (Cook.)
- MALTA—308, Strada Reale, Valetta. (Cook.)
- MARSEILLES—11b, Rue Noailles. (Coupon.) Closed from May to November.
- MERTONK—22, Avenue Felix Faure. (Coupon.)
- MILAN—7, Via A. Manzoni. (Cook.)
- MONTE CARLO—Crédit Lyonnais, Avenue des Beaux Arts. (Coupon.) Winter only.
- MONTRUX—Arcades du National, Bon Port. (Cook.)
- MUNICH—Amtliches Bayerisches Reisebureau, 16, Promenadeplatz. (Weltreisen.) Correspondent.
- NAPLES—Galleria Vittoria, Via Chiantamone. (Cook.)
- NICE—13, Promenade des Anglais. (Coupon.)  
1, Place de l'Opéra. (Coupon.)  
250, Rue de Rivoli. (Cook, Rivoli.)
- PARIS—101, Avenue des Champs Elysées. (Cook.)  
Hotel Majestic.
- ROME { 54, Piazza Esodra di Termini. (Cook.)  
1b, Piazza di Spagna. (Cook.)
- SALZBURG—7, Schwarzstrasse. (Cook.) Summer only.
- SAN REMO—Via Vitto Emanuele. (Coupon.) Winter only.
- STRESA—28, Viale Umberto I. (Cook.) Summer only.
- TRONDHJEM—(Cook.) Open from June 15 to Aug. 15.
- VENICE—Piazza dei Leoncini, Piazza San Marco. (Cook.)
- VIENNA—2, Stephansplatz. (Cook.)
- ZURICH—2, Fraumünsterstrasse, Stadthausplatz.

**SOUTH AFRICAN OFFICES:**

- CAPE TOWN—Corner of Strand and St. George's Streets. (Coupon.)
- DURBAN—Smith Street. (Coupon.)

**ORIENTAL OFFICES:**

- ATHENS—Place de la Constitution. (Cook)
- BEYROUT—Near Hotel d'Orient. (Cook)
- BOMBAY—13, Esplanade Road. (Coupon)
- CALCUTTA—9, Old Court House Street. (Coupon)
- COLOMBO—Victoria Arcade, York Street. (Coupon)
- CONSTANTINOPLE—10, Rue Cabristan. (Cook)
- HAIFA—Near Hotel Carmel. (Cook)
- HONG KONG—16, De-vieux Road. (Coupon)
- JAFFA—German Colony. (Cook)
- JERUSALEM—David Street. (Cook)
- KANGOO—5, Phayt Street. (Coupon)
- SHANGHAI—2, Foochow Road. (Coupon)
- YOKOHAMA—32, Water Street. (Coupon)

**AMERICAN & CANADIAN OFFICES:**

CHIEF OFFICE—New York, 245, Broadway. (Coupon)

BRANCH OFFICES—261, Fifth Avenue (corner 29th Street), New York; 619, Madison Avenue; 553, Fifth Avenue.

- \* BALTIMORE (Md.)—Arthur W. Robson, 127, East Baltimore Street.
- \* BOSTON—332, Washington Street. (Coupon)
- \* BUFFALO (N.Y.)—R. B. Holmes, 377, Main Street.
- \* CHARLESTON (S.C.)—Due & Ravenel, 69, Broad Street.
- \* CHATTANOOGA (Tenn.)—Hamilton National Bank
- \* CHICAGO—226, South Clark Street. (Coupon)
- \* CINCINNATI (O.)—First National Bank.
- \* CLEVELAND (O.)—Akers & Folkman, 733, Euclid Avenue (opposite Hippodrome).
- \* COLUMBUS (O.)—John G. Grossman, 13, South High Street.
- \* DALLAS (Texas)—Chas. T. Gray, 270, Main Street.
- \* DENVER (Colo.)—S. R. Drury, 701, Seventeenth Street.
- \* DETROIT (Mich.)—E. W. Pyle & Son, 323, Hammond Building.
- \* FALL RIVER (Mass.)—James Duckett, 216, South Main Street.
- \* GENEVA (N.Y.)—J. G. Foster, 44, Seneca Street.
- \* HALIFAX (N.S.)—Pickford & Black.
- \* HAMILTON (Ont.)—Chas. E. Morgan, 11, James St.
- \* HARTFORD (Conn.)—W. W. Jacobs & Co., Mechanics' Savings Bank.
- \* INDIANAPOLIS (Ind.)—Frenzel Brothers.
- \* KANSAS CITY (Mo.)—F. B. Root, 823, Main St. E. McGrade, 9th, Main & Delaware Streets.
- \* LOS ANGELES (Cal.)—H. B. Rice Co., 609, South Spring Street.
- \* MEXICO CITY (Mex.)—J. Cardenas, cor. Vergara and Cinco de Mayo Streets.



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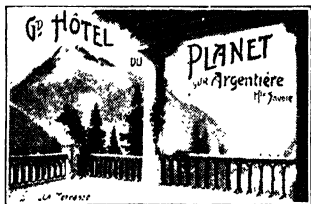
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Central Heating and Electricity in each Room.  
 Opinion of the Press.—"Argentières Hotels.—"Gr  
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 above the village (4153 feet)." *Birdsler*.  
 "Argentières. The Scenery is very fine and good ex  
 views are numerous. The best Hotel is the Planet a  
 above the village." *The Queen Newspaper* book of trav  
 "once there, one realises almost at a glance the adv  
 tages of a unique situation. This situation actually g  
 it all the year round three hours a day more sun th  
 Chamonix, and in consequence the air in winter  
 singularly pure and dry. In winter both the gent  
 and the steeper slopes behind the hotel afford the m  
 delightful skiing ground imaginable, with Mont Bl  
 and many of the Aiguilles always in the field of view."  
 R. P. Scott (*Review of C. J. A. H. V.*)

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First-class Hotel. 6,000 feet above sea-level. Splendid Winter Resort.

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Finest situation in Arosa, on the Lake. Specially adapted for English visitors. Electric  
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Strictly **FIRST-CLASS**. 2,350 feet above sea level. Most prominent situation above  
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Opened 1906. Strictly First-class House, beautifully situated near the Lake, and opposite the Borromean Islands. Beautiful view. Large Park. Lawn Tennis. Lift. Electric Light. Chauffage throughout. Apartments with private bathrooms. Orchestra. English Church. All express trains stop at Baveno station. Omnibus meets arrival of trains and steamer. Open from March 15th.

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Commanding the most beautiful scenery in Beaulieu; on elevated position with Garden. Electric Light and Water Heating throughout. A real first-class Home.

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**K. H. MULLER, Managing Proprietor.**

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WILHELMSPLATZ.**

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AND THIERGARTEN HOTEL (HOTEL DU PARC).**

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POTSDAMER PLATZ.

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Proprietor, EMIL METZGER.

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Family Hotel of the first order. Largest in Berlin. 75 rooms arranged with all modern comfort and entirely new. In a central position, but quiet, and with gardens surrounding. Well patronised both in Summer and Winter by International guests. Full pension from 6 marks. Lift. Electric Light. Central Heating, etc.

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FIRST-CLASS HOTEL.

Finest situation, opposite the British Club and the Grand Casino. 150 Rooms and Salons.

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Large Garden and Veranda. Tennis. Near Golf Links.

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Mrs. CH. DESWERT & SONS, Proprietors.

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**BLANKENBERGHE (Belgium).**

seaside.

**THE EXCELSIOR BELLE-VUE.**

entirely newly built. Everything up to date, as in the best modern hotels. Open the whole year. Central Heating. Rooms with Bath.

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English Hotel. Facing the sea. 300 Rooms. Every comfort.

GUSTAVE D'HONDT-MICHELS.

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First-class Hotel. Modern Comforts. *Cook's Coupons accepted.*

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Well-known House with old reputation

**HOTEL KONIG LAURIN.**

Dependence of the Hotels Bristol and Greif. Opened Summer 1910. Latest up-to-date building, surrounded by magnificent parks, overlooking the Dolomites and surrounding mountains. Quite fireproof. Private Bathrooms throughout. Every comfort. Auto-garage.

F. STAFFLER, Managing Proprietor

**BRIGUE.****GRAND HOTEL COURONNE ET POSTE.**

First-class Hotel. Nearest to the Station, the Post and Telegraph Office. Carriages for the Glacier du Rhone, The Grimsel and Simplon. Electric Light. Central Heating. American Bar. Pension from 8 francs. Lift. Auto-garage. Facing the Simplon. Apartments with bath and toilet.

JOS. ESCHER, Proprietor.

*Cook's Coupons accepted.*

**BRUGES.**  
**GRAND HOTEL, AND GRAND HOTEL DU**  
**COMMERCE.**

ENTIRELY RENOVATED.

Highly patronised by English and American Society. All modern comfort. Electric Light and Central Steam Heating in all the rooms. Apartments with Bath and Toilet. Splendid Garden. Omnibus at every train. Auto garage at the Hotel.

Cable and Telegraphic Address—"Grand Hotel, Bruges."

**C. VAN DEN BERGHE & SON, Proprietors**

*Cook's Coupons accepted.*

LIFT **BRUGES (Belgium).** LIFT.  
**HOTEL DE FLANDRE.**

Establishment of the Highest Class.

Largely patronised by Royalties and the *élite* of English and American Society. Central Steam Heating and Electric Light. Most beautiful Garden and splendid Winter House. Absolutely perfect sanitary arrangements. Suites and apartments with private Bath and toilet. **OTIS ELECTRIC LIFT.** Auto-garage, A.C.F., R.A.C.B., A.T.C., N.A.M.C.B., Aero C.F.

LIFT. Cable and Telegraphic Address—"FLANDRE, BRUGES." LIFT.

*Cook's Coupons accepted.*

**Mm. E. H. BENSEL, Proprietress**

**BRUSSELS.**  
**HOTEL DE BELLE VUE AND DE FLANDRE**

First-class Hotel, in the best and healthiest situation of the town; near the King Palace, overlooking the Park and the Place Royale. Every desirable accommodation. Electric Light. Lift. Steam Heating. Apartments with Bath and Toilet. Most of the rooms with hot and cold water. Winter Garden. Auto-garage and Pit.

**E. DREMEL, Proprietor**

Address letters or telegrams—"Hotel Belle Vue and de Flandre, Brussels."

*Cook's Coupons accepted.*

**BRUSSELS.**  
**THE GRAND HOTEL.**

Tariff for apartments. Service, Light, Heating included.

ROOMS.		Service, Light, Heating included.			
		1st	2nd Floor.	3rd Floor.	4th Floor.
One single bedroom, 1 person	... from	10 frs.	9 frs.	7 frs.	5 frs.
One large bedroom, 2	" "	13	11 "	9 "	8 "
Double bedroom	" " " "	18	13 "	12 "	10 "
One large bedroom, with toilet and W.C.	" "	18	15 "	13 "	10 "
Dble. bedroom, bath	" " " "	20	17 "	15 "	--
Private drawing-room	" " " "	25	20 "	--	--

Restaurant—Lunch served at small tables without wine, 4 Frs.—with wine, 5 Frs. Dinner, without wine, 6 Frs.—with wine, 7 Frs.—Arrangements made. Tariff for pensioners. Grill Room, American Bar, Rly. Office, Registration of Baggage Office.

Plan and Tariff sent on request.

*Cook's Coupons accepted.*

**J. CURTET, Manager.**

**BRUSSELS.**  
**HOTEL DE LA POSTE.**

Proprietor **H. TILMANS.**

This excellent Establishment, situated Rue Fosse aux Loups, will be found very convenient to visitors who prize cleanliness and comfort. It is very substantially furnished, has an excellent cuisine, and displays every attention to visitors, the charges being moderate. It is well situated for tourists desirous of rendering themselves familiar with the principal objects of interest in the Belgian capital, and the landlord will be found willing to afford every information in his power. Proprietor speaks English, French, German, Dutch, and Italian. Omnibus to and from the Station. Telephone. Smoking and Sitting Room. Electric Light in all the Rooms. Telephone No. 392. Steam Heating. Lift.

*Cook's Coupons accepted.*

# BRUSSELS.

## THE METROPOLE HOTEL.

THE LEADING HOTEL OF BELGIUM.

Best situation. Latest Improvements. Great  
Luxury, Five o'clock Tea. American Bar. Lifts.  
500 Rooms and 250 Apartments with Bath.

*Cook's Coupons accepted.*

### BRUSSELS.

## HOTEL ASTORIA.

FORMERLY HOTEL MENGELE (REBUILT).

Latest creation of Brussels. Strictly First-class.

*Cook's Coupons accepted.*



### BRUSSELS.

## GROTTO OF HAN.

STATION: ROCHEFORT, BELGIUM.

Travellers passing through Belgium can, by stopping a few hours, easily visit the "Grotte de Han." According to all guide-books the Grotto of Han with its chaos, its multiform concretions, its abysses, its subterranean rivers, the most enchanting and impressive in the world. An electric lighting system recently installed, produces a most indescribable fantastic

and magnificent panorama which crosses the Rochers de Fauve from Rochefort to the entrance of the Grotto.

### BRUSSELS.

## HOTEL BRISTOL AND MARINE.

9, Bd. du Jardin Botannique.

Telegrams—"Marine Hotel, Brussels."

Proprietor—JOS. KEKULE.

This excellent Establishment is situated at the Nord Station, in the finest and healthiest part of the town. First class cooking, and old wines. Every modern comfort, moderate charges. Reading Saloon with English and American newspapers. Smoking and Conversation Saloons. Baths and Garden. Electric Light throughout. All languages spoken. Electric Tramway communication with all parts of the City. Pension if desired, Night Porter. Central Heating. Telephone No. 2354.

*Cook's Coupons, Series R, accepted.*

Same Proprietorship—"Hotel Gd. Monarque & Empereur."



**BRUSSELS—NORD.****CECIL HOTEL.**

New and modern building. Family comfort. Lift. Baths. Shower Baths. Electricity Heating. Reading-room. Conversation-room. Correspondence-room.

N.B.—Restaurant of the hotel on the Mezzanine floor.

Telegraphic address: "Cecil, Brussels."

Telephone: 9314.

*Cook's Coupons accepted.*

**BRUSSELS—NORD.**

RUE DES CROISADES.

**GRAND HOTEL DES COLONIES.**

Built in 1910. Lift. Winter Garden. Conversation-room. Correspondence rooms. Baths. 150 Bedrooms. Electric Lighting. Central Heating. Large Restaurant and Lunch Rooms for parties and societies.

Telegraphic address: "Hotel Colonies, Brussels—Nord." Telephone: 129-30.

**BUDAPEST.****HOTEL BRISTOL.**

FIRST-CLASS FAMILY HOTEL.

With Splendid Views of the River and Mountains of Buda, near the Steamboat Stations. Suites with private Bath and Toilette. Winter Garden. Hall. Large Terrace on the Danube. Fine Restaurant. Rooms from 5 Kr. inclusive. Electric Light. Central Heating. Lift and Service.

**CAIRO.****SAVOY HOTEL AND SAVOY RESTAURANT.**

The fashionable Hotel of Egypt.

**GRAND CONTINENTAL HOTEL.**

Best situation, facing Esbekieh Gardens and Opera House. World-wide reputation. American Bar and Grill Room. Moderate terms.

**HOTEL D'ANGLETERRE.**

Quite First-class Family Hotel, beautifully situated in Ismailia quarter. Large Terrace facing south. Moderate terms.

**MENA HOUSE HOTEL.**

At the foot of the Pyramids, 30 minutes from Cairo. The Ideal Hotel out of town, dry desert air, country life, Golf Links, own Stables, Camels and Horses on hire. Most suitable for a lengthy stay. Moderate terms.

Agents meet all steamers.

**A. WILD, General Manager.**

Apply for new Pamphlet A.

(In Summer, Grand Hotel National, Zurich.)

*Cook's Coupons accepted.*

# CANNES. HOTEL METROPOLE

(ONE OF THE GORDON HOTELS).

Situated in own beautifully wooded private park of 30 acres, affording magnificent unobstructed views. Faces South. Sheltered from North by pine woods. Luxurious suites of Rooms with Private Baths. Excellent Tennis Courts. Fine new Croquet-lawn. Garage. The Hotel is connected with the Town Station, Golf Links, and Polo Ground by private automobile service.

*Cook's Coupons accepted.*

OPEN	<b>CANNES (French Riviera).</b>	OPEN
WHOLY	<b>HOTEL VICTORIA.</b>	WHOLE
YEAR.		YEAR.

Central Situation. Fine Garden. Near Sea. Comfortable Rooms. Electric Light. Very good table. Tramway at the door. Pension from 9 Francs. For Parties of six in two rooms, 7s. Hot Water Heating throughout.

**L. W. PILATTE, Proprietor.**

*Cook's Coupons accepted.*

## CANNES. HOTEL DE FRANCE.

The most convenient position. Water Heating in the rooms. Hydraulic Lift.

Electric Light. Large Garden.

*Cook's Coupons accepted.*

## CARLSBAD. SAVOY WESTEND HOTEL,

VILLA HOHENBURG, VILLA CLEOPATRA, AND VILLA CARLTON.

Constructed and fitted up on the most approved principles of MODERN HIGH-CLASS HOTELS. It is situated in the West-end quarter, opposite the American Park, in the healthiest position of Carlsbad. FIRST-CLASS RESTAURANT AND GRILL ROOM.

Saloons, Reading and Smoking Rooms. Garden. Terrace. Electric Light. Hydraulic Lift. During May and September, reduced prices. Terms according to season.

Telegrams—"SAVOYHOTEL."

TELEPHONE No. 333.

**A. AULICH, Proprietor.**

*Cook's Coupons accepted.*

## CHALONS s. MARNE (France). HOTEL DE LA HAUTE-MERE-DIEU.

Very good Family Hotel, on the way to Switzerland *via* Calais and Basle. Excellent place to break the journey. Hotel well known in England for comfort, excellent cooking and delicious wines. The cellars contain one of the finest selection of wines and spirits in France. Visitors by train or motor must not pass through or close to Chalons s. Marne without stopping at the Haute Mere-Dieu. The Hotel has just been enlarged and improved, and its rooms newly decorated and furnished. New sanitary arrangements. Modern Bathroom. Shower Bath. Lavatories with hot and cold water. Room with private toilet, bath, and w.c. Steam Heating throughout. Table d'hôte. New Restaurant. Reading and Smoking Room. Garage. Pit. Garden. Post Office close to the Hotel. *Cook's Coupons.*

Telephone No. 4. Telegraphic Address: "HOTEL MEUNIER." **MEUNIER, Proprietor.**

## CHAMOUNIX.

HOTEL DE LONDRES, D'ANGLETERRE, AND  
GRAND HOTEL.

ALL FIRST-CLASS.

Large Garden. Splendidly situated. Lift. Tennis. Apartments with private Bath  
Proprietor: Société Hôtelière Franco-Suisse de Chamounix.

CREPAUX-TAIRRAZ,  
Manager.

*Cook's Coupons accepted.*

## CHAMOUNIX.

## GRAND HOTEL ROYAL AND DE SAUSSURE.

Proprietors, COUTTET FRÈRES.

First-class English Family Hotel. Delightful free situation, with a large sheltered Park  
and Garden. Magnificent view of the Mont Blanc. High-class cuisine. Restaurant  
Smoking and Reading Rooms. Baths. Excellent telescope for free use of visitors. Electric  
Light throughout. Moderate charges. Special arrangements for families. Lawn Tennis

*Cook's Coupons accepted.*

## CHAMOUNIX.

## HOTELS BEAU-SITE AND CONTINENTAL.

Excellent Second-class Hotel, recommended to families for great comfort. Beautifully  
situated in a large garden facing Mont Blanc and its Glaciers. Good sanitary conditions.  
First-rate cooking. Most moderate terms. Bathrooms. Smoking and Reading Rooms.  
Dark-room. Electric light throughout. Telegraph. Telephone. Omnibus. Winter season  
Patronised by English families. Garage for Automobiles.

J. CURRAL-COUTTET, Proprietor.

*Cook's Coupons, Series R, accepted.*

## CHIAVENNA.

## HOTEL NATIONAL ET ENGADINERHOF.

The Best and most Modern Hotel. Opposite the Railway Station and the principal  
office for the arrival and departure of all the diligences. The only Hotel with Central Steam  
Heating installation throughout. Electric Light. Telephone. Baths.

*Cook's Coupons accepted.*

## COBLANCE.

## HOTEL ZUR TRAUBE,

Renovated 1910.

Every Comfort.

Close to the Piers.

Beautiful views on the Rhine.

Omnibus at the Station.

Electric Light.

Central Heating.

Telephone No. 42.

A. FLORY, Proprietor

*Cook's Coupons, Series R, accepted.*

## COLOGNE.

## HOTEL DU NORD.

Large Garden with Terrace.

Post and Telegraph Office.

*Cook's Coupons accepted.*

## COLOGNE—RHINE.

## HOTEL DISCH.

FIRST-CLASS. OLD RENOWNED. With every modern comfort.

Omnibus at the Steamboats and the Station.

*Cook's Coupons accepted.*CORTINA D'AMPEZZO, TYROL.  
PALACE HOTEL CRISTALLO.

New admirable First-class Hotel. Glorious situation near the Wood. Beautiful terrace, veranda and garden. Full view of Dolomites. 100 rooms with balconies. Apartments with Bath. Open fireplaces. Motor Garage. Moderate charges. Special arrangements for long stay. Central Heating. Comfortable carriage and motor-car drives to the Dolomites and its surroundings. Cheques and letters of credit of the American Express cashed and delivered. Ideal Winter Sport.

B. MENARDI, Proprietor.

*Cook's Coupons accepted.*CORTINA (d'Ampezzo 4,025 feet above sea-level), TYROL.  
QUEEN OF THE DOLOMITES.

## GRAND HOTEL MIRAMONTI.

First-class New Hotel, situated amongst beautifully green Alpine meadows and near extensive forests. Grand panoramic view of the Dolomites. 150 spacious, lofty, and well-furnished rooms. Apartments with private Bath, private Sitting-room. Numerous balconies. Large elegant Dining-room with separate tables. Central Heating. Electric Light. Baths on every floor. Large vestibule and public room. Verandas and restaurant. Tennis Court. Auto. Garage. Telephone. Carriage horses and Guides in the House. Moderate terms.

*Cook's Coupons accepted.*

R. MANAIGO, Proprietor.

## DAVOS PLATZ.

LIFTS.

## GRAND HOTEL AND BELVEDERE.

Largest First-class English Hotel (open the whole year), particularly recommended to English Travellers. 180 Bedrooms. Splendid Saloons and vast Assembly Hall, with Stage for Theatricals. Beautiful views. Terraces, Verandas, Lawn Tennis Ground, Sleighing, Skating, Curling. Two full-sized English Billiard Tables, Library, Bathroom on each floor. English Sanitary arrangements carried out by English firm and English workmen. Pension for a week's stay. Electric Light throughout. For further information apply to

CH. ELSNER, Manager.

*Cook's Coupons accepted.*

# DIEPPE. HOTEL ROYAL

(ONE OF THE GORDON HOTELS).

Finest Hotel in Normandy. Best position facing sea, and nearest the Casino. Entirely rebuilt a few years ago, the Hotel embodies all modern improvements. Uninterrupted sea views from every window. Numerous suites of rooms with private baths. An ideal centre for automobilists. Renowned cuisine. Open June to October.

## DIEPPE.

### GRAND HOTEL.

On the front, facing the sea. First class house. 150 rooms and saloons. Lift.

Bathrooms. Apartments with Bathroom. Garage and Repairing Workshop.

Open all the year. Telephone: 164.

Splendid Trout Fishing for people staying in the Hotel.

**G. DUCOUDERT, Proprietor.**

*Cook's Coupons accepted.*

## DRESDEN.

### GRAND UNION HOTEL.

Near Central Station. One of the best managed Hotels.

Unrivalled Position. Garden in front and back. Magnificent High Class Family Establishment, in the finest part of the town (the English Quarter). Suites and Rooms with private bath. Latest improvements. Garden. Garage (Boxes). Moderate Charges.

**A. BECKER-LANDRY,**

*Cook's Coupons accepted.*

## DRESDEN.

### PENSION MEINCKE.

PRAGER STR., 58.

Opposite Cook's Tourist Office. Villa with garden. Close to Central Station. First-class in central, healthy and sunny situation. Trams in all directions to all the sights and the Exhibition. Comfortable well furnished room with or without board, by day, week or month. Baths.

Telephone No. 602.

**FRAULEIN ANNA MEINCKE, Proprietress.**

## EGGISHORN, 2,200 m.

2½ hours above Tiesch.

### HOTEL JUNGFRAU.

On the Furka Pass. 120 beds. Open from the 25th of June to the 1st of October. Catholic and English places of worship. At the foot of the Eggishorn, with one of the finest views of Switzerland. Walk to the Riederalp; Excursion to the Lake of Meryeler. Glacier d'Aletsch and Pavillon Concordia, Ascent Jungfrau, Finsterhorn, Mönch, Aletschhorn, Mönchjoch, Lötschenluche, Oberaarjoch.

**E. CATHREIN,**

*Cook's Coupons accepted.*

**EVIAN-LES-BAINS.**

The beautiful and highly patronised watering-place in Savoy on the borders of Lake Annecy. Complete Thermal Establishment. Recommended by most of the leading Doctors of England, France, and Germany, and frequented by European aristocracy. Theatre, Golf, Tennis, Casino, Splendid Excursions. Two daily trains de luxe.

**ROYAL HOTEL.**

A Palace of Luxury unrivalled  
in Europe.

**SPLENDID HOTEL.**

"The Home of Comfort."

These two Hotels are under the Management of the Ritz and Carlton Hotels of London.

**FAULENSEEBAD.****FOREST HOTEL VICTORIA.**

Lift, OPEN MAY to OCTOBER, Central Heating.

Fine elevated position above Lake of Thun (2,600 feet above the sea). Splendid view. Large private Grounds and Woods. Absolutely free from noise and dust. Lawn Tennis. Hot Spring, Baths and Douches. Electric Light. Post and Telegraph Office in the Hotel. 100 Bed and private Sitting Rooms. Motor Omnibus at Spiez Station (10 minutes). Season terms from 8 francs until July, and in September from 7 francs.

**S. F. HOMBURGER, Proprietor.**

*Cook's Coupons accepted.*

**FLORENCE.****THE GRAND HOTEL BAGLIONI.**

Near the Railway Station, central and quiet. Sunny. Modern Hotel with the best and up-to-date comfort. Rooms and Suites, with connecting Private Bath and Dressing-room. Complete Auto. Garage in the Hotel. Large Smoking and Lounging Hall.

**A. & G. BAGLIONI BROS., Proprietors.**

Branch House:—**BOLOGNA, Hotel Italie-Baglioni.**

*Cook's Coupons accepted.*

**FLORENCE.****GRAND HOTEL PORTA ROSSA ET CENTRAL.**

Most complete Second-class Hotel. Every comfort. Full South. Centrally situated. Lift. Electric Light, and Central Steam Heating in every room. Hot and cold Baths. Douches. Omnibus at the station.

**ERNESTO CHECCHI, new Proprietor.**

*Cook's Coupons, Series R, accepted.*

**FLORENCE (Italy).****HOTEL DE LONDRES AND METROPOLE,**

2, VIA SASSETTI (Sassetti Palace), and Piazza Victor Emanuel.

New part of the town. Central and quiet location, full South. Omnibus at the Railway Station. Open all the year. Every modern comfort.

TELEGRAPHIC ADDRESS—"Luckenbach, Florence."

**P. LUCKENBACH, Proprietor.**

*Cook's Coupons, Series R, accepted.*

## FLORENCE.

## GRAND HOTEL NEW YORK.

LUNG ARNO, CORNICI.

Completely modernised and redecorated. New WINTER GARDEN and Electric Light and Steam Heating throughout. Public and Private Bathrooms on each floor. Latest sanitary arrangements.

G. FAINI, Proprietor.

*Cook's Coupons accepted.*

## FLUSHING (Holland).

## ZEELAND HOTEL.

Open all the year round. Patronised by Royalty and the highest Society. Favorably situated opposite the Railway Station, close to the Landing Stages of the Zealand Steamship Company. Entirely rebuilt, refurnished, and greatly enlarged. Every modern requirement. Electric Light. Good rooms. Excellent cooking. Moderate charge. Pleasant abode to Passengers by the Flushing Route.

*Cook's Coupons accepted.*

OPEN from APRIL to OCTOBER.

## FONTAINEBLEAU.

## SAVOY HOTEL AND RESTAURANT.

Magnificent First class Hotel. Situated in the neighbourhood of the Wood and the Station. Large shady Park. Tennis Courts. Splendid Lounge, and SPECIAL MOTOR CAR RUNNING TO THE GOLF LINKS.

Every Bedroom has a Dressing room, with running hot and cold water.

*Cook's Coupons accepted.*

## FRANKFORT.

## HOTEL PRINZ HEINRICH.

Opposite the Central Railway Station. 150 large airy and quiet rooms from 2 Mark upwards. Electric Light throughout. Lut. Shady garden. Bathroom on each floor. Modern comfort.

WILLIAM BOPP, Proprietor.

*Cook's Coupons, Series R, accepted.*

## FRANKFORT a. M.

## HOTEL UNION.

FIRST CLASS.

Finest central position. Near the Goetheplatz. Every modern comfort.

Private Bathrooms. Auto. Garage.

F. N. KNOBLAUCH, Proprietor.

*Cook's Coupons accepted.*

**FRANKFORT a. M.**  
**HOTEL BRISTOL.**

First-class. Directly opposite the Station. Every modern comfort. Patronised by the best English and American families. Rooms from 4s., including Breakfast.

Excellent Beds. Private Bathrooms throughout.

**EUGEN KIEFER, Proprietor.**

*Cook's Coupons accepted.*

**FREIBURG (in Breisgau, Baden).**  
**HOTEL DE L'EUROPE.**

(EUROPAISCHER HOF)

First-class Hotel, situated to the left of the Railway Station, close to Post Office, and adjacent to the Cathedral. In quiet and finest open situation. The Park made up of the surrounding 150 acres of Gardens. Covered and open Terraces for open-air dining. Restaurant. Electric Light and Steam Heating. Baths and Apartments with Private Bath and Toilette. Lift. Perfect sanitary arrangements. English Newspapers. Moderate prices. Pension. Hotel Caters at every train; no Omnibus wanted. **C. BURKARDT, Proprietor.**

*Cook's Coupons (A, B, C) accepted.* For many years at De Keyser's Royal Hotel, London.

**FREIBURG, BADEN (Black Forest).**

**HOTEL SOMMER, ZAEHRINGERHOF.**

The leading Hotel of the place, opposite the principal station. Perfect sanitary arrangements. New Hall and covered Terrace with Restaurant. Apartments with Lifts. Central Heating. Open all the year. Auto. Garage.

**SOMMER BROTHERS, Proprietors.**

**GARDONE (Riviera).**  
**Lake of Garda—Italy.**

**GRAND HOTEL.**

*Cook's Coupons accepted.*

**GENEVA.**

**HOTEL DU LAC.**

Well-known house, entirely renovated, near the steamers' landing stage. Central heating. Lift. Bath-rooms on all floors. Rooms from 3 frs.; dinner, 4 frs.; supper, 4 frs. Special terms for longer stay. Cook's Office in same house.

**E. DEYHLÉ, Proprietor.**

*Cook's Coupons accepted.*



## GENEVA.

## INTERNATIONAL HOTEL.

(FACING THE STATION.)

New building with 120 rooms, entirely up-to-date. Lift and Central Heating. Ladies Drawing-room. Moderate charges.

AL. AMHERD, Proprietor.

*Cook's Coupons, Series R, accepted.*

## GENEVA.

## HIGH-CLASS WATCH FACTORY.

Established  
1785.



**A**  
**C**  
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**N**  
**T**

Highest result at Kew (London) Observatory Trials, 1909-10,  
with 945 points out of 100.

## GENOA, ITALY.

## HOTEL DES PRINCES.

Near Station and Harbour. New. First-class, with moderate prices. Apartments and single rooms with Bath.

## HOTEL CONTINENTAL.

In town. Restaurant. Bar. Tea-room. Close to Thos. Cook & Son—Hamburg-America—North German Lloyd.

In Summer: Baths of Montecatini, Grand Hotel la Pace, Locanda Maggiore.

LUIGI MELANO, General Manager.

*Cook's Coupons accepted.*

## GENOA.

## HOTEL DE LONDRES.

First class, opposite to the Station, near the Steamers. Front street paved with noiseless asphalt. Perfect heating. Ventilation and Sanitary arrangements. Moderate terms.

Auto. Garage.

FEDERICO FIORONI.

## SAVOY HOTEL.

Opposite Station. *Cook's Coupons accepted.*

## BRISTOL HOTEL.

New. Centre of Town.

**GLETSCH.****HOTEL DU GLACIER DU RHÔNE À GLETSCH.**

1,800 m. 250 beds. Electric Light. Baths. The Furka, Grimsel, and Brigue diligences stop here at midday and evening. English Church.

**HOTEL PENSION BELVEDERE, Route Furka.**

One and a half hours from the Hotel du Glacier du Rhône. 2,200 m. 90 beds. Most splendid view over the Rhone Glacier and the Alps. Both Hotels considerably enlarged and provided with every modern comfort, including Post and Telegraph Offices.

**J. SEILER-BRUNNER, Proprietor.**

*Cook's Coupons accepted.*

**GLION SUR TERRITET.****GRAND HOTEL RIGHI VAUDOIS.**

First-class Hotel, situated in one of the finest and healthiest parts of Switzerland, full south, commanding a splendid view of the mountains and of the lake. Perfect sanitary arrangements. Lift. Electric Light. Telephone. Baths. Large Park, with Lawn Tennis ground. Central Heating. Open all the year.

**F. RIECHELMANN, Proprietor.**

**GOESCHENEN (Switzerland).****GRAND HOTEL GOESCHENEN.**

(Facing the St. Gothard Railway Station.)

English and American visitors to this interesting part of the St. Gothard route will here find every comfort. Good cuisine, attentive service, excellent Beds, and perfect sanitation. Charming walks amongst the grandest Alpine scenery. Excursions to the Devil's Bridge, Andermatt, Goeschenen Valley, etc. Chief starting place for the Furka Pass, and Oberalp routes. Electric Light in all rooms.

**A. HUBER-ADAM, Proprietor.**

Private Carriage Tickets from Goeschenen to Furka, Brigue, Meiringen, etc., can be had at all the offices of THOS. COOK & SON. *Cook's Coupons accepted.*

**GOTHENBURG (Sweden).****PALACE HOTEL.**

Entirely new, and the most modern Hotel in Gothenburg. Large Garden and open-air Restaurant during summer. Moderate terms which include light, heating and telephone. Private suites and Bedrooms with bath and lavatory. An old-fashioned Lunch Restaurant with German beers in the basement.

THOS. COOK & SON'S Tourist Office in the Hotel.

Telegrams: "Palace, Gothenburg."

*Cook's Coupons accepted.*

**GRENOBLE.****HOTEL MODERNE.**

Built and furnished in accordance with the latest improvements in connection with comfort and hygiene. 200 Rooms and Saloons. Independent Apartments for families. Electric Lighting and Heating in all rooms. Baths and Douches. Lifts. Special shelter for Motor-cars. Dark-room. Interpreters. Information given. Carriages and Guides for excursions. Railway Tickets. Belvedere with admirable view of the Alps mountain chains. Table d'hôte. First-class Restaurant. Moderate Terms. Telephone in every room.

**TH. EBRAY, Manager.**

*Cook's Coupons accepted.*

## GRINDELWALD.

## HOTEL BELVEDERE.

Good Family Hotel, commanding the finest view over the valley and the surround peaks and glaciers, in the middle of its own grounds of 5,000 m.; nicely arranged garden three minutes from the station. One of the best situations for a prolonged stay. Stone building, offers every modern comfort. 120 beds. List. Pension terms from  $\frac{1}{2}$ . Own Skating and Curling Rinks.

## GRINDELWALD (Switzerland).

3,468 ft. above sea-level.

In the heart of the finest mountain scenery of Switzerland (The Wetterhorn, Bigler, Mone Jungfrau and other Giants).

## THE BEAR HOTEL

(Close to the English Church).

First-class. 300 Beds.

Old-Established Premier English Hotel. Central Heating. Electric Light. Lift  
Private Bathrooms. Orchestra. Tennis.

## WORLD-RENOWNED WINTER SPORTS CENTRE.

Open -May 15th to October 1st. December 1st to middle of March.

*Cook's Coupons accepted. During Winter Season Special Coupons.*

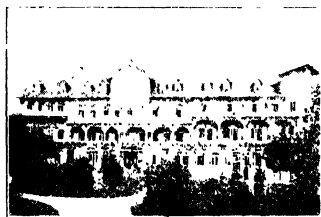
## THE HAGUE (Holland).

## HOTEL DU PASSAGE.

Interesting position in the centre of the town. Near all places of interest. Entirely renovated, with every comfort. Highly recommended to English and American tourists. Renowned cuisine, with excellent service. Special terms for "En Pension." Prices moderate. Omnibus at Central Station.

J. JANSEN, new Proprietor.

*Cook's Coupons accepted.*



## HAHNENKLEE (Oberharz)

600 metres above sea-level.

Rail Station, Goslar.

## HAHNENKLEER-HOF

Distinguished Hotel. Electric Light. Central Heating. Open all the year round. Winter Sports. Tennis Ground. Park.

Telephone Office, Goslar No. 85.

HERM. KNUPPEL, Proprietor.

*Cook's Coupons accepted.*

## HELWAN (25 minutes from Cairo in the Desert).

The famous desert watering place. Warm, dry desert air. Magnificent modern Bathing Establishment. Under supervision of an English Medical Director. Natural Sulphur water, stronger than those of Aix les Bains or Harrogate. All kinds of baths and douche. Massage. English Masseurs and Masseuses. Only place in the world where marvellous treatment of Gout, Rheumatism, Sciatica, Lumbago, etc., can be carried out in winter under best climatic conditions.

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The best Hotel at Helwan. English home comforts. Nearest to the best Golf Links in Egypt. Lift. Apartments and Single Rooms with private Bath and Toilet. Write for illustrated pamphlet.

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Comfortable Family Hotel. Opposite Baths. Beautiful Gardens. Terms from 8s. 6d. per day. A. PETRY, Manager. *Cook's Coupons accepted.* A. WILD, General Manager.

**HAMBURG.****HOTEL "ATLANTIC."**

Three minutes from the principal railway station, on the outer Alster Lake. Rooms on 4 Marks upwards; with bath and toilet from 10 Marks.

Modern Auto. Garage.

RESTAURANT PFORDTE.

*Cook's Coupons accepted.*

**HAMBURG.****STREIT'S HOTEL, JUNGFERNSTIEG.**

First-class Family Hotel, with beautiful view over the Alster Basin. Entirely renovated. Rooms with private bath and w.c. Single rooms from Mk. 5.00 upwards inclusive. Breakfast, Auto, Garage. Arrangement en pension will be made during the winter time.

Direktion L. FARNOW, Late Hotel Hamburger Hof.

*Cook's Coupons accepted.*

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106-108, RUE DE PARIS. 71, RUE BAZAN.

Modern First class Hotel. Latest comforts. Rooms with bath. Electricity. Lift. Central Heating. Renowned cuisine and wines. Table d'hôte. Lunch 3 frs. Dinner 5.30. Telephone 961.

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**HORNBERG (Black Forest, Germany).****BEAR HOTEL -PENSION.**

Family House, near the Forest, newly built. Comfortably furnished. Electric Light. Garden. Veranda. Lawn Tennis. Trout Fishing. Baths. Omnibus at the Station.

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Climate in Winter sunny, dry, cold, bracing, without cold winds, especially recommended for weak constitutions, anæmia, reconvalescence, throat diseases, etc.

All sorts of Winter Sport. Tobogganing, Skating, Sledding, splendid skating rinks, amusements, theatres, balls, concerts, etc. Excellent Educational advantages. University, Gymnasium, Music, etc., etc. Schools, private Summer Season, beautiful Walks, Etc.

Most beautiful drive to the Bavarian castle and Ober Au

**HOTEL TYROL.**

First class modern comfort. Lift. Electric Light Home comforts. **CARL LANDSEE, Propr.**

Central Heating. Historical pamphlet, illustrated, sent on application. *Cook's Coupons accepted.*





## INTERLAKEN. THE "BRISTOL."

All modern conveniences.  
Real English home comfort.  
Lift. Baths. Garden. Apartments.  
Hall. Opposite Central Station and  
Landing Stage. Fine View.  
Good Pension from 7 frs.  
Rooms from 2.50.

## INTERLAKEN. GRAND HOTEL VICTORIA.

An unique position on the Höhweg, offering a grand view of the Jungfrau and its incomparable panorama. First-class Hotel. Apartments of Sitting, Bed, and Private Bath rooms. French Restaurant. American Bar. English Billiards. Lifts, Electric Light Central Heating. Concerts. Balls. Splendid Sporting Grounds. Motor-car Shed. Pension Terms in Spring and Autumn. *Cook's Coupons accepted.*

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Situated in the centre of the Höhweg, with a magnificent view of the Jungfrau. Recently enlarged and improved, with every modern comfort. Private Bathrooms. Grand Restaurant with Terrace and Grill Room. Large Hall. Rooms from 4 francs. Large shady Gardens. Lawn Tennis. Motor-car Shed. Pension prices for a prolonged stay. *Cook's Coupons accepted.*

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Central position on the Promenades, with magnificent view of the Mountains.  
260 Beds. Lift. Electric Light throughout.

PRIVATE BATHROOMS.

TABLE D'HÔTE AT SEPARATE TABLES

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Hot Water Heating.

Motor Shed.

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H. WYDER, Proprietor.

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First-class, in central position, on Höhweg,

MODERATE CHARGES.

FINE SUITES WITH PRIVATE BATHS.

E. SEILER, Proprietor.

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(and BEAU RIVAGE).

Fine and quiet situation on the Hüheweg. First-class throughout. Restaurant. Table d'hôte at separate tables. Large garden.

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Close to the Central Station. Large shady Garden along the river. Undoubtedly the finest view of the glaciers. Billiard room. Saloon. Electric Light. Baths. Perfect sanitary arrangements. Rebuilt and enlarged in 1897. Eighty beds. Front rooms only. Moderate charges. Pension. Open all the year.

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The **only MODERN** and **BEST APPOINTED HOTEL** in the Channel Islands.

Unrivalled situation facing sea.

GOLFING.

TENNIS.

Reduced terms during Winter months on application to Manager.

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Garden Orchestra every evening at 8.

First-class Hotel, beautifully situated, facing the Sea. Replete with every comfort and convenience for visitors, tourists, and families. lofty and well ventilated Bedrooms, overlooking the Sea. Ladies' Drawing-room, Coffee-room, Billiard-room, etc. Omnibuses meet Steamers. Table d'hôte.

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## JERUSALEM (Palestine).

## GRAND NEW HOTEL.

FIRST-CLASS.

Situate near Jaffa Gate, Tower of David and all places of interest in the City. Electric Light throughout. Bathrooms, etc. Latest sanitary improvements. Thomas Cook & Son's travellers are accommodated at this Hotel. To avoid disappointment apply for rooms in advance. Interpreters meet all steamers at Jaffa and train at Jerusalem.

A. &amp; J. MORCOS, Proprietors

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FIRST CLASS HOTEL.

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*Cook's Coupons accepted.*

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The Sunny Shores of Tunisia. Station Soliman. Winter Resort on the Gulf of Tun. Ancient Roman Baths of Carthage. Hot chloride of sodium and sulphate of calcium springs—seven in number, temperature varying from 20 to 60° centigrade. Use externally for baths, douches, vapour baths; and internally as a purgative and diuretic. Modern Thermal Establishment for the treatment of arthritis, rheumatism, gonorrhoea, lymphatic, uterine, intestinal, liver and splenic affections, dysentery, obstinate constipation, wounds, varicose ulcers, diseases of the urinary organs, mucoc-membraneous colitis, etc.

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Open from 1st November to 30th May. Annexes and Villas recommended by the Tourist Club. Daily Automobile services. Illustrated pamphlet free on application to 2, Rue Meyerbeer (Opera), Paris (Phone No. 315-11); or to 5, Rue Saint Charles, Tunis (Phone No. 112).

*Cook's Coupons accepted.*



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### POST HOTEL.

Modern Alps Hotel. Iron-beton. Apartment with Bath and W.C. 130 Beds. Central Heating. Post. Telegraph. Telephone. Tourist Agency. Starting point of all post motor-cars. Diligence. Mail coaches via Fimstermunz to the lower and upper Engadin. Stillsjöoch and Italian Lakes. Fernpass-Bavarian Kings' Castles. Private travelling motor-cars. Map of Western Tyrol free of charge. Club Hotel of all first class Automobile Clubs.

**J. MÜLLER, Proprietor.**

*Cook's Coupons accepted.*

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Highly recommended First class Hotel. Three minutes from Railway Station. Delightful situation and view on Lake and Alps. Large Terrace, Veranda and Garden. Two Lifts. Baths. Electric Light and Central Heating in every room.

Private Apartments with Bath. Auto. Garage.

**L. LIEBERMANN, Manager.**

*Cook's Coupons accepted.*



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### OLD INDIA.

Tea and Luncheon Rooms. Place St. François, the new Gallerie St. François, opposite the Banque Cantonale.

The finest tea-rooms in Switzerland. Large Saloons. Accommodation for 250 Customers. Orchestra on several days of the week, and Sunday afternoon and evening. Meals at

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**PENSION LIAUDAT.**

Comfortable small Family Pension. Entrance in the Square (Square de Georgette 2), under the arch of the Avenue Georgette, or in the Rue Charles Monard. Cuisine soignée. Rooms full South. Shady garden. Telephone 1616. Bathroom. Electric Light. Central Heating. Tramway Station. Two minutes from the Railway Station. In proximity to the Theatre, Bank, Post, Ecoles Vinet and de Villamont, and the Public Gardens. French conversation. Pension from 5.50 frs. to 6 frs. per day. Arrangements for families. Bedrooms from 2.50 frs. Meals from 2.50 frs.

**PENSION CLARENCE.**

N.B. This Pension will be transferred on the 24th June, 1911, to a new House (having every modern convenience), in the Rue Beau Sejour, under the name of **PENSION CLARENCE.**  
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First-class, newly built, with spacious rooms and vestibule; undoubtedly the best situated Hotel near the Station (Avenue de la Gare). Every modern comfort. Lift, Electric Light, Baths, and Central Heating throughout. Delightful view on Lake and Alps. Suitable for passers through and for families en pension. Table d'hôte at separate tables. Moderate charges.

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OPEN THE WHOLE YEAR ROUND. FIRST-CLASS OPEN-AIR RESTAURANT.

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Stands in its own grounds. Magnificent view. Lawn Tennis. Motor-car Garage.

Rooms with Private Baths.

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**HOTEL PENSION REGINA BRISTOL.**

RUE BEAU SEJOUR, 21.

Well known Family Hotel. Every comfort. Electric light throughout. Central Hot Water Heating. Bathroom. Shady garden. Beautiful view on Lake and mountain. Very central, quiet position, near Post Office, Theatre, Banks, Public Walks and Parks. Tram to and from all directions. Rooms from 2.50 frs. each bed. Pension terms, 6 to 9 frs. from five days' stay.

**ERNEST HEER, Proprietor.**



**LINDAU (Lac Constance) BODENSEE.**

**HOTEL DE BAVIERE.**

A most lovely spot to break the journey or for longer stay.

(See Bradshaw's "Climate and Health Resorts.")

First-class Hotel, very comfortable in every respect. Full South position in front of the Swiss Alps. Is open all the year, and heated throughout in winter. Pension from 8 marks. Sanitary arrangements perfect. Electric Light. Lift. Central Heating. Auto. Garage. Rooms with Bath.

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First-class on New Boulevard Pilatus. 150 Beds. Private Bathrooms. Electric Light and Hot Water Heating throughout. Full South. View on the Mountains. Large New Hall. Table d'hôte at separate tables. First-class "Restaurant Français."

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## THE GRAND HOTEL DU LAC.

First-class.

Private Bathrooms.

300 Beds.

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Good Second-class Hotel. 5 minutes from the Station. Omnibus. 120 Beds. Electric Light. Central Heating. Moderate prices. Rooms from 2 frs. Good cuisine. Pension charges from 7 frs. Highly recommended.

*Branch House:* Hotel International, Lugano.

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Open position. Old renowned hotel with every modern comfort. 100 Beds from 2.50. Light. Warm Water Heating. Private Baths. Large Vestibules. Ladies' Rooms. Smoking and Billiard Rooms. Restaurant. Omnibus, etc.

Curiosity of Lucerne: Old Suisse Restaurant of the 16th Century.

W. HELFENSTEIN, Proprietor.

*Cook's Coupons, Series R, accepted.*

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## HOTEL BEAU RIVAGE (Rebuilt)

Very comfortable accommodation for 9-15 frs., inclusive, in Spring and Autumn, and from 12-20 frs. in the High Season.


Rooms with Private Baths and Toilette.

Ask for Pamphlet No. 4.

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Especially recommended by the Travel Editor of "The Queen."

Open March 10th till October.

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LUCERNE.

GRAND  
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First-class Favourite English and American House. IN FINE AND QUIET POSITION ON THE LAKE. Grand Hall with Walking Gallery. Restaurant newly fitted up in connection with large covered Terrace and large GARDEN. Perfect sanitary arrangements. Private Apartments, with Bath and Lavatory. Warm Water Heating. Garage for Motor-cars on the Premises. Write for Prospectus. Moderate terms. Omnibus meets all Trains and Steamers.

Cook's Coupons accepted.

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(7 minutes' walk from Town, on Drei Linden Hill.)

Fine view of Alps and Lake. Full South. Large shady old garden. Terrace.  
Electric Light throughout. Smoking-room. Bathroom.  
Open all the year. Established 28 years. English management.  
Pension from 5½ frs. per day, inclusive.

ADAMSON TRUB, Proprietor.

GOLD MEDAL



LUCERNE.

BOSSARD & SON,

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MANUFACTURING JEWELLERS, GOLD AND SILVERSMITHS.

Dealers in Precious Stones. Artistic Work, Odd Patterns.

Member of the Jury, Paris, 1900.

PARIS, 1889.



GOLF LINKS. LUGANO (Switzerland). KURSAAL.

HOTEL EUROPE.

First-class. Best position on the new Quay. Cool in Summer. Park, Gardens, Lawn Tennis, etc. Especially recommended to English or Americans and holders of Cook's Coupons.

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Located in the most beautiful part of Lugano, on the New Quay. Every up to date comfort. Large Garden and Park. Motor-shed. Golf Links. Tennis. Roll. Skating Rink.

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First class Family House with every modern comfort. Opposite the Paradiso steamboat pier and new embankment. 80 beds. Lift. Steam Heating Electric Light. Large Hall. Garden right on the Lake. Meals at small tables. Inclusive term Rooms from 2.50. Pension from 7.50-12 according to season. Daily arrangements.

**C. JANETT, Proprietor**

## LUGANO.

## HOTEL BRISTOL.

Up-to-date First-class Hotel, with every modern comfort. Next to English Church Near Station and Landing Stage. Splendid situation. Open all the year.

**E. CAMENZIND, Manager.**

Same Management: GRAND HOTEL and BELVEDERE, Lanzo d'Intelvi.

40 by Boat and Funicular from Lugano, 950 m. Ideal Spring and Summer Resort.

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Magnificent First-class Hotel of highest comfort and reputation. Unrivalled for its position. Large Park and Gardens with open and covered Terraces. Open the whole year round. Pension arrangements. Band plays daily during Spring and Autumn season Private Bath and Toilet Rooms. Restaurant Français. Table d'hôte at separate tables Reasonable terms.

**EHRET & ZHRINGER, Proprietors.**

*Cook's Coupons accepted.*

## LYONS (Perrache).

GRAND HOTEL DE BORDEAUX AND  
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Directly connected with the Railway Station by a staircase. Swiss Family Hotel of old reputation. Entirely renewed, with all modern comforts. Moderate price Exceptionally beautiful and quiet situation in a large Square. Particularly recommended to those visiting Lyons.

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3½ days' from Southampton; 7 from New York. A winterless climate. No dust.  
Winter Mean Temp. 61° F.

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**REID'S CARMO HOTEL**, in sheltered central position. Large gardens. Pension to 18s. daily. All sanitary arrangements certified by the Banner Sanitation Co., London. Later direct from a Mountain Spring 3,000 feet above sea-level. Tennis Courts. Billiards. Electric Light throughout. All steamers met. Tariff from the Steamship Companies; Hotel Tariff Bureau, 275, Regent Street, W.; Thos. Cook & Son, Ludgate Circus, E.C. London A B C; Unicode and Lieber's. *Telegrams: "REID, FUNCHAL."*  
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THE QUEEN OF THE WINTER STATIONS OF THE CONTINENT.

**REGINA HOTEL.**

First Class.

H. SANI, Director.

*Cook's Coupons accepted.*

**MARSEILLES.****GRAND HOTEL DE GENEVE.**

(Under British management.)

Most central position, with view over the Sea, the Cannetière, and the Exchange. Latest sanitary arrangements. Baths. New Patent Lift. Central Heating and Electric Light in every room. Telephone. Drawing and Smoking Rooms. Luncheon 3 frs.; dinner 1 frs.; served at separate tables. Rooms from 3-50 frs. Omnibus to all trains, and interpreter at arrival of steamers.

**W. W. HOWELL, Proprietor.**

*Cook's Coupons, Series R, accepted.*

Branch House—GRAND HOTEL DES ETRANGERS, ALGERS.

**MARSEILLES.****REGINA HOTEL.**

THOROUGHLY FIRST-CLASS. THE MOST UP TO-DATE.

Newly constructed, with all the latest hygienic and sanitary improvements. In the best and most central position. 250 Rooms and Sitting-rooms, with 100 private Bathrooms, toilet attached (from 5 francs).

First-class Restaurant, prix fixe et à la carte. American Bar. English Billiard Tables.

**C. CAVASSE, Proprietor.**

*Cook's Coupons accepted.*

**MARTIGNY.****HOTEL NATIONAL.**

Very good Second class Hotel, close to the Post Office and Station Martigny. 45 beds. Ladies' Sitting and Smoking-rooms. Bathroom. Central Heating. Electric Light in every room. Cafe Restaurant, with Billiards. Moderate prices.

English spoken. Omnibus at the Station.

**R. Th. BAUMANN, Prop.**

*Cook's Coupons, Series R, accepted.*



Rooms with baths.  
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## MAYENCE.

### HOTEL DE HOLLANDE.

Well-known First-class Hotel. Thorough comfort, finest and best situated Hotel in the town, affording an open view of the river. Favourite and quiet stopping place for excursions in the neighbourhood. Opposite the Landing Place of the steamers. Omnibus meets all trains at Central station. Steam Heating. Lift. Electric Light. Staircase throughout fireproof. The Hotel is arranged to suit the requirements of single travellers as well as families, and is moderate in its charges. Baths.

(Switzerland.) **MEIRINGEN.** (Bernese Oberland.)

### GRD. HOTEL DU SAUVAGE.

(WILDENMANN.)

First-class Leading House. Lift. In the finest position. English Church.  
**W. GUNTER, Managing Proprietor.**

*Cook's Coupons accepted.*

**MENTONE (South of France).**

### HOTEL BRISTOL.

Family House in the best position near Casino, Station, Public Gardens, Tennis Grounds, and English Church. Fine view of the Sea and the whole coast line from the Bordighera to Cap Martin. Terms moderate. Open November till end of May.

**T. RONZI, Proprietor.**

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## MERAN.

### FAMILY HOTEL, ERZHERZOG JOHANN.

First-class Family House. Honoured by a visit of the Emperor Francis Josef I. and his Court. Internat. Exhibition, Crystal Palace, London, 1906. Grand Prix. One of the leading Hotels in Meran. Fitted with every modern comfort. Central position on the Promenade, near the Kurhaus, Theatre, and Churches. Frequented by English and American families. Large garden of palm trees. Large and elegant Drawing-rooms. Apartments, with bath and toilet. Central (warm-water) Heating. Sunny rooms to the Promenade and the Garden. Starting point in the summer for the Diligences Sulden, Trafoy, and Switzerland. Special terms for long stay. Open all the year. Modern Auto. Garage. All sports for Summer and Winter. *Cook's Coupons accepted.*

**MERAN (South Tyrol).**

### PALACE HOTEL.

New House, with every modern comfort. 150 Rooms, 200 Beds, and many suites with Bath.

Sunniest position on the Promenades. Auto. Garage. Vacuum Cleaner.

WRITE FOR PROSPECTUS. OPEN ALL THE YEAR.

**FRANZ LEIBL, Proprietor.**

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#### GRAND HOTEL METROPOLE.

The only First-class Hotel, overlooking the famous Cathedral Square and next to the Scala Opera House. Up-to-date in every respect. New rooms with Private Bar attached. Patronised by the best English and American Society. Motor-car Shed. Omnibus meets all trains.

*In connection with Cook's.*

**BALZARI & CO.**

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#### GRAND HOTEL DE MILAN.

First-class in every respect. Close to the Cathedral and Scala Theatre. Rooms and Apartments, with Private Bath and W.C. Railway and Sleeping Car Office in the Hotel. Luggage registered through. Patronised by the *élite* of English and American Society. French Restaurant.

Branch House—HOTEL COMMERCIO (Second-class).  
Near the Cathedral in very quiet situation.

**S. A. SPATZ, Proprietor.**

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#### HOTEL VICTORIA.

Situated on the Corso Victor Emanuel. Lift. Electric Light. Steam Heating. Baths. Moderate charges. Tariff in every room. Pension. Omnibus at the Station.

**CH. FONTANA.**

*Cook's Coupons, Series R, accepted.*

### MILAN.

#### HOTEL DU NORD ET DES ANGLAIS.

On the Central Railway Station Square. First-class Family Hotel with every modern comfort. Dark-room and Auto. Garage.

**C. GALLIA, Proprietor.**

*Cook's Coupons accepted.*

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#### BERTOLINI'S HOTEL EUROPE.

ENTIRELY RENOVATED IN 1910.

Corso Vittorio Em. South, with view of the Cathedral. Quiet rooms facing the garden. Select Family Hotel, with every modern comfort. Private Bathrooms. Auto. Omnibus.

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Rooms with baths.  
*Cook's Coupons accepted.*

## MAYENCE.

### HOTEL DE HOLLANDE.

Well-known First-class Hotel. Thorough comfort, finest and best situated Hotel in the town, affording an open view of the river. Favourite and quiet stopping place for excursions in the neighbourhood. Opposite the Landing Place of the steamers. Omnibus meets all trains at Central station. Steam Heating. Lift. Electric Light. Staircase throughout fireproof. The Hotel is arranged to suit the requirements of single travellers as well as families, and is moderate in its charges. Baths.

(Switzerland.) **MEIRINGEN.** (Bernese Oberland.)

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*Cook's Coupons accepted.*

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**T. RONZI, Proprietor.**

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*Cook's Coupons accepted.*

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Sunniest position on the Promenades. Auto. Garage. Vacuum Cleaner.

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### MILAN.

#### GRAND HOTEL DE MILAN.

First-class in every respect. Close to the Cathedral and Scala Theatre. Rooms and Apartments, with Private Bath and W.C. Railway and Sleeping Car Office in the Hotel. Luggage registered through. Patronised by the *élite* of English and American Society. French Restaurant.

Branch House—HOTEL COMMERCIO (Second-class).

Near the Cathedral in very quiet situation.

**S. A. SPATZ, Proprietor.**

*Cook's Coupons accepted.*

### MILAN.

#### HOTEL VICTORIA.

Situated on the Corso Victor Emanuel. Lift. Electric Light. Steam Heating. Baths. Moderate charges. Tariff in every room. Pension. Omnibus at the Station.

**CH. FONTANA.**

*Cook's Coupons, Series R, accepted.*

### MILAN.

#### HOTEL DU NORD ET DES ANGLAIS.

On the Central Railway Station Square. First-class Family Hotel with every modern comfort. Dark-room and Auto. Garage.

**C. GALLIA, Proprietor.**

*Cook's Coupons accepted.*

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### MILAN.

#### BERTOLINI'S HOTEL EUROPE.

ENTIRELY RENOVATED IN 1910.

Corso Vittorio Em. South, with view of the Cathedral. Quiet rooms facing the garden. Select Family Hotel, with every modern comfort. Private Bathrooms.

Auto. Omnibus.

*Cook's Coupons accepted.*



## MILAN.

## HOTEL CAVOUR.

(FIRST-CLASS HOUSE.)

Lift. Central Heating. Railway Booking Office. Suites of apartments with Bath-rooms connecting. Quietest Hotel in Milan. Surrounded by Public Gardens.

Proprietors, Heirs of E. SUARDI.

*Cook's Coupons accepted.*

## MILAN.

## BELLINI'S HOTEL TERMINUS.

In the immediate vicinity of the Railway Station. All modern improvements. Highly recommended, being scrupulously clean. No terate charges. Latest sanitary arrangements. Pleasant Garden. Steam Heating. Elevator.

BELLINI, Proprietor.

## MONSUMMANO (Italy), near Florence.

## GROTTO GIUSTI.

Royal establishment of natural Steam Baths, miraculously efficacious for the healing of rheumatic and gout diseases. March-November. Hot Springs. Hydropathy. Electrothermic. Massage.

SANITARY DIRECTION.—Comm. Prof. Grocco, of the Florence University; Prof. Murri, of the Bologna University; Cav. Prof. Fedeli, of the Pisa University.

Manager—Cav. Prof. A. Lustig, of the Florence University.

## GRAND HOTEL ROYAL VITTORIO EMANUELE.

Connected with the Establishment. For particulars and Prospectus please address  
*Cook's Coupons accepted.* CAV. N. MELANI, Monsummano (Italy).

## MONTE CARLO. HOTEL METROPOLE

(ONE OF THE GORDON HOTELS).

Best position, overlooking the lovely Casino Gardens. Redecorated throughout and notable additions and improvements made. Over 100 luxurious, newly fitted bathrooms. Numerous handsome suites of rooms, containing the finest apartments in the Principality. The METROPOLE VILLAS, attached to the Hotel, are admirably suited for family residences. Open December to May.

In **MONTECATINI BATHS**, near Florence. In  
Summer. (SULPHUR CHLORINE (APERIENT) SALINE WATERS.) Summer.

## GRAND HOTEL LA PACE.

New Palatial Building situated in its own park, with panoramic view of surrounding mountains. Lawn Tennis.

## LOCANDA MAGGIORE.

An ancient Ducal Palace. Up-to-date. Restaurant, Theatre, Post and Telegraphic Office in the Hotel.

L. MELANO, General Manager, also of Hotel des Princes, Genoa. Hotel  
Continental, Genoa. *Cook's Coupons accepted.*

**MONTREUX (Switzerland).**  
**HOTEL BEAU RIVAGE.**

First-class Family Hotel, standing in its own large shady garden on the Lake. 75 beds. Most central position of all Montreux. Nearest to the Kursaal-Casino, railway station and landing places. English Church. Open-air Restaurant. Swimming Baths. Central Heating. Open all the year. Pension terms from 21s. a week.

**T. U. SPALINGER, Proprietor.**

*Cook's Coupons, Series R, accepted.*

**MONTREUX.**  
**HOTEL NATIONAL, 1ST CLASS.**  
 ENTIRELY RENOVATED.

Ideal Family Hotel. Splendidly situated in elevated position, and not near the Lake. Free and marvellous view. Patronised by the best English and American Society.

*Cook's Coupons accepted.*

Cook's Tourists find special care. Cook's Office in the premises of the

**HOTEL NATIONAL. Manager, R. TURNER.**

**MONTREUX (Switzerland).**  
**MONTREUX PALACE HOTEL.**  
 THE LATEST AND MOST MODERN.

350 Rooms. 50 Private Suites. 150 Bathrooms. Perfect English sanitary installation. **SALLE DE FÊTES, READING, SMOKING AND BRIDGE ROOMS, GRAND HALL, FRENCH RESTAURANT, American Bar, English and French Billiard tables.** New Tea-room and Sports Pavilion will be opened in 1911. Jeux de quilles and Shooting Alleys. Roller-skating Rink. Clay Pigeon Shooting, etc. Tennis Courts, Golf Links. Vast Terraces. Large Gardens. Auto. Garage. Near Central Station; Montreux-Glion-Caux and Montreux-Oberland-Bernois (Direct Line); and landing stage for Steamers.

**HOTEL NATIONAL**

First-class Hotel of the same Company. Situated close to Station and Landing Stage, with shaded Gardens, Terraces, and a magnificent view over Lake and Alps.

*Cook's Coupons accepted.*

**MONTREUX--TERRITET (Lac Léman, Switzerland).**  
**GRAND HOTEL AND HOTEL DES ALPES.**

NEWLY REBUILT WITH ALL UP-TO-DATE REQUIREMENTS.

Landing Stage for Steamers. 350 Rooms, 30 Drawing rooms, 80 Bathrooms. Auto. Garage, 40 cars and large repair shop. Roller-skating Rink. Five Tennis Courts. Golf Links. Clay Pigeon Shooting. Winter Sports. American Bowling Alleys. Boating. Territet Station two minutes from the Hotel. Omnibus-automobile at Montreux Station, five minutes from the Hotel. Starting point of the Territet-Glion-Caux-Rochers de Naye and Territet-Mont Fleuri Railways.

**A. AHLBURG, Manager.**

**7.50 m. GLION s. MONTREUX--TERRITET. 7.50 m.**

**GRAND HOTEL VICTORIA.**

One of the finest Summer and Winter Resorts of Switzerland. Entirely renovated in 1907-8. Large Hall. Restaurant. Apartments with Bathroom and Toilet. Central Heating. Electric Light. English, Catholic, and Evangelical Services.

**D. CANDRIAN, Proprietor**  
 (formerly Hotel Alhambra, Cimiciz, Nico).

*Cook's Coupons accepted.*

**MONTREUX.**  
**HOTEL EDEN.**

FIRST-CLASS ENGLISH FAMILY HOTEL.

Splendidly situated, close to the Kursaal, in the most beautiful, the healthiest, and quietest part of the South Quay, and the new Avenue du Theatre. Finest view of the Lake and the Mountains. This almost newly-built First-class Establishment, highly recommended to English Families, contains 160 well-furnished Bedrooms and Drawing-rooms, nearly all with Balconies. It offers the greatest modern home comfort, Lift, Electric Light, central Hot Water Heating in every room, perfect sanitary arrangements, first-class cuisine, Baths, beautiful shady Garden. Moderate charges. Omnibus at the Railway Station and Steamboats.

**E. EBERHARD, Proprietor.**

**MOSCOW.**

**HOTEL METROPOL.**

RECENTLY BUILT AND FITTED WITH ALL MODERN COMFORT.

**BURNIER, SMIRNOFF & CAPOUTO,**

Proprietors.

**MUNICH.**

**HOTEL BELLEVUE.**

First-class Hotel, near the Railway Station, in one of the finest places of the town (Karlsplatz), greatly enlarged and entirely newly furnished. 150 Rooms and Saloons. Apartments with Baths. Parlour. Reading room. English and American Newspapers. Table d'hôte at One and Five o'clock.

Restaurant. Moderate terms. Pension. Electric Light. Omnibus to and from all trains. Munich residence of the British Royal Family.

**C. JOBST & B. VITZTHUM, Proprietors.**

*Cook's Coupons accepted.*

**MUNICH.**

**PENSION WASHHEIM.**

TURKENSTR. 6.

First-class old established. In the Best and Central part of the City. Near all Sights, Theatres, Picture Galleries, etc. Whole house, with 50 well-furnished Rooms. Excellent table. All modern conveniences. Lift. Large Dining and Sitting-rooms on ground floor. Moderate terms. Highly recommended and patronised by English and Americans.

Pension, including Room, Mk. 6.

*Cook's Coupons accepted.*

**MUNICH.**

**PENSION BECKENBAUER.**

PRINZ LUDWIG STRASSE, 5.

First-class House situated in the most refined part of the Town, in the immediate vicinity of all the principal sights, Theatres, Galleries, etc. 60 beautifully furnished Bed and Sitting-rooms. Private Suites of Apartments of three to six rooms, at desire. Lift connects all floors. Hot Water Heating throughout. Perfect sanitation. Best London references.

Terms: Full Board and Residence, from 7s. per day.

**MUNICH.**  
**HOTEL DE L'EUROPE.**

First-class house. Comfortably furnished. Opposite the Central Station (South Railway). Electric Light and Steam Heating throughout. Apartments and Rooms with private Bath. Lift. Moderate prices. Pension as per arrangement. Auto, Garage.

**HANS HUBNER, Proprietor.**

*Cook's Coupons, Series R, accepted.*

**MUNICH.**  
**HOTEL STACHUS.**

(KARLSPLATZ.)

Family Hotel, with cosy modern comfort. Newly rebuilt. Finest central position. Opposite the Promenades. Large airy rooms from M. 2.50 upwards. Pension from M. 7 upwards. Reduction during Winter months. Bath. Auto. Garage. Omnibus meets all trains. Fine Restaurant. Telephone: 9338-9339.

**C. HERBERT.**

*Cook's Coupon: accepted.*

**MUNICH.**  
**GRAND HOTEL FOUR SEASONS.**

First class House with select clientele. All modern improvements. Suites with Bath. Excellent Restaurant, open also to non-residents of the House. American Bar.

**MUNICH.**  
**GRAND HOTEL DE RUSSIE.**

First-class Family House (opened 1900), with all modern conveniences. Restaurant on open terrace.

FIRST CLASS-CENTRAL-FULL SOUTH  
SPLENDID VIEW-BATHS-LIFTS-STEAM HEATING  
PERFECT DRAINAGE-OPEN ALL THE YEAR ROUND  
APARTMENTS WITH BATH AND TOILET  
AND TELEGRAPH OFFICE  
TELEG ADDRESS: LONDONHOT  
TELEPHONE 1192-23

**NAPLES**  
**GRAND HOTEL DE LONDRES**

*Cook's Coupons accepted.*

**NAPLES.**  
**PARKER'S HOTEL**  
(“THE” ENGLISH HOTEL.)

On the Corso Vitt. Em.; the healthiest part of the town, with the most lovely view over the whole bay. Ten minutes' walk from Cook's Office.

*Cook's Coupons accepted.*

**NAPLES.****GRAND HOTEL VICTORIA,**  
QUAI PARTENOPE.

First-class House, with all modern accommodation and comfort. Lift. Central Heating. Electric Light. Perfect drainage, etc. On same premises as Cook's Central Office, and the new splendid Victoria Gallery. Full South, with magnificent direct view of the whole Bay - Posillipo, Capri, Sorrento, etc. 200 Rooms and private Saloons, apartments, and rooms with private baths. Excellent cuisine. Open all the year round. Garages.

*Cook's Coupons accepted.***CAV. F. MERLO, Proprietor.****NAPLES.****HOTEL DE NAPLES** (CORSO UMBERTO 10).

This Hotel is one of the large modern structures in the principal grand thoroughfare of Naples, where the new University building, the Exchange and the offices of the leading Steamship lines are situated. It is about ten minutes from the landing places of the local and ocean steamers, and the Railway Stations, and therefore its location is specially convenient for tourists, enabling them to take the excursions in all directions without waste of time or money. This house is largely patronised by English-speaking travellers, who find here good fare and comfort at moderate cost. Elevator. Electric Light. Omnibus.

Open all the year round.

N.B. Take care not to be misled.

**ANDREA CAVALLERI, Proprietor.***Cook's Coupons, Series R, accepted.***NAPLES.**

Facing Via Roma Entrance, Vico Tre Re, No. 60 (1st Floor).

**FIRST-CLASS NEAPOLITAN GRAND RESTAURANT****"GIARDINI INTERNAZIONALI."**

Luncheons and Dinners at fixed price, or à la carte. Tea. Chocolate during day and night.

Specially selected Italian and Foreign Wines. Beer and Liqueurs.

English spoken. Man spricht Deutsch. On parle Français. Se habla Española.

FASHIONABLE RESORT FOR FOREIGNERS.

**Fili MATACENA DI RAFFAELE, Proprietor.****BAD NAUHEIM.****KIRSCH'S HOTEL.***Cook's Coupons accepted.***KIRSCH'S HOTEL D'ANGLETERRE.**

FIRST-CLASS HOUSES.

Lifts. The most comfortable Hotels in Nauheim. Best situation. Lifts.

In Winter GRAND HOTEL CONTINENTAL, ALGIERS.

**NEUCHATEL (Switzerland).****GRAND HÔTEL DU LAC.**

Central position. Renovated. Comfortable House. Lift. Baths. Electric Light and Central Heating in every Room. Splendid view of Lake and Alps. Close to all the Schools. OMNIBUS AT STATION.

**J. BURKHARDT, Proprietor.***Cook's Coupons accepted.*

**NEUCHATEL (Switzerland).****GRAND HOTEL BELLEVUE ET BEAU RIVAGE.****CÉSAR DELACHAUX, Proprietor.**

The only First-class Hotel situated on the Lake and commanding the entire view of the Alps. Apartments with Private Bathroom and Toilette. Lift. Central Heating. Garage. Open all the year round.

*Cook's Coupons accepted.***NICE.****HOTEL BEAU RIVAGE.**

QUAI DU MIDI.

First class Establishment, facing the sea. Magnificent Saloons and Salle à Manger. Excellent Cuisine. Electric Lifts. Heated and Electric Light.

*Cook's Coupons accepted.***NICE.****Hotel De Bade and O'Connor.****35-37, RUE COTTA and RUE DU CONGRES.**

OPEN ALL THE YEAR ROUND.

Comfortable Family Hotel—Quiet, central, near Promenade des Anglais and sea, facing South on lovely Garden. Hot Water Heating. Modern comfort. Under the management of the Proprietor,

**A. GIRAUDY.***Cook's Coupons accepted.***NICE.****LE GRAND HOTEL.**

In the centre of the town, opposite the square Masséna.

Six hundred Rooms and Saloons heated.

Rooms and private Suites with Bath and Toilet.

*Cook's Coupons accepted.*

## CONTINENTAL HOTELS.

## NICE - CIMIEZ.

## WINTER PALACE.

Built in 1904-5. Beautiful Gardens. Tennis. Skating Rink. 180 Rooms and Saloons. 100 Baths. Most up-to-date and strictly high-class Hotel. Finest and healthiest situation. Meals are served à la carte, under inclusive arrangements. English Sanitary arrangements. Motor cars convey visitors between Hotel and centre of City free of charge.

JOSEPH AGID, Managing Proprietor.

## NICE.

## GRAND HOTEL DU RHIN.

First-class Family Hotel. Boulevard Victor Hugo. Central and quiet position, full South. Every modern comfort. Two Lifts. Hot-water Heating throughout. Private Suites with Bath. Moderate charges.

*Cook's Coupons accepted.*

T. H. BAUMGARTNER (Swiss), Proprietor.

OPEN ALL THE YEAR ROUND.

## NIMES.

## GRAND HOTEL DU LUXEMBOURG.

Best situated in the Town, facing the Esplanade. Mostly frequented by English and American families. Beautiful Hall and Dining Room. Bathrooms. Central Heating. Lift. Telephone. Auto. Garage, Carriage, and Automobile in the Hotel. Diners à prix fixe et service à la carte. Entirely renewed by--

A. AURIC, of London.

*Cook's Coupons accepted.*

## NORWAY.

## Haukelid, Telemarken.

## GRAND HOTEL HAUKELID.

First-class Hotel. Charges moderate. Telephone in the Hotel. Carriages can be had upon application. All visitors receive every care and attention.

*Cook's Coupons accepted.*

## NORWAY.

## FINSE HIGH-MOUNTAIN HOTEL.

4,000 ft. Nr. the Hardangerjøkel. Finse Stn., Christiania-Bergen Rly.

## HAUGASTÖL HIGH-MOUNTAIN HOTEL.

3,000 ft. Haugastöl Stn. Christiania-Bergen Rly.

Best skiing grounds in Europe. Winter Season from December to July. First-class Hotels. Electric Light. Central Heating. Billiards. W.C. and Baths. Open all the year. Perfect skiing in April and May. *Cook's Coupons accepted.*

ALICE LISTER FANGEN, J. KLEM, Proprietors.

## OSTEND.

## HOTEL D'ALLEMAGNE.

Proprietor, A. STRACKE.

This large and well-known first-class Establishment is situated 22, Rue du Quai (centre of the town), close to the Kursaal and the Casino. Has an excellent reputation for its comfort, liberal accommodation, and reasonable terms. Arrangements for the Winter and Summer season. Omnibus. Electric Light.

*Cook's Coupons accepted.*

## OSTEND.

ST. JAMES HOTEL AND GRANDE PENSION  
D'OSTENDE.

38, RUE DE L'EGLISE.

First-class English Family Hotel and Pension, close to the Sea, Kursaal and Casino. Very lofty Rooms. Electric Light. Sitting and Smoking rooms. Moderate charges. Reduction for visitors staying by the week. Table d'hôte at separate tables. Address for Letters and Cablegrams: "James Hotel, Ostend."

*Cook's Coupons, Series R, accepted.*

EDWARD DAVID, Proprietor.

## OSTEND.

## THE SPLENDID HOTEL.

400 Beds.

Finest situation, facing the Sea and Baths, next to the Palace of the Royal Family. All modern comforts. Arrangements en pension, 58s. to 28s. a day according to room.

Cable Address "SPLENDID, OSTEND."

*Cook's Coupons, Series V, accepted.*

## OSTEND.

HOTEL ROYAL DE PRUSSE ET GRANDE  
BRETAGNE.

Good Family Hotel. Comfortable accommodation. Electric Light.

*Cook's Coupons, Series R, accepted.*

## OSTEND.

## HOTEL ROYAL DU PIARE.

SITUATED FACING THE SEA.

First-class Hotel, situated opposite the sea and the Baths. Open all the year. English spoken. Every care taken for the comfort of visitors. Lift and Central Heating.

*Cook's Coupons accepted.*



## PADUA.

## HOTEL FANTI. ETOILE D'OR.

First-class House, large Saloon, Restaurant, and Garden. Garage. At fixed price and à la carte. Moderate charges. Omnibus on arrival of all day and night trains. Buffet at the Station.

**A. VISENTINI, Proprietor.**

**E. BELLONDINI, Manager.**

*Cook's Coupons accepted.*

## PARIS.

## HOTEL BEDFORD.

RUE DE L'ARCADE (MADELEINE).

Universally reputed and Historical House, owned by an English Company. Few minutes from the Opera, the Boulevards, and Champs Élysées, close to the Madeleine and St. Lazare Station. One of the most central positions in Paris. First-class Family Hotel. Large Garden. Steam Heating throughout. Lift. Electric Light. Bright and distinguished. Moderate charges. Renowned cuisine. Very old Wine Cellars. All the Rooms are large and airy. Large and Small Suites with or without Bath. Single Room from 6 fr. Double Room from 8 fr. Double-bedded room from 10 fr. Pension per day from 15 fr. Arrangements for long stay. Open-air Restaurant. Telegraphic Address: "Bedfortel." Telephone No. 120.34

**SYLVAIN BERRUT, Manager.**

*Cook's Coupons accepted.*

## PARIS.

## HOTEL DE CASTILLE.

37, RUE CAMBON (MADELEINE).

First-class Hotel, recently renovated and entirely reorganised. Large Hall. Reception, Reading, and Smoking rooms. Lift. Telephone. Steam heat in every room. Suite of rooms with private bath attached. Telegraphic Address: "Castiotel, Paris." Telephone 217.69.

Restaurant. Tariff at fixed prices.

**E. GORISSE, Proprietor.**

*COOK'S COUPONS ACCEPTED.*

## PARIS.

## HOTEL SAINT ROMAIN.

5 & 7, RUE ST. ROCH.

Magnificent central situation, opposite the Tuileries Gardens. Near the Arcades, Rue de Rivoli, Louvre Museum, Opera, Grands Boulevards, etc. Modern comforts. Electric Light. Central Heating. Apartments with baths. En pension arrangements. English spoken. Man spricht Deutsch. Tel. 276.41. Tariff on request.

**E. BÉLARD, Proprietor.**

## PARIS.

## HOTEL DU PALAIS,

28, COURS LA REINE (CHAMPS ÉLYSÉES).

AN OLD HOTEL MODERNISED: Combining the old system of personal supervision by the Proprietor, cosiness of accommodation and excellence of cookery with something of new system of Elevator, Telephone, Electric Light, Steam Heating, large Dining-room, Drawing-room, Smoking room, Garden, etc. Between the Quais de Seine and the Champs Élysées, close to the Grand Palais and Petit Palais, the Elysée, Place de la Concorde, Tuileries, etc.

Telegraphic Address—"Palatel, Paris."

*Cook's Coupons accepted*

## PARIS.

## HOTEL DU PRINCE DE GALLES.

21 ET 26 RUE D'ANJOU, NEAR BOULEVARDS MALESHERBES ET LA MADELEINE.

Situated near Madeleine, Champs Elysées. Accommodation for Families. Table d'hôte. Restaurant at fixed prices, and à la carte. Moderate charges. Entirely renovated. Modern comfort. Special pension in Winter. Man spricht Deutsch.

MOUQUET, Proprietor.

*Cook's Coupons, Series R, accepted.*

## PARIS.

## 'THE PRINCE ALBERT HOTEL.

5, RUE ST. HYACINTHE.

Under English management. Good sanitation. Close to Tuileries, Gardens, Opera, Boulevards, etc. Terms from 8 frs.

*Cook's Coupons, Series R, accepted.*

## PARIS.

## HOTEL OXFORD AND CAMBRIDGE.

Corner Rue St. Honoré.]

RUE D'ALGER.

[Corner Rue St. Honoré.

Finest situation. Most central and quiet, near Opera, Boulevards, Louvre, Place Vendôme and Tuileries Gardens. Entirely renovated, with modern sanitary arrangements. Electric Lift. Hot Water Heating in every room. Electric Light. Bathrooms. Most moderate charges, Single rooms from 3 francs; double rooms from 6 francs. Luncheon, 3 francs; Dinner, 4 francs. Separate tables. Inclusive terms from 10 francs.

J. KROLL, new Proprietor.

## PARIS.

## HOTEL LONDON AND NEW YORK.

13 AND 15, PLACE DU HAVRE.

Well-known to English and American Visitors. Most centrally situated, opposite the St. Lazare Station, close to the Opera, the Madeleine, the Grand Boulevards, and Champs Elysées,

Moderate terms. Reduced prices in Winter. Ladies' Drawing-room. New Smoking Lounge. Steam radiators in every room. Electric Light throughout. Lift to each floor. Bathrooms. Latest sanitary arrangements. Telegraphic Address: "Londork, Paris."

G. CHARDON, Proprietor.

*Cook's Coupons accepted.*

## PARIS.

## WINDSOR HOTEL.

26, RUE ST. PETERSBOURG.

Newly opened. Most comfortable Family Hotel. Steam Heating. Lift. Bath each floor. Electric Light throughout. Large shady Garden. Special terms in Winter.

*Cook's Coupons accepted*

## PARIS.

## HOTEL DE LA GARE DU NORD.

31 33, RUE DE ST. QUENTIN. (Corner Rue Lafayette)

Very comfortable Hotel. Most moderate charges. Single rooms from 4 francs and upwards. Rooms for two from 5 francs. Baths. Steam Heating and Electric Light throughout.

A. ROGER, Manager.

## PARTENKIRCHEN (Bavarian Highland).

(WINTER SPORT RESORT, NEAR ROYAL CASTLES.)

## HOTEL AND PENSION GOLDENER STERN

First class. Recently renovated. Modern comfort. Central Heating. Direct carriage return service Linderhof Hohenschwangau. Motor-car Garage. Omnibus meets trains. Newly established: CAFE RESTAURANT LUIPOLD.

LUDWIG HAASS, Manager.

*Cook's Coupons accepted.*

## PERUGIA.

## GRAND HOTEL (BRUFANI).

The only establishment built expressly for an Hotel.

Greatly enlarged and renovated. Unique South position, with magnificent panoramic views. Perfect sanitary arrangement. Water from the Nocera Springs. Central Heating. Water Heating, also open fireplace. Private electric car meets all trains. All apartments have baths and toilet *en suite*. Electric Lift. Home comforts. Moderate terms.

Managed by the Proprietor, GEORGE J. COLLINS.

*Cook's Coupons accepted.*

## PISA.

## ROYAL VICTORIA HOTEL,

LUNG ARNO REGIO.

D. PIEGAIA, Proprietor.

First-class House in every respect. Best situation, facing the Arno. Full South. Central Heating (hot water). Electric Lift. Bathrooms, and Suites with Private Bath. Electric Light throughout the Hotel. Perfect sanitary requirements. Moderate charge. Storage for Motor-cars. Open all the year round.

*Cook's Coupons accepted.*

## PISA.

## JONNI'S GRAND HOTEL MINERVA.

(TERMINUS.)

First-class Hotel near the Station. Central Heating. Lift. Garage in the Hotel

G. JONNI, Proprietor &amp; Manager.

*Cook's Coupons accepted.*

(Engadine.)                      **PONTRESINA.**                      (Switzerland.)  
**GRAND HOTEL KRONENHOF & BELLAVISTA.**

Proprietor & Manager, L. GREDIG.

First class Hotel, in the best position, opposite the celebrated Roseg Glacier, and in the centre of the finest walks. Two hundred and fifty bedrooms and private salons all with Electric Light. Hotel patronised by English and American travellers. Private apartments with bath. Moderate terms. Central Heating. Lawn Tennis. Ice Rinks. Toboggan Run. Summer and Winter resort. Open all the year round.

*Cook's Coupons accepted.*

**PORT SAID (Egypt).**  
**CONTINENTAL HOTEL.**

Entirely renovated. Best situation. Perfect sanitary arrangements. Electric Light. Baths on each floor. Moderate terms.

**SIMONINI BROTHERS, Proprietors.**

*Cook's Coupons accepted.*

**RAGUSA (Dalmatia).**

**GRAND HOTEL IMPERIAL.**

FIRST CLASS HOTEL.

Splendid views. Modern comfort. Baths. Electric Light. Lift. Own steam laundry. Own park. Excellent cooking, etc. Moderate prices. Arrangements for Pension. Open to bathing, May to October.

**RAVELLO (above Amalfi). Old Palazzo d'Allitto. S. Giovanni del Toro.**  
**HOTEL BELVEDERE AND PENSION.**



First Class establishment fitted out with every up-to-date comfort. Large terraces with splendid view on the Bay of Salerno.

The garden with the old Avenue and the Belvedere d'Allitto from where one enjoys the best view of Ravello is annexed to the Hotel.

Moderate charges.

PANTALEONE CARUSO, Proprietor, and producer of the awarded wine.  
 Grand Caruso wine—"Ravello bianco" (white), "Ravello rosso" (red).

**CONTINENTAL HOTELS.****RAPALLO (Italy).****VERDI GRAND HOTEL.**

RIVIERA LEVANTE OF GENOA.

FIRST-CLASS HOTEL.

Finest position of Rapallo, on a slight elevation, with splendid view of the Town, Bay, and surrounding Mountains. Bright, warm and delightfully quiet rooms. Beautiful Garden and Terraces. New Installation. English Service. Central Heater. Electric Light. Lift. Every modern comfort. Moderate charges. Lawn Tennis. Enlarged and renewed in 1907.

**SAMPIETRO BROTHERS, Proprietors.***Cook's Coupons, Series A, B, C, accepted.***ROME (Italy).****GRAND CONTINENTAL HOTEL.**

Patronised by the Roman aristocracy.

One of the largest, most magnificent, and most comfortable Hotels in Italy. Baths and Douches to all suites, and in many separate rooms. Open all the year. Post and telegraph attached. Arrangements for prolonged stay.

**L. BARBIERI, Manager.***Cook's Coupons accepted.***ROME.****THE SELECT HOTEL.**

Every room has its own private bath and toilet room, and the equipment comprises latest and most

**LUXURIOUS COMFORT AND CONVENIENCES.***Cook's Coupons accepted.***ROME.****FISCHER'S PARK HOTEL AND PENSION.**

Via Sallustiana 39 Ludovisi Quarter.

This new house enjoys the best, healthiest, sunniest, and quietest position in the town. Garden view from every window; splendid outlook over the City. Steam Heating and Electric Light throughout. Two Lifts. Open all the year round. Every modern comfort.

**V. FISCHER, Proprietor.**

Formerly of Fischer's Hotel in Vicola Alibert.

*Cook's Coupons accepted.***ROME.****GRAND HOTEL MARINI.**Proprietor, **EUGÈNE MARINI.**

First-class. Unrivalled for its healthy, quiet, and central situation. Full South. Lift Electric Light in every room. Hot Water Heating. Open all the year.

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Apartments and Rooms with Bath. Moderate charges.

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First-class Hotel, beautifully situated on the Maas. View over the river. Central position, near the two Stations. Excellent cuisine. Rooms with bath and sanitary arrangements.

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Establishment situated in the centre of the town, two minutes from the Bourse Station. Specially recommended to foreigners visiting Holland. Restaurant a la carte et à prix fixe. French cooking.

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In front of the Pier and 3 minutes from the Railway Station.

In the best and most magnificent situation directly facing the Rhine. Modern First-class Hotel with every comfort. Lift, Electric Lighting, Baths, Garage, Rooms from 2 marks. Favourable arrangements by the day, week, or month. Very good wines and cooking. Restaurant with large Glass Terrace facing the Rhine. Telephone: 83.

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A PEARL OF THE ALPS, ALTITUDE 1,800 m.

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350 beds. Railway Station STALDEN (Viège Zermatt). Detailed prospectus forwarded on application.

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AFTER-CURE RESORT.

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In the midst of a splendid Park; grand view on the Alps. Lift, Electric Light, Lawn Tennis, Evening Concerts in the Foyer, Anglo-American Bar. After-cure applications: Chalybeate and Electric Light Baths, Steam Boxes, Rooms for Medical Inhalations and Brine Spray, Water applications and Massage, &c. Treatments are performed by a staff certified attendants in the presence of an experienced Physician. Prospectus sent on application. Garage and Automobiles on hire.

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## ST. BEATENBERG (Bernese Oberland).

**Summer and Winter Resort.**

1,200 metres altitude. Lake of Thoun. Two hours beyond Interlaken. Best climat Alpine Station. Highly recommended by Medical Authorities. Splendid panoramic and most extensive view on the Jungfrau, Monch, Eiger, etc. Funicular Station BEATENBUCHT.

Catholic and Protestant Churches, also ENGLISH CHURCH.

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THE ENGLISH HOTEL.

First class throughout. Constructed in stone. Most modern installation and comfort Terrace, Veranda, Lawn Tennis. Sheltered situation. Centre for numerous Excursion Best cooking. Electric Light. Lift. Moderate terms. Omnibuses and Carriages. Apartments with Private Baths. Adjoining the Hotel there is a large Hydrotherapeutic and Electric Establishment, the most modern in Switzerland.

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*Cook's Coupons accepted.*

**ST. GERVAIS les BAINS (Village).**

At the foot of Mont Blanc.

**LE GRAND HOTEL. FIRST CLASS.**

About 220 yards from the Mont Blanc Tramway Station. Incomparable view over the Glaciers. Private apartments, with Saloon, Bath rooms, Central Heating, Bedrooms with hot and cold water. Lift. Garage. Lawn Tennis.

Telephone 5. Address—Martin, Le Grand Hotel, St. Gervais-les Bains (Hte. Savoie).

**ST. MALO.****HOTEL CENTRAL—BENOIT.**

Entrance GRANDE RUE 12.

Proprietor, E. BENOIT.

Diplômé du T.C.F. Médaille d'Argent. Grand Prix.

The nearest Hotel situated to the steamers to England, Jersey, and Guernsey. Close to the Post Office. Accommodation for Cycles. Dark-room for Photography. Omnibus meets all trains and boats. Rooms lighted by electricity.

*Cook's Coupons, Series R, accepted.*

**SAINT MALO.****GRAND HOTEL DE FRANCE ET  
CHATEAUBRIAND.**

Entrance from the Beach.

135 Rooms with Sea View.

Genuine Family Hotel. All modern comforts. Sanitary arrangements. Bathrooms. Electric Light. Auto. Garage, etc., etc. Open from 1st April to 31st October. Telephone No. 0.39.

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*Cook's Coupons accepted.*

**ENGADINE—ST. MORITZ-BAD (Switzerland).****HOTEL ENGADINERHOF.**

In the centre of the "Quartier des Bains." First class. 200 Beds. Reputed one of the best Hotels in the place. Tennis Court. Orchestra. Central Heating throughout. Closed in Winter.

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Omnibus at the station of St. Moritz.

*Cook's Coupons accepted.*

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First class Hotel in the centre of the City. Near all places of interest. Entirely renovated. Electric Light throughout. Apartments with private bath and rooms from 2 Rbl. Excellent cuisine. Breakfast, 60 Kop.; Lunch, 75 Kop.; Dinner 1 Rbl. 50 Kop., and à la carte. Best Russian and foreign wines. International correspondence. Auto. and Omnibus meet all trains and steamers.

**TH. SCHOTTE, Proprietor.**

*Cook's Coupons accepted.*



**ST. PETERSBURG.**  
**HOTEL VICTORIA.**  
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Central situation. Excellent cuisine. Hotel for Tourists.

**DIRECTION.**

*Cook's Coupons accepted.*

**ST. PETERSBURG.**  
**HOTEL DE FRANCE.**

Great Morskai. Best situation in the Town. Opposite the Winter Palace, Ermitage, Foreign Office, and Newski Prospect. Tramway communication through the whole town. Rooms from 2½ to 25 roubles. Dinners from 1r. 50k. to 3 roubles. Renowned cuisine. Large Reading-room with all European newspapers. Baths. Excellent Guides, and all Languages spoken.

The HOTEL BELLE VUE, just opposite the HOTEL DE FRANCE, is kept by the same Proprietor.

**Kept by A. S. RENAULT.**

*Cook's Coupons accepted.*

**SAN REMO.**  
**CONTINENTAL ET PALACE HOTEL.**

Up-to-date in every respect. Hot water pipes (not steam), as well as open fireplaces in all the rooms. Sanitary arrangements by Mr. George Jennings, of London. Hot and cold sea baths on every floor.

Standing in its own beautiful grounds, in the best part of San Remo, the Hotel commands a fine view on the sea.

**PEREGO & GUGGISBERG, Managing Proprietors.**

*Cook's Coupons accepted.*

**SAN REMO.**  
**GRAND HOTEL (HOTEL DES ANGLAIS).**

Strictly First-class. Visitors nearly exclusively English. Position one of the best in San Remo. Terms moderate. Concerts. Dances. Golf Links.

**AD. SCHREIBER, Proprietor (Swiss).**

*Cook's Coupons, Series W, accepted.*

**SCHAFFHAUSEN.**  
**HOTEL NATIONAL.**

Good Second-class Hotel right opposite Railway Station. Modern comfort. Warm water heating throughout. Electric light. Baths. Billiards. Well-furnished rooms. Table d'hôte at small tables. Excellent cooking. Moderate terms. Porter meets trains and steamers. Tramway from the Hotel to the Falls.

**X. SUTER, Proprietor.**

*Cook's Coupons, Series R, accepted.*

## SEVILLE.

## HOTEL D'ANGLETERRE.

Lately enlarged and newly furnished. Biggest, best situated, and most up-to-date Hotel in town.

*Cook's Coupons accepted.*

## SIERRE (Rhone Valley), (Simplon Line).

## GRAND HOTEL CHATEAU BELLEVUE.

Open all the year round.

First-class Hotel in most charming situation. Entirely renovated, enlarged and fitted with all modern comforts. Large Halls, glazed Veranda, 50 acres of Terraces, Gardens, and Forest. Winter Sports. The finest *Skating* on the Lake Geronde, only a short distance from the Hotel. Spring, Autumn and Winter Season.

According to the Federal (Government) Meteorological Reports, Sierré holds the record for sunshine during Winter. English Chapel, Post, Telegraph, Telephone.

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*Cook's Coupons accepted.*

PAUL TAVERNEY, Manager.

## SIERRE MONTANA (Switzerland).

## GRAND HOTEL DU PARC (Simplon Railway).

Best Situation. First-class Winter Sports. 5,012 feet above sea-level.

Modern Hotel, fitted up with every comfort for Summer and Winter Season. Central Heating. Electric Light in every room. Large glass Veranda. Bath. Douches. Perfect sanitation. Dark room. English and Catholic Church. Post Office. Telegraph. Telephone. Postal service twice a day. Winter Sports—Skiing, Tobogganing, Cross-climbing, Skating. Full South, sheltered by Forest from all winds. Large Park, the property of the Hotel. Magnificent panoramic view extending from the Simplon to Mont Blanc. Open all the year round. CONSUMPTIVES NOT ADMITTED. Three hours' Carriage drive from Sierré to the Hotel. Ideal Spring and Summer Resort.

LOUIS ANTILLE, Proprietor.

## SIRACUSA (Sicily).

PIAZZA MAZZANI.

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First-class Hotel, newly built with latest improvements, richly furnished, situated full South in front of Harbour, opposite landing stage of Malta steamers, close to Railway Station and Custom House. Patronised by English visitors. Reading, Conversation and Concert Saloons. Omnibus, Carriages and Guides for the antiquities. Principal languages spoken. Electric Light. Baths. Excellent cuisine. Central Heating throughout. Garage.

S. COSULICH, Proprietor.

*Cook's Coupons accepted.*

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The oldest ferruginous Mineral Water place of Europe.

## GRAND HOTEL DE L'EUROPE.

First-class Hotel. Modern comfort. Magnificent situation. Omnibus to the Station. Highly recommended. Splendid Motor-car Storage (free). Telephone No. 28.

HENRRARD SCHALTIN, Proprietor.

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**STRASSBURG.**  
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Opposite Central Railway Station.

First-class Hotel, most comfortable. Best situation, overlooking the beautiful Square. Hydraulic Lift. Electric Light throughout. Steam Heating. Excellent table d'hôte and restaurant à la carte. Rooms and Apartments with Private Bath-rooms. Electric Trams to all parts of the town. Moderate charges.

Conducted by the Proprietors.

**J. FEDIER & CO.**

*Cook's Coupons accepted.*

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ROTES HAUS.

First class. In most open situation on the Kleber Square. 130 Bed and Sitting-rooms. Fireproof Building. Apartments and Single Rooms, with Bath and Dressing-room.

Telegraphic Address—"Palast Hotel."

Telephone : 619.

High-class Restaurant.

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The Transit Station on the Simplon Line, between Trains and Steamer on Lake Maggiore. The Beauty Spot on Lake Maggiore.

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(UNION DES GRANDS HOTELS.)

First class House. Best situation on Lake Maggiore. Finest panoramic view of Lake and Alps. Nearest to Borromean Islands. Mainly patronised by English and Americans. Magnificent Park and Garden. New very large Hall and Foyer. Excursion centre. Electric light. Central Steam Heating throughout. Two Lifts. Perfect sanitary arrangements. Railway Booking Office. English Church in the grounds. English Doctor in the el. Suites with bath-toilet rooms and private entrances. Large Restaurant. Dark-room. Cycling. Fishing. Boating. Mounting ring. Tennis Court. Croquet Grounds. Garage. Motor Boats. Concerts periodically. Cook's Tourist Office in the hotel grounds.

**ROMEO OMARINI, Manager.**

*Cook's Coupons accepted.*

**STRESA (Italy).**

THE EDEN OF THE LAGO MAGGIORE.

**HOTEL MILAN.**

Well recommended Swiss House. Family Hotel, entirely redecorated. Fine situation and splendid view on the Lake. Newly fitted with electric light. Central Heating. Baths, Douches. Lift. Excellent cuisine. Pension from 8 francs. Omnibus meets train.

Open all the year.

New Proprietor--**AUG. MULLER,**

*Cook's Coupons accepted.*

**STRESA.**

**HOTEL SAVOY AND LUZERNERHOF.**

Splendidly situated, facing the lake. Opposite the Steamer Station. Open all the year round. Electric Light in all the rooms. Central Heating. Reading-rooms. Very careful cooking.

**G. POSSI, Proprietor.**

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**STUTTGART (Wurtemberg).****HOTEL MARQUARDT.**

First-class Hotel. 280 rooms. Finest situation in the town on the Schlossplatz. Direct entrance from the Station. All the latest comforts. Electric Light. Two Lifts on the newest principles. Baths attached to the apartments. Vacuum cleaner used.

*Cook's Coupons accepted.*

**TANGIER.****HOTEL CECIL.**

First-class, with all modern comfort and latest sanitary arrangements. Unique position on the Grand Beach in the centre of the new town (five minutes walk from the Pier). Suites of Rooms with private bath, toilet and w.c. Spacious Dining, Drawing, Reading and Billiard Rooms. Electric Light throughout. Large Terraces. Kiosk. Lawn Tennis Court Garden. Roller Skating. Excellent cuisine and choice wines.

Omnibus at the Pier. Interpreters and experienced Guides. Telegraphic Address: "Cecil, Tangier." Terms: En pension from 10s. to 16s.

*Cook's Coupons accepted.*

**THUN (on the Lake of Thun).****GRAND HOTEL & THUNERHOF,  
HOTELS BELLEVUE AND DU PARC.**

CENTRAL HEATING. KURSAAL Season: APRIL to OCTOBER.  
The Leading Hotels. 400 rooms. Marvellous view on the Lake and the Alps. Large Garden and extensive Pinewood Park, in which is the English Church. Lift. Tennis. Private Apartments with Baths. Excursion centre. Prospectus through Cook's Offices.

*Cook's Coupons accepted.*

**THUN.****HOTEL PENSION ITTEN.**

First-class English Family Pension. Large Gardens. Glorious View. Perfect Sanitation. Two Tennis Courts. Electric Light. Pension from 6.50 to 12 frs. Central Heating (Hot Water). New Swiss Chalet with Apartments, Private Bath and Lavatory.

**TOURS (Touraine, France).****GRAND HOTEL DE L'UNIVERS.**

Highly recommended to English and American travellers. Entirely renovated and refurnished. Private apartments with baths and toilettes. The most comfortable home for families, with excellent cooking and most careful service. Auto. Garage. Telephone: 0.50. Special Winter terms.

**MAURICE ROBLIN, Manager.**

**TUNIS.****HOTEL DE PARIS AND IMPERIAL.**

1st Order.                      Every modern comfort.                      Nice view on the Arab Town.

Telegraphic Address—"AUDEMARD, TUNIS."

*Cook's Coupons accepted.*

**TUNIS.****TUNISIA PALACE HOTEL.**

First class throughout. 150 rooms and salons. Apartments with bath, etc.

For Tariff apply to **F. TUOR, Proprietor.**

In Summer: DISSENTISERHOF-DISENTIS, Engadin-Switzerland.

First-class Climatic Station, 3,500 feet above sea-level.

*Cook's Coupons accepted.*

**VENICE.****HOTEL DANIELI.**

Facing the Lagoon. Absolutely First-class. Suites. Private Bathrooms and every modern convenience.

*Cook's Coupons accepted.*

**GRAND HOTEL.**

First-class house, situated on the Grand Canal. Lifts. Steam Heating.

Electric Lights. French Restaurant. American Bar.

*Cook's Coupons accepted.*

**HOTEL REGINA (Rome & Suisse.)**

On the Grand Canal. Very comfortable. Charges moderate.

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Near St. Mark's Square. All modern convenience. Central Heating.

*Cook's Coupons accepted.*

**HOTEL BEAU RIVAGE.**

On the Riva Schiavoni. Newly refitted.

**LIDO—VENICE.**

Magnificent Seaside Resort, Sea Baths and Kinesitherapeutic Institute. Lawn Tennis courts, Rifle Range, Riding School, Theatre, Kursaal, etc. Large Terrace and CAFÉ RESTAURANT over the Sea. Instrumental Concerts daily, April to October.

**EXCELSIOR PALACE HOTEL.**—One of the Finest in Europe.

**GRAND HOTEL DES BAINS**

**HOTEL VILLA REGINA**

**GRAND HOTEL LIDO**

} All First Class.

Special Service of Fast Steamers meeting all Trains. Auto Garage Reale.

**MESTRE.**

*Cook's Coupons accepted.*

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Beautifully situated on the S. Marcus Square.

The only hotel with the view of the Cathedral and of the Laguna. All the most modern comforts. Best cooking. Moderate charges. Especially recommended for families.

Entirely renewed under a new management.

**EVARISTO BARBIERI.**

*Cook's Coupons accepted.*

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5,600 feet above sea-level. Reached by funicular from Sierre Station on the main Simplon line. Best situated, and commanding splendid view of the Matterhorn, Weisshorn, Simplon, Mont Blanc, and the Rhone Valley. Open all the year. Summer and Winter Sports. Spring Water. Hot Water Heating. Electric Light. Up-to-date Improvements. Table d'hôte at separate tables. Excellent cuisine and choice wines. Pension from 10 francs. Reduced prices in June, September, and March.

Apply **MANAGER.**

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Seilergasse 6.

**H. MAYREDER'S**

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(First-class Hotel, for over 100 years in the possession of the family.)

Central position, close to Graben and Stefansplatz. All comfort. Lift. Electric Light in all rooms. Baths. Telephone No. 2160. Newly decorated. Rooms from Kr. 3.60, and Pension from from Kr. 12, including light. Tariff in all rooms. Safe deposit. Renowned Vienna cooking. Specialities: Gumpoldskirchner wines and best Vienna and Pilsener beers. Opportunities for hunting and fishing. Foreign languages spoken.

Telegraphic Address—"MATSCHAKERHOF."

*Cook's Coupons accepted.*

**VITTEL.****THE CENTRAL HOTEL.**

Renowned First-class Hotel, in finest position, opposite the Park entrance. Very comfortable apartments. Lift. Electricity throughout. Arrangements for the "cure" and bathing season. Moderate terms. Splendid Dining-room and Restaurant open for non-residents.

*Cook's Coupons accepted.*

## CONTINENTAL HOTELS.

## WIESBADEN.

Golf Links.

Tennis Ground:

## THE QUISISANA HOTEL.

Opposite the Kurhaus and Royal Opera, surrounded by the Kurpark and its own gardens and terraces; apart from noisy traffic, and yet in central position; 150 rooms 30 baths. Electric Light. Central Heating. Thermal baths from own spring. Villas with every modern comfort. First-class restaurant.

*Cook's Coupons, Series W, accepted.*

Apply for Prospectus to the Proprietor, F. ROSER.

Telegraphic Address—"Quisisana."

Telephone: 119, 120, 454, 467.

## WIESBADEN.

## VICTORIA HOTEL AND BATHHOUSE.

WILHELMSTRASSE, near Kurhaus, Theatre and Kurpark.

First-class. Own thermal springs. Lift. Central Heating throughout. Moderate charges. Beautiful Terrace with Restaurant. Electric Light. Pension. Tariff on application. Well recommended. Best sanitary arrangements.

ALFRED KRETSCHMER, Proprietor.

*Cook's Coupons accepted.*

## WIESBADEN.

## HOTEL NASSAU.

One of the finest Hotels of the present day.

## HOTEL CECILIE.

The English Hotel.

The newest house with every comfort. Hydro Establishment direct with mineral spring. Finest free position at the Kurhaus and the Royal Opera, with a splendid view over the Kurpark. The Cecilie belongs to the Hotel Nassau Company, and is connected with the Nassau through a splendid hall.

*Cook's Coupons accepted.*

## WIESBADEN.

## PENSION VILLA HERTHA—DAMBACHTAL 24.

Telephone: 4182.

First-class Pension under experienced English management. Modern Villa in healthy situation near Woods, Springs, Kurhaus, Trams. Terms, including afternoon Tea, from 35s. to 70s. per week. Garden. Many Balconies, large Reception, Dining and Smoking Rooms. Hot Water Central Heating. Electric Light. Mineral Baths in the House. Splendid position for Winter. Golf Links near Wiesbaden.

MISS RODWAY, FRAULEIN MARIA ANDRÉ.

## ZERMATT (1,620 m.)

\*HOTEL MONTE ROSA, \*HOTEL MONT CERVIN, Lift;  
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ABOVE ZERMATT:

HOTEL RIFFEL-ALP (2,227 m.), Lift, Central Heating, Tramway.

HOTEL SCHWARZSEE (2,589 m.)

All held by the SEILER BROTHERS.

Moderate prices. Arrangements for prolonged stay. Open from May 1st to October 20th. Doctor. Chemist. Baths. Concerts the whole season. Electric Light.

*\*Cook's Coupons accepted.*

**ZURICH.****SAVOY HOTEL BAUR EN VILLE.**

Situated in the finest position on the Paradeplatz. Opened 1908. Suites and Single Rooms with Baths, etc. Restaurant Français. American Bar. Concerts. Pension terms.

Auto-Bus at Station.

Address: SAVOY, ZÜRICH.

*Cook's Coupons accepted.*

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(STATION ON THE GOTTHARD AND ARLBERG LINE.)

**BELLEVUE AU LAC AND PALACE HOTEL.**

Exceptional position on the Lake. Open all the year.

Entirely rebuilt. One of the finest Hotels in Switzerland. 200 Beds. 20 Salons. Bath-rooms, several Lifts, Electric Light, and modern sanitary arrangements. Grandly situated near the Lake and new bridge. Large Terrace and Garden. Terms: 10 francs a day for five days and upwards, except from July to October.

Near the New English Church, the Theatre, and the Town Hall. Private apartments with baths and every comfort. Within five minutes of the Station by motor bus.

**F. POHL.**

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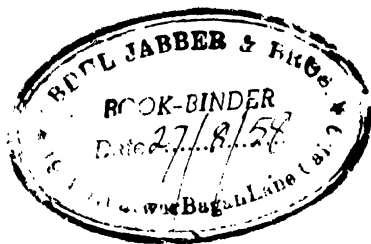
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