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THE
SIMPLON RAILWAY
AND ITS CONNECTED LINES
(INTERNATIONAL RAILROAD)

French Switzerland
by L. COURTHION

District of Neuchâtel, the Bernese Oberland, the Lötschberg and Brigue
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Brigue and the Simplon, Ticino and Italy
..... by Ed. PLATZHOFF-LEJEUNE

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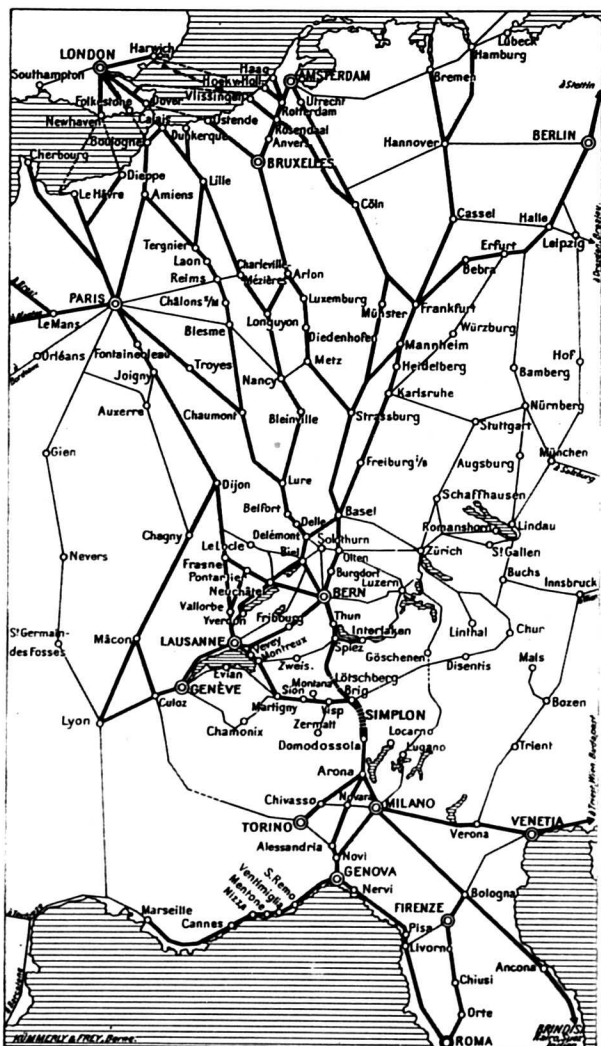
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Principal railway lines in connection with the Simplon

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INTRODUCTORY

The Simplon tunnel, opened to traffic in the spring of 1906 has brought Milan within 14 hours of Paris and 22 hours of London. The route is thus the shortest from the north to the south of the Alps; the distance between Paris and Milan was formerly by Mont Cenis 590 miles, this was reduced to 560 by the tunnelling of the S^t Gothard and is now, thanks to the Simplon, only 516 miles, which is less than the distance from Paris to Marseilles. And this saving of miles and hours is not the sole advantage that the Simplon can claim over its older rivals: through piercing the central block of the Alps at its base it has the advantage of being virtually a level line, the northern entrance of the tunnel is little above the level of the Rhone and the southern is but a few miles from the flat banks of the Toce, a tributary of Lago Maggiore. The greatest altitude of the line is at the culminating point of the tunnel 2,350, feet that is 1,500 less than that of the S^t Gothard and 2,000 less than that of Mont Cenis.

Moreover the Simplon region has always been considered the most advantageous strategic route between North Western Europe and the countries of the South and East. So far back as the middle ages a hospice for travellers and pilgrims was maintained amid its rugged defiles by the knights of Malta. In the XVII century a Valaisan, Gaspard Stockalper, built the old hospice



Vallorbe.

that still stands, and thanks to the security thus afforded the Simplon has since 1640 been the principal postal route between Geneva and Milan. In 1797 Napoleon, then general commanding in chief of the Army of Italy, called the attention of the Directory to the importance of a strategic route over the Pass. In 1800, as First Consul, he lost no time in realising his plan, and in 1801 ordered the establishment in the Pass of a hospice similar to that of the Grand S^t Bernard, which he had visited on his way to Marengo, and placed it under the management of the same brotherhood.

If a straight line be drawn on the map of Europe from Paris to Brindisi, it will be seen that it cuts the Alps just east of Brigue at the opening of the tunnel, runs more or less near to towns such as Dijon, Besançon, Lausanne, Bern, Geneva, Milan, Venice, Trieste, Genoa, Florence, Leghorn, Bologna, Ancona, and intersects railway lines from Rome, Naples, Sicily and various ports of sail for Greece and the eastern Mediterranean, Egypt and the Suez Canal.

After these general remarks, the accuracy of which can be easily verified, we propose in the following pages to indicate in detail some of the advantages of this route. We would especially point out that in addition to the saving of time and money, many undeniable attractions are offered to travellers by the Simplon and its connected lines, were it only the opportunities of seeing the central region of the great Alps, incontestably the most frequented holiday ground of the world.

I. From Paris to the Simplon

A. By Vallorbe and Lausanne.

On entering Switzerland either by the elevated dales of Pontarlier, or by the more level route that is being tunnelled through Mont d'Or, we debouch into the remarkable valley of the Orbe, a river that after seeming to terminate in the Lac de Joux, which is formed by its waters, reappears at the foot of Mont d'Or.

VALLORBE (2,530') a large manufacturing village of 4,309 inhabitants, on both banks of the Orbe. Swiss custom house.

FROM VALLORBE TO LE PONT AND LE BRASSUS (the vale of Joux) 15 ½ m. by rail in 1 h. 45 min. The line diverges on the right at le Day and gradually ascends the wooded slopes of the Dent de Vaulion, passes in front of the cave that is the source of the Orbe, and higher up skirts lake Brenet.

7 m. *Le Pont* (3,360') at the entrance of the smiling vale of Joux, a resort in summer on account of its altitude and its forests, and in winter on account of the sports on lake Joux. Immediately behind it rises the Dent de Vaulion (4,957') a grand point of view.

A little steamer plies on the lake in summer, touching at *l'Abbaye*, *le Lieu*, *le Sentier*, *le Brassus*, villages busied with watch and clock making.

FROM VALLORBE TO BALLAIGUES, 3 ½ m. in 1 h. by postal diligence



Ballaigues and the Plan de la Combe.

(3,100') a large village on the slopes of Mont Suchet, with fine views and surrounded by forests, is much frequented in summer.

The line crosses the Orbe above the striking cascade known as the Saut du Day, and then passes the castle of les Clées.

Soon after this a wide and varied prospect opens before us. In the foreground the Swiss plateau with ancient little towns and ruined castles standing here and there amidst its wooded hills; beyond these, above the haze, clear cut in the rare upper air, the snowy rampart of the Alps from Mont Blanc to the Jungfrau rises like a vision; the lake of Neuchâtel stretches away into the distance on the left, the lake of Geneva on the right; the verdant slope immediately below us is dotted with hamlets, amid which the line descends in long windings.

7 $\frac{1}{2}$ m. ROMAINMOTIER, an ancient town with a romanesque church of the VIII century, almost the only fragment remaining of the old convent from which the town derives its name, (Romanum Monasterium).

12 m. ARNEX (1820') 2 miles from the very ancient little village of *Orbe* (1610') seated at the embouchure of the river of the same name; it contains relics of the Roman domination. There is an old Franco-Burgundian castle, once the residence of Queen Brunhilda, and a statue of Pierre Viret, the reformer, who was born here.

14 ½ m. LA SARRAZ (1673') an old town of 1,000 inhabitants with a fortified castle of the XI century posted on the ridge of the Mormont, which blocks the valley, and forms the watershed between the Orbe flowing towards the Rhine, and the Venoge a tributary of the Rhone.

19.5. m. COSSONAY (1887') a small town of 1,100 inhabitants on a plateau dominating the valley of the Venoge. Cable railway from the station to Cossonay-town.

26 m. RENENS (1397') 3,320 inhabitants. The junction of the lines Paris, to Geneva, and to Neuchâtel and Zurich.

28 m. LAUSANNE. See p. 19.

B. By Neuchâtel and Yverdon.

On leaving Neuchâtel the line passes through SERRIERES, famous for its chocolate factories. At 3. m. AUVERNIER, a great stretch of alluvium brought down by the Areuse. On a hill stands COLOMBIER with an old castle which has been transformed into barracks for infantry training. At 6.3 m. BOUDRY a little town 2,200 inhabitants on the Areuse, the interesting gorges of which can be visited thence. It was the birthplace of Jean Paul Marat of the Convention. Near it are the famous vineyards of Cortailod. After BEVAIX, 9. m. the line and the road rejoin the lake shore and follow it to its upper end near Yverdon. Between VAUMARCUS, 13. m. with an old castle, and CONCISE, 15.4. m. the site of an old pile-village in the lake, we enter the canton of Vaud. On the opposite side of the lake is the picturesque town of *Estavayer* with its old castle, chef-lieu of the Fribourg district of the Broye.



Les Rasses. — On the Yverdon-Sainte Croix line.

20. 6. m. GRANDSON, a picturesque little town of 1.800 inhabitants, famous for the defeat of Charles the Bold by the Swiss, 3 March 1476. It has an old romanesque church and a restored and inhabited feudal castle.

23 m. YVERDON, a town of 9.000 inhabitants on the banks of the Thièle, a short distance before it enters the lake. Hotel de Ville, with a museum of Roman antiquities. Castle of XII century, with a library and collection of coins. On the S. E. of the town, at a quarter of an hour's distance, is a much frequented and well equipped hydropathic establishment, SULPHUR springs, 76° F. Near this is the property of the Prairie with another spring. Yverdon has also a high school for girls, a mechanical school and educational establishments, public and private. Pestalozzi taught there from 1805 to 1825 ; his statue, by Lanz, stands in the castle square.

FROM YVERDON TO SAINTE CROIX 15. m. railway, m. 1 h. to 1½ h. (does not run on Sundays.) The line climbs the side of the Jura by *Valleyres-sous-Montagny* and *Es-sert*. Before entering the valley we have a fine view of the plateau with the Alps in the distance. After the stations of *Baulmes* and *Six Fontaines* the line makes a wide sweep back and rounds the Mont de Baulmes in a series of tunnels amid a fine forest.

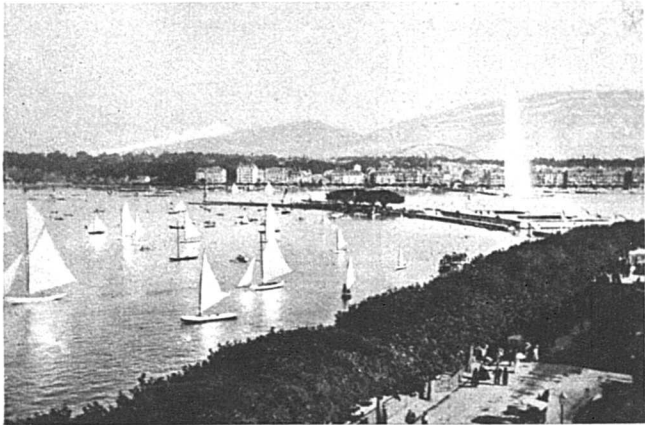
Sainte Croix (3.690') a large manufacturing village, prim and clean, in a sheltered nook of the Jura. The

6000 inhabitants are mainly engaged in making clocks, watches and musical boxes. There are interesting excursions, and from the heights that dominate the locality one has splendid and wide-spread views of the Savoy Alps, Valais, Gruyère, and the lake of Geneva. It is a summer and winter holiday resort. *Sainte Croix*, and still more the neighbouring hamlet of *Les Rasses*, are much frequented for winter sports.

The line from Neuchâtel to Lausanne touches at *Ependes*, *Chavornay* (tramway for Orbe) and *Eclépens*; then it joins the line from Vallorbe to Lausanne at *Dailens* (34.3. m.).



Yverdon. — Statue of Pestalozzi.



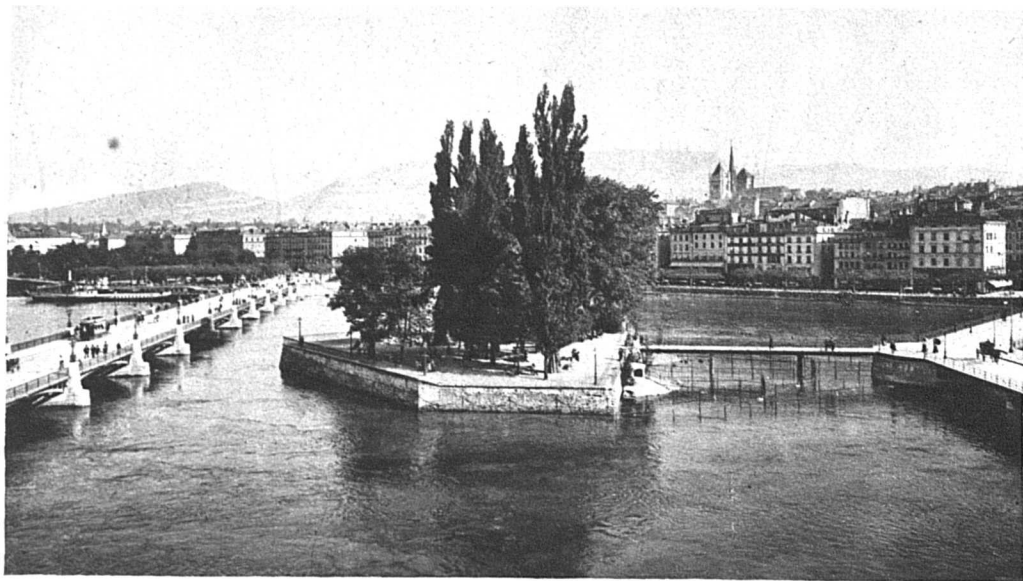
Geneva — The Roadstead.

II. Geneva

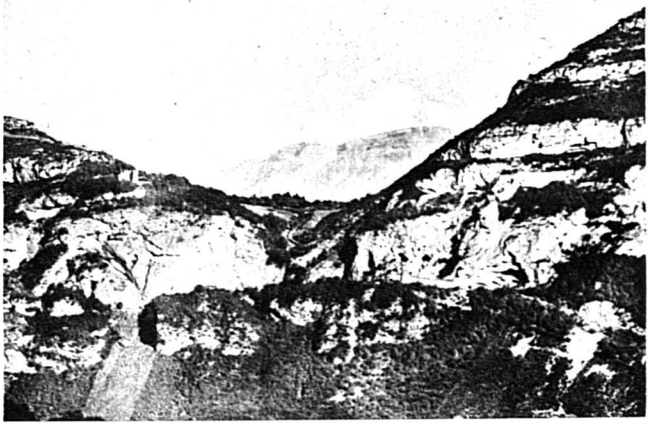
The traveller entering Switzerland from Mâcon, Lyon, Amberieu, and Culoz, points of junction of lines from Paris for southern and central France, Dauphiné and Turin, passes through the narrow defile of the Fort de l'Ecluse on the further threshold of which a great valley suddenly breaks into view.

The sombre wall of the Jura shuts it in on the north, and the little chain of the Vuache on the south; the winding Rhone indents the foreground plateau, which on the right stretches to the foothills of the Alps, above which gleams, high and afar, in the clouds or against the blue, the majestic outline of Mont Blanc; on the left is infinite space, to be filled on arrival at Geneva with one of the loveliest prospects in the world.

GENEVA (1250') the largest town of French Switzerland, and one of the most important of the Swiss Confederation, with an aggregate population of 145,000 souls, is spread on the two banks of the lake and of the broad impetuous Rhone which issues from it. Geneva is thus divided into two distinct



GENEVA. — ROUSSEAU'S ISLAND.



Mont Blanc from the Salève.

parts : on the left the city proper, clustering round the cathedral, which was founded in 1063 by the Emperor Conrad II, but has since been entirely transformed ; this stood in the territory of the Allobroges, while the quarter of S^t Gervais on the right, was in that of the Helvetii. One may say that the key to the long history of Geneva is the interaction of these two elements that combined to form the earliest population, and the original tendencies of which in changed forms still subsist. The Reformation made this little city one of the intellectual centres of the world. In 1559 Calvin founded the College and Academy that was the mother of the present University, which has given to literature such men as Amiel, Marc Monnier, Edouard Rod, and to science de Saussure, de la Rive, Pictet, and Carl Vogt.

Geneva has besides schools of medicine, dentistry, art, manufactures, horology, engineering, commerce and horticulture, and for women secondary, higher and housekeeping schools. Its primary schools are considered among the first in Europe

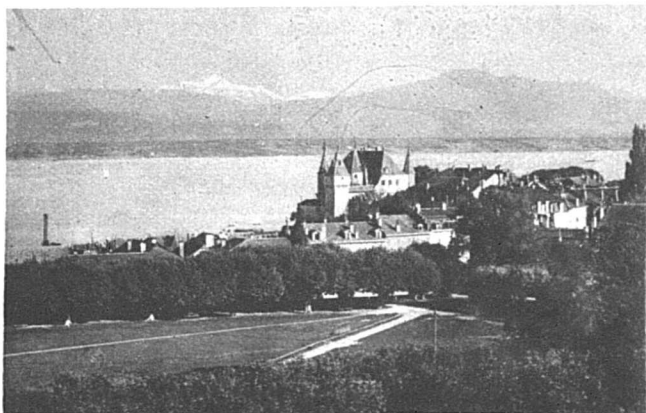
Its frontage on the waters of the lake and the rushing Rhone is lined with spacious and shady esplanades near which are sumptuous hotels, pleasant gardens, and shops glittering with the handiwork for which Geneva is known throughout the world : jewelry, clocks, watches, optical and scientific instruments. Fine bridges now join the two banks : nearest the lake is the broad Pont de Mont Blanc, 866 feet long, then the Pont des Bergues, which forms an angle from the apex of which a footbridge leads to the huge mass of rock known as Rousseau's Island. It has been planted with trees among which stands a bronze statue of the philosopher erected by his fellow citizen Pradier in 1834 ; a little lower down is the Pont de la Coulouvrenière.

Geneva has a large theatre subsidised by the municipality, a Théâtre de Comédie, and a Kursaal with a summer concert room. There is also a Conservatoire de Musique, a Museum of painting and sculpture, an Historical and a Natural History Museum, and a Botanical Garden, as well as other public gardens and promenades. 1 ½ m. north of the railway station, in a beautiful park, is the Musée de l'Ariana (Guide books, especially " Eight days in Geneva ", published in French, German and English, can be seen at the Official Bureau of Information, 3, Place des Bergues).

Besides its interior system of tramways, its steamboat service for lake-side villages (p. 37) and its three main railway lines, Geneva is connected with the neighbouring villages of Switzerland and France by numerous light railways two of which are linked to the rack-and-pinion line of Mont Salève (4480') from the summit of which one enjoys a fine view of Geneva, the lake and the Savoy Alps up to Mont Blanc.

FROM GENEVA TO FERNEY AND GEX (Ain) tram in 1 h. 20 m. At Ferney is the former residence of Voltaire, now belonging to Madame Lambert, with a statue of the philosopher in front. Change trains for Gex, on the line to Paris by the Col de la Faucille. Motorcar service on the Paris road.

FROM GENEVA TO VEYRIER AND TREIZE ARBRES (Salève) 1 h. 26. m. At Veyrier a branch line runs from Collonges-sous-Salève by way of Bossey



Nyon and the Alps

III. From Geneva to Lausanne by the north shore of the Lake

5.2 m. **VERSOIX** (1300') a manufacturing town of 1711 inhabitants at the south of the Versoix or Divonne. It was detached from the department of Ain to link up the territory of Geneva and that of the confederation.

8.2 miles **COPPET** (1320') a pleasant and picturesque little town; it is dominated by a mansion that was formerly the residence of Necker and Madame de Stael and is now the property of the Comte d'Haussonville.

13.6 m. **NYON**, a pretty little town of 5100 inhabitants; known in Roman times by the names of Noviodunum and Colonia Julia Equestris. It is boldly posted above the lake with its imposing castle. There is a fine view of Mont Blanc and the Savoy Alps from its southern bastion, where it is proposed to erect a statue to Edouard Rod.

The chief object of note is the castle, the greater part of which dates from



Saint-Cergues sur Nyon.

the XIV century, though there is much later construction. Among the contents of its very interesting Museum are relics of the prehistoric lake-villages.

RAILWAYS. FROM NYON TO BELLEGARDE by Divonne and Gex in 3. h. From NYON TO MOREZ, in the French Jura, by S^t Cergue and la Cure.

POSTAL DILIGENCES: NYON TO ARZIER. 4½ m. in 1 h. 20 m. NYON TO MOREZ by Trélex, S^t Cergue and la Cure, 20 m. in 1 h. 10 min.

Nyon is the centre for many frequented summer resorts: *Gingins*, *Arzier* and above all *S^t Cergues*, which is a centre for winter sports. Soon after leaving the station or the port we pass the Chateau de Prangins, the property of the family Bonaparte.

16½ m. GLAND (1440) junction of Begnins by Vich, an electric line of 2.3 m.

Begnins (1800') on the way from Nyon to Marchairuz and the Vale of Joux, is a pleasantly situated summer resort.

21. m. ROLLE (1260') a pretty little town on the strip of level land between

the lake and the hills, with a considerable wine trade. There is a remarkable castle of the XIII century with short massive towers, the seat of the district authorities. At Rolle was born Frederic César de la Harpe, who as tutor of the Czar Alexander I rose to be a Russian general, and took a leading part in the liberation of Vaud. A poplar, planted in 1798 as a Tree of Liberty, and an obelisk raised on an artificial island commemorate the event.

From ROLLE TO GIMEL, electric railway of 6 $\frac{1}{2}$ m. *Signal de Bougy* (2363') 25 min. from the line, a celebrated

point of view commanding the whole extent of the lake of Geneva, with the Savoy Alps and Mont Blanc behind.

Gimel (2453') also reached by a line by way of Allaman and Aubonne. A pretty village surrounded by magnificent forests; a favourite holiday resort. By two different roads we can mount in 1 $\frac{1}{2}$ h. to the Col de Marchairuz (4033') whence we get to the Vale of Joux.

24.2 m. ALLAMAN (1380'). The electric railway mentioned above links the station with the town of Aubonne, whence it mounts to Gimel.

Aubonne (1680') A beautifully situated little town of 1600 inhabitants. There are fine forests near.



Morges — Le petit bois.

29.8 m. MORGES a pretty little town on a broad bay at one of the widest parts of the lake of Geneva, 4600 inhabitants.

There is a fine view across the lake to the Savoy Alps ; framed in a gap, Mont Blanc rises in all its grandeur. The port was constructed in 1680 from plans by Admiral Duquesne who ended his days in the neighbourhood. The castle with massive round towers at its angles is now an arsenal.

From MORGES a line of 12 m. runs to BIÈRE in 37 min.

2.25 m. *Vufflens le Château* (1593') a village dominated by a fine feudal castle, the best preserved seigneurial seat of French Switzerland.

7 ½ m. *Apples*, branch line to *l'Isle*.

12. m. *Bière* (2233') 1300 inhabitants, at the extremity of the extensive plateau that lies under the pineclad slopes of Mont Tendre and Mont de Bière. A military station and artillery training camp ; there are large barracks outside the village on the south.

At RENENS the line rejoins those from Neuchâtel and Paris.

IV. Lausanne

A city of 75,000 inhabitants capital of the Canton of Vaud, in a most striking and picturesque situation. The original city on the hills above the rivulets of the Flon and the Louve has grown rapidly during the last half century. Overlooking the lake from the lower slopes of the Jorat hills, it holds its place in the memory by the varied aspects resulting from its peculiar topography.

Its port at Ouchy is one of the busiest on the lake. Lausanne is also the centre of the railway lines of western Switzerland. Its station is the meeting place of trains from Paris and Geneva, from Italy by Valais, and from central Switzerland by Bern, Neuchâtel and the Valley of the Broye. Less important lines connect it with the interior of the canton, especially with Echallens and Moudon.

The history of the place commences during the decadence of the Roman



Ouchy.

empire, when the bishops of Avenches removed their seat to this conveniently situated and easily defensible hill. The present cathedral was constructed about the middle of the XIII century; it was restored in 1875, partly from plans by Violet le Duc.

The castle, a square flanked by towers, was also built by the bishops in the XIII century. It is now the seat of the cantonal government.

The political importance of Lausanne is of quite recent date. From 1536 to the French Revolution the Pays de Vaud was governed by the Bernese, and looked to Bern as its capital. The independence that it acquired in 1798 was consummated in 1803 by the formation of the confederate canton of Vaud. The Bernese had founded at Lausanne an Academy that acquired some celebrity, and was transformed into a University in 1890.

Though Lausanne gives its name to no special industry or trade, it is nevertheless an important centre of all kinds of business and above all of science and education. Besides the University faculties, for which suitable

buildings were provided some years ago, it has a school of engineering, a classical school and gymnasium for the preliminary University course, an Industrial school, a gymnasium preparatory to the University courses in Natural Science, two higher schools and a gymnasium for girls proceeding to the University, an unsectarian chair of theology, an Institute of Music, a Commercial school, an Institute of Agriculture, and a large number of private boarding schools and educational institutions. It has also a theatre and a kursaal. (For further information refer to the Société de Développement.)

V. From Lausanne to Saint-Maurice

On leaving the Lausanne station the Simplon line descends towards the lake, while the line to Bern mounts the side of the plateau diagonally. We pass the village of PULLY.

3. m. LUTRY (1266') a village of 2,560 inhabitants : here commence the vineyards of Lavaux, dotted with villages.

5.3. m. CULLY (1260') Burgh of 1068 inhabitants, centre of the wine trade of Lavaux. On the quay is an obelisk to the memory of Major Davel, a native of Cully, who was executed in 1723, a martyr of Vaudois independence.

We now enter the region of the upper lake : on the right Vevey and Montreux, dominated by the Alps of Gruyère, the Dent de Jaman and the Rochers de Naye. In front the lake stretches to the broad valley of the Rhone, beyond which, between the crenelated walls of the Dents du Midi and the pinnacled bastion of the Dent de Morcles, rises the misty cone of Catogne and the stainless dome of the Grand Combin.

8½ m. RIVAZ-ST-SAPHORIN, two groups of houses ; one, well known to artists, built against the castle of Glérolles, on a little peninsular of rock. The wines are famous.



Cliché S. A. Schegg.

LAUSANNE AND THE SAVOY ALPS.



Phot Perrotet et David, Chaux-de-Fonds
Vevey. — The Quays.

11.2 m. VEVEY (1266') fringing the lake shore with its pleasant quays and spacious market-place, an industrial and residential town, with a population of 18,000 souls. Its position at the lower end of the Valley of the Veveysse by means of which it communicates with the canton of Fribourg, especially with Gruyère, makes it an important market town. The mountains that dominate it rise pleasantly in successive zones of vines, beeches and pines. The prosperous villages and hamlets scattered over its hills, the many villas that adorn its neighbourhood, the views of the lake and its shores, especially from Saint Gingolph to Villeneuve, present an unforgettable panorama. An avenue made a few years ago connects the market square and the station with the principal landing quay. Factories for engineering and comestibles. The notable buildings are : the church of Saint-Martin on a wooded hill, the Russian Chapel, the castle, ancient residence of the bailiffs of Bern, the Iénisch Museum, the Château de l'Aile (there is an

official Bureau for all information). A traditional festival of wide celebrity, the Fête des Vignerons, is organised at long intervals.

RAILWAYS. *Vevey to Chexbres and Puidoux*, 4.8 m. m 22 min. The line ascends the vine-clad slopes for 3½. m. to *Chexbres* (1873') a large village at the upper limit of the Saint Saphorin vineyards; fine views especially from the Signal de Chexbres. At Puidoux the line joins that from Lausanne to Bern.

ELECTRIC RAILWAYS. From VEVEY, TO CHATELST DENIS, 7. m. in 35-40 min. The line threads the valley of the Veveyse to Gilamont, then turns back to *S^t Légier*, where it forks, one branch going to *Blonay* (old castle) and *Chamby*, to join the Montreux-Oberland line, the other returning towards the valley of the Veveyse, which it crosses by a lofty iron bridge.

7 m. *Châtel S^t Denis* (2430'). A town of 2,500 inhabitants, an important agricultural centre. Its large church is finely situated on a hill above the town. Electric railway lines run to Gruyère by *Palézieux* (junction of the lines from Lausanne to Bern, and from Lausanne to Lyss) and by *Bulle*, chef-lieu of the district of Gruyère. From Bulle are lines to Romont and to Montbovon. (p. 66).

FROM VEVEY TO MONT PÈLERIN (3333'). Cable railway a third of a mile long in 24 min., with stations at *Corseaux* and *Chardonne-Jongny*. To the south, Mont Pèlerin commands a view of the lake and the lower valley of the Rhone; to the north, of the valley of the Broye and the Swiss plateau. Summer and winter sports.

VEVEY TO THE PLÉIADES (4550') in 1 h. 15 min. The all-round view is similar but more extensive than that from Mont Pèlerin.

12.5 min. LA TOUR DE PEILZ, the residence of the painter Gustave Courbet during his exile. The line then goes by *Burier* to *Clarens*. On the left is the *Châte audes Crêtes*, a favourite sojourn of Gambetta; here tradition places the famous *Bosquet de Julie* of Rousseau's «*Nouvelle Héloïse*». Crowning a little hill is the battlemented castle of *Châtelard*, dating from the xv century.



Montreux and its bays.

14.4 m. CLARENS, which inspired the muse of Rousseau and Byron, forms part of the agglomeration of transformed villages known as Montreux. Steamboat Station. On an islet near, known as the Roche aux Mouettes, is a villa built by the painter Chartran.

15.3 m. MONTREUX, 22,000 inhabitants, seated on the twin bays of Clarens and Territet, the glory of the lake of Geneva. A foreign residential town of the first importance, which owes its reputation to its mild and equable winter climate, and to its lovely situation. The immediate neighbourhood affords a choice of climatic stations that is almost without parallel. They offer gradations of altitude from the borders of the lake (1250') to Glion (2330') les Avants (3330'), Caux (3670'), and finally Naye (6670'); all are connected with Montreux by rail.

Montreux has a Casino-Kursaal that is open all the winter, churches for every creed, facilities for all summer and winter sports, and 80 hotels. An electric tramway runs along the lake from Vevey to Villeneuve.

*Territet.*

MONTREUX TO GLION (2330'), a pleasant, all-the-year-round resort, reached by electric railway from Montreux station in 12 min. or by the cable railway from Territet, mentioned below.

MONTREUX TO ZWEISIMMEN. The electric railway Montreux-Oberland-Bernois, links the lake of Geneva to the lake of Thun, by one of the most delightful journeys in the world, and furnishes the shortest route from Montreux to Interlaken and Lucerne. The express trains, which have restaurant cars, make the journey from Montreux to Zweisimmen in 3 hours, from Zweisimmen to Interlaken in 1 hour. The line mounts gradually, with lovely views of lake and mountain to les Avants, shortly after which it passes under the Col de Jaman by a tunnel of 1 ½ miles, and then descends to Montbovon, where it joins the electric lines of Gruyère (p.67) (for detailed information apply to Bureau de Renseignement, Montreux).

Chamby (2566'). Hotels and Pensions ; junction of the line from Vevey by Blonay, mentioned above.



Les Avants above Montreux.

Les Avants (3243'), the principal station in the Vaudois section of the line, at the head of a verdant and sheltered valley looking southeast.

The meadows in May are white with the fragrant *narcissus poeticus*; its cool summer climate and its facilities for skiing, bobsleiging and other winter sports make it a resort at all seasons of the year. A cable railway mounts in 5 minutes to the *Col de Sonloup* (4000'), and its famous toboggan run.

16.2 m. TERRITET the most popular part of the Montreux agglomeration. In the public gardens by the English Church is a monument by Chiattono to the illfated Elizabeth, Empress of Austria.

TERRITET TO GLION. A boldly engineered cable railway, with grade of 57%, commanding striking panoramic views, and edged on either side with garden, a floral riband stretching through vineyards and woods.

TERRITET TO MONT FLEURI, cable railway in 5 minutes, starting from behind the Grand Hôtel. Hôtel Mont Fleuri (1660') nestled in greenery.



The Rochers de Naye

GLION TO THE ROCHERS DE NAYE. A rack-and-pinion line 5 miles in 1 h. from Montreux station. Through-carriages. We mount gradually through woods and meadows to *Caux* (3670'), a favourite resort that owes its popularity to its happy situation on the southern slope of the mountain dominating the lake, its lordly prospect, and sumptuous hotels. From *Caux* to *Jaman* we traverse pastures with abundant flora. From *Jaman* to *Naye* the flora is more Alpine, the surroundings wilder, with exquisite glimpses of lake and mountain.

Rochers de Naye. Hotel Restaurant (station) (6576') summit easily reached thence (6816'). The whole extent of the lake of Geneva lies at one's feet; standing round in a vast circle are the Alps of Vaud, Valais, Savoy and Bern, the Jura and the mountains of Gruyère. The Alpine garden, one of the highest in Europe, is a little floral paradise.

VEYTAUX-CHILLON (1273') within a few minutes of the station, on an islet rock connected with the shore by a drawbridge, is the picturesque castle

*Leysin.*

of Chillon, a stronghold of the Dukes of Savoy, and the prison of Bonivard. Byron, Victor Hugo and Edward Quinet, the historian, sojourned in the neighbourhood.

18. m. VILLENEUVE (1273') an ancient little town at the commencement of the flat valley of the Rhone, an important lake-port. Choice wine.

24.4 m.—AIGLE (1387') 4000 inhabitants. The little town, dominated by a fine castle, is pleasantly situated among vineyards on the left bank of the Grande Eau, which here issues from the Vale of Ormonts. Summer and mid-season resort. Golf Links. The wine of the neighbouring village of Yvorne is much esteemed.

AIGLE TO LEYSIN, rack-and-pinion electric line, 3 ½ miles in 1 h.

Leysin-Feydey (4690') on a sunny slope, sheltered from the north winds, and commanding splendid views, is very celebrated for its sanatoria. Winter sports.

AIGLE TO OLLON AND MONTHEY, 7 ½ miles in 40 min. *Ollon* (1590').



Aigle. — The castle

a large agricultural village, surrounded by orchards and meadows. After the station of *S^t Triphon-Gare*, the line crosses the Rhone, and on the other side of the valley reaches *Colombey* (1313') and then *Monthey* (page 35). Here it connects with the French line from *Bouveret* to *S^t Maurice*, and continues through the verdant and picturesque Val d'Iliez to *Champéry*.

POSTAL CARRIAGE-ROUTE. *Aigle* to *Corbeyrier*, 6 ½ miles in 2 h. 10 min. We pass through *Yvorne* and its famous vineyards, and mount by a wooded vale to the village of *Corbeyrier* (3045') a charming resort for both summer and winter.

ELECTRIC RAILWAY AIGLE-SEPEY-DIABLERETS, and postal carriage in summer from *Diablerets* to *Gstaad* (station on the *Montreux-Oberland* railway) by the *Col du Pillon* (5173'), 29.4 min. in 8 h.

7 m. *Le Sepey* (3503') the principal village of the vale of *Ormont*. *Diablerets* (*Ormont-dessus*) (3876') a much frequented summer and winter resort.

29.7 BEX (1380') a village of 4,800 inhabitants at the foot of a hill that



Les Diablerets.

separates the embouchures of the Avançon and the Gryonne into the plain. Prettily situated with lovely views. There are many visitors in summer ; saline and sea-water baths and considerable industries.

FROM BEX TO CHESIÈRES by Gryon, electric railway, $8\frac{1}{2}$ m. in 1 h. 27 min. At the entrance of the vale of Frenières is the station of *Fontanaz-Seulaz*, whence we mount by road to the charming summer resort of *les Plans*. Then the train climbs to *Gryon* (3280') a pretty village scattered along the ridge that rises between the Gryonne and the Avançon. At short intervals, we arrive successively at *Arveyes* (4107'), *Villars* (4186') and *Chesières* (4066') all much frequented in summer for their fine air and pleasant walks by meadow, mountain and forest, and in winter for skiing, skating and tobogganing. Rack-and-pinion railway from Villars to Bretaye (5820') whence we can walk up Chamossaire (6940') in an hour.

POST-CARRIAGE FROM BEX TO LES PLANS by Frenières 5.4 m.

LES PLANS (3670'), where the carriage road through the vale that runs up towards the Grand Muveran and the Glacier des Martinets ends,

*Bex.*

is a much frequented summer station, romantically situated by the rushing Avançon.

After Bex the line approaches the Rhone ; on the other side of the river is the French line from Geneva ; our line crosses to join it ; the valley suddenly narrows to a rocky gorge ; a bold bridge spans the straitened stream with a single arch ; we have a momentary glimpse of an ancient little city, a rushing river, a rock-walled valley and towering peaks, and passing through a tunnel under antiquated fortifications, arrive at S^t Maurice (p. 38).

VI. From Geneva to Saint Maurice along the Southern shore of the lake

Station Geneva-Eaux-Vives (or Vollandes).

3.7 m. ANNEMASSE, a small town at the junction of the lines from Chablais and from the Arve valley (Chamonix-Mont-Blanc-Salvan and Martigny) (p.40).



MONTREUX. — LAKE OF GENEVA. — Health and Pleasure Resort





Villars sur Ollon.

22.5 m. THONON LES BAINS (1400'), a town of 6,000 inhabitants on a small plateau overlooking the lake. Former capital of Chablais.

From Thonon a road runs up the valley of the Drance, with branches to Valais by the Col de Morgins (open to automobiles) and by the Col de Coux above Champéry.

28 m. EVIAN LES BAINS, a small town of 3,000 inhabitants on hills rising in a crescent from the lake; on its fine quay are a theatre and casino. The baths are from cold bicarbonate springs. Besides the boats that ply up and down the lake, there is a special service between Evian and Ouchy, the port of Lausanne.

40 m. SAINT GINGOLPH (1,255'), a large village, which the impetuous Morge descending to the lake between the Pic de Blanchard and the Grammont divides into two parts, the first French with 600 inhabitants, the second Swiss with 769. The Railway station is on the French side; on the Swiss side is a custom house. Each nationality has a wharf on the lake. The umbrageous



On the Monthey-Champéry-Morgins line

chestnut groves around make it a pleasant summer resort. There are boat-building yards for the beautiful lateen sailed craft that ply for traffic on the lake.

41 m. LE BOUVERET (1253') with a roadstead in the bay formed between the delta of the Rhone and the jutting base of the Grammont. We enter the flat valley of the Rhone, formerly part of the lake, the retreat of which within historic times is recorded by the village of Port Valais, the Roman port, now $1\frac{1}{2}$ miles inland. Farther on to the right, opposite the bridge from Valais to Vaud, the old castle of the Porte du Scex guards the entrance to the Valaisan plain.

45.6 m. VOUVRY (1303'), a prosperous village on the alluvial cone of the Fossaux at the opening of a wooded ravine, which runs up to the Pas-de-Vernez and the Vale of Abondance. Large electric works deriving their motive power from the lake of Tanay, a pleasant summer resort, that lies above in a picturesque dell (4733') between the Grammont and the Cornettes de Bise.

For 5 miles the line keeps a straight course across the plain to Colombey, passing on the right *Vionnaz* with an old and a new church, higher above are *Torgon* and *Reverculaz*, a summer resort; then in the plain *Muraz* and *Colombey* (p. 30) and finally on a little shady plateau the Asylum of Malévoz, devoted to the mentally afflicted.

50.6 m. MONTHEY (1433'), a manufacturing town of 4,500 inhabitants, built on the alluvial deposits of the *Vièze*, which as it issues from the Val d'Illiez is spanned by a roofed wooden bridge; a fine position that the stream has hollowed out in the slopes that rise on one side to the peak of *Bellevue* (6803') on the other to the *Dent de Valerettes* (6873') a spur of the *Dent du Midi*. Factories of glass, chemical products and soap.



Champéry in winter.

FROM MONTHEY TO CHAMPÉRY. Electric railway, connected with lines from Bouveret to S^t Maurice, and from Aigle to Monthey, 8 m. in 1 h.

The line runs along the north of the town and then passes through groves of chesnuts, strewn with huge granite boulders borne by vanished glaciers to this limestone

district from the chain of Mont Blanc. Erratic blocks. The view extends across the valley of the Rhone, to Bex, Villars Chesières and the Muverans. After crossing the picturesque gorge of the Tine we pass through a tunnel and arrive at.

3.6 m. *Trois Torrents* (2563') on a spur of mountain above the junction of the Tine and the Viège.

POSTAL CARRIAGE from *Trois Torrents* to *Morgins* 8.2 m. in 2 h. 40 min. Looking back as we ascend, the crenelated wall of the Dent du Midi grows ever more imposing.

Morgins les Bains (4480'). Chalybeate springs, summer and winter sports. The road, which is open to automobiles, continues to the *Pas de Morgins* (4600') and descends to *Abondance* and *Thonon*.

5.5 m. *Val d'Iliez* (3155') an agricultural village with important fairs.

As we round a spur of hill on which stands a lofty crucifix, we have before us an amphitheatre of mountains, and see Champéry lying amid green meadows which in spring are gay with golden daffodils.

8 m. *Champéry* (3490') a favourite resort that has grown much of late years. The native population of 800, of a fine sturdy type, peculiar and interesting, are augmented, all the year round, by visitors whose numbers during the season rise to 2,500. These find a variety of attractions, including 10 tennis courts, and numerous rambles, excursions and ascents. In winter there are good skiing grounds, a skating rink of over 10,000 square yards, and facilities for all sports of the season.

After Monthey the line approaches the Rhone at the base of the slope from Choëx, whose picturesque spire and homesteads may be seen bowered in the chesnut groves above. The line joins that from Lausanne, and passes through the tunnel under the castle of St Maurice. (p. 38)

VII. From Geneva to Bouveret by the lake

In summer-time many travellers prefer to do the distance from Geneva to Villeneuve or Bouveret by the lake. By the quickest boats the journey can be made in 4 ½ hours and is, in fine weather, a delight from beginning to end. The lake of Geneva, or lac Lemman, if not the most picturesque of the Swiss lakes is the largest and most enchanting; its intensely light blue waters mirror prosperous towns and villages, the most varied vegetation and, at its upper end, an imposing girdle of mountains. It is one of the largest sheets of water in Europe, the area being about 224 square miles. The depth, which varies much in different parts, attains a maximum of 1095' between Ouchy and Evian. Its breadth, which also varies much, is greatest, 8 ½ miles, between Morges and Amphion. The railway line from Geneva to Villeneuve which runs along its northern shore is 56 miles long.

The passenger traffic is catered for by saloon boats of the Compagnie Générale de Navigation (Head quarters at Lausanne, Office at Geneva Official guide supplied on application). Its score of boats are provided with comfortable saloons, first class restaurant, and every other convenience.

After passing between the two breakwaters that shelter the port of Geneva the azure sheet before us widens and, one after another, we pass the various places already described: there is *Nyon*, with its quays, its castle towers, and its pile of hillside houses, mirrored in the tranquil waters; veering across to the French shore, there is the fortified hamlet of *Yvoire*, still watched over by its massive keep; there is *Thonon* the ancient capital of Chablais, faithfully guarding the little fishing suburb of Rives stretched along the water's edge below it; then there is *Evian les Bains*, the fashionable resort of the French shore; looking back, as we cross again, we see *Rolle* behind its green islet, *Morges* lapped in its green plain, and finally *Lausanne*, sloping up in picturesque irregularity from the lake, half hiding in the folds of its hills a human hive of 75,000 souls.



Saint Maurice and the Dent du Midi.

On the upper lake we find *Vevey, Montreux, Territet, Villeneuve*, that are stretching out towards one another till hardly a yard of this favoured shore is left unbuilt upon, and, now that all its bays and headlands are occupied, the heights behind, seamed with rack-and-pinion and cable railways, are step by step being annexed from base to summit.

The usual ports of debarcation for travellers going to the Simplon are, *Bouveret* for the line on the south shore of the lake, and *Villeneuve* for that on the north; the time tables of the principal boats correspond with those of the trains, and on the Swiss side train and boat tickets are interchangeable; as has been said, the two lines join at *S^t Maurice*.

VIII. *Saint Maurice*

32. m. from Lausanne. 13 m. from Bouveret.

This little town of 2,200 inhabitants owes its historical importance to its position at one the narrowest defiles of the Alps. Its name commemorates



Martigny. — From la Bâtiâz

the commander of the Theban legion, who according to tradition suffered martyrdom here with his men in the massacre of christians ordered by the Emperor Maximian. The motto over the town hall claims that it has been christian since A. D. 52. The abbey, which had great importance in feudal times, has a romanesque tower of the x century, but there are remains of much earlier building. The sacred treasure is one of the richest in Switzerland. From the fine bridge over the Rhone one can mount in 10 minutes to the Grotte des Fées, a stalactite cavern with a stream and waterfall, lit by electricity.

1 ½ m. farther up, on the opposite bank of the Rhone, are the baths of *Lavey*, where there is a hot saline spring impregnated with sulphur, but in which the principal treatment is that of baths of hot, dry, sand from the bed of the Rhone. Far above are the forts of Savatan and Dailly.

36. m. EVIONNAZ AND COLLONGES, agricultural villages. Further on, to the right the Salanfe pours down 215 feet in the fine cascade of the Pissevache. In front towers the majestic Grand Combin.



Chamonix and Mont-Blanc.

38.5 m. VERNAYAZ (1535) Visit the waterfall and the Gorges du Trient. A driving road that mounts in many zigzags, and the mountain railway that starts from Martigny, lead by Salvan to Chamonix. The view of the valley broadens as we ascend ; high above on the right the Pierre à Voir stands like an obelisk ; in the distance on the left, gleam the snow-clad Bernese Alps.

IX. From Martigny to Chamonix, to the Grand Saint Bernard and to Sion

41 1/2 m. MARTIGNY (1560') which under the names of Octodurum and Forum Claudii was the Roman capital of the valley of the Rhone.

Excavation has brought to light fragments of bronze statuary (now in the Cantonal Museum at Sion ; facsimiles in the Hotel de Ville (Martigny) and remains of extensive building. At a spot known as le Vivier, near the station of Martigny-Orsières, a circular wall emerging from the soil records the exist-



Lac Champex and the Grand Combin.

tence of a theatre. The town is dominated by the Tour de la Batiatz, the remains of an old castle originally built by the counts of Savoy, which passed later to the bishopric of Sion, and was burnt in 1518 by the adherents of Georges Supersaxo.

The population of Martigny and its environs is over 6000, it merges into Martigny-Bourg, which is connected with the station by tramway, and is the point of departure of roads to Chamonix by the Tête Noire, and to Aosta by the great S^t Bernard (licensed for motor traffic) to Lake Champex by the gorges du Durnand, to the Col des Planches and du Lein and to the Vallée de Bagnes and the Val Ferrex (For details consult the guide books of the Société de Développement).

From MARTIGNY TO CHAMONIX, by Salvan, Finhauts, and Châtelard To Châtelard 11.7 m. in 2 h. Chamonix, 4 h. Service ceases during winter.

The electric line starts from Martigny main station, but has a town station in the Rue des Hôtels. It crosses the Drance and runs, mostly on the high



On the Marligny-Châtelard line.

road, to *Vernayaz* (station). After crossing the *Trient* at the entrance to the famous gorges, it mounts by rack-and-pinion to the plateau of *Salvan* (8260 feet of rail, 6380 on a grade of 20%) it passes through tunnels and over bridges with successive views over the valley of the *Rhone*; then over slopes, sometimes smiling, sometimes wild, till suddenly to the east we see the *Grand Combin* rising amid a host of lesser peaks.

5 m. *Salvan* (3120') a large village, a centre for excursions and ascents, much

frequented in summer. In its midst is a large erratic boulder with prehistoric sculpture.

6 m. *Les Marécottes* (3440') a little group of chalets and pensions sequestered among orchards. Winter sports.

The line and the road gradually ascend among rocks scored by old glaciers, then descend and cross the picturesque *Gorges du Triège*, which can be visited by a wooden gallery.

5.7. m. *Triquent* (3540') a hamlet with hotel and pensions, on the steep mountain side, just beyond the gorge.

The scenery becomes wild and impressive; after passing through the tunnel of *Lachat*, the line is terraced over a dizzy height.



Finhaut.

6.7 m. *Finhaut* (4120') village of chalets and hotel-pensions scattered on a slope that looks down on the confluence of the upper Trient and the Eau Noire.

Beyond the verdant hollow that embosoms the village of Trient, glitters the glacier of the same name, presided over by the rounded cupola of the Aiguilles Dorées.

From *Finhaut* the line descends towards the Eau Noire, passing below the hamlet of *Giétroz*, a frequented summer resort with much the same excursions as *Finhaut*.

11.2. m. *Châtelard-Village* and *Châtelard-Trient*, neighbouring stations (3720') the last with a buffet; here the road that has accompanied our line joins that from *Martigny* to *Chamonix*, by *Trient* and the *Tête Noire*. Among excursions from *Finhaut* must be numbered that to the upper valley of the *Trient* with its superb glacier, and to the *Col de Balme*, the grandest route for pedestrians going to *Chamonix* from the valley of the *Rhone*.

The line now enters France. At *Valorcine*, at the foot of the *Aiguilles Rou-*



Mont Blanc and the Pont Sainte Marie. — P. L. M. line.

ges, travellers change to the trains of the P.-L.-M. and in less than two hours traverse the tunnel of les Montets and passing *Argentière*, arrive at CHAMONIX.

FROM MARTIGNY TO SEMBRANCHER and Orsières (valleys of Bagnes, of the Grand S^t Bernard, and of Ferrex, 12 m. 40 min. to Sembrancher, 1 h. to Orsières.)

The train halts at *Martigny-ville* (Octodure Station) at *Martigny-Bourg* and at the southern edge of the town at the station of *la Croix*. Thence it runs along the rocky promontory of *Chemin*, on the left bank of the *Dranche*.

4.4 m. *Les Valettes*. Hence a driving road leads to *Champex*. Pedestrians may go through the *Gorges du Durnand*, which are singularly beautiful, and at the upper end rejoin the road to *Champex*.

5. m. *Bovernier* (2070'). Two parallel tunnels, one for the line the other for the road, lead to the lonely defile of *la Monnaie*. At its eastern end a great dam on the *Dranche* diverts along the mountain side the water that furnishes motive force for the electrochemical works of *Martigny-Bourg*.

8.1. m. *Sembrancher* (2400'), an ancient burgh, chef-lieu of the district of Entremonts, at the junction of the valleys of Entremont and Bagnes, ensconced between the Drance and St Jean, a foothill of the pyramid of Catogne.

From *Sembrancher* to *Châble*. 3.0 m. and to *Lourtier*, 7.5. m. postal carriage in 2½ h.

3.1 m. *Châble* (2787'), an extensive rural village, chef-lieu of a commune, which comprises the whole valley, and has a population of more than 4,000. There is a late XIV century church, and a small castle guarding the bridge over the Drance. Centre for excursions in the valley below and the Mayens de Brusons and de Verbier. Extensive open slopes below the *Pierre à Voir* for winter sports.

8.5. m. *Lourtier* (3447') the last village of the valley, a summer resort, at the termination of the carriage road.

The Drance rages down rapids, or leaps in riotous cascades; after that of *Vinzier*, the discharge of the huge glacier of *Corbassière* joins it, descending on the right in picturesque waterfalls.

1 h. 30 m. *Fionnay*, a favourite summer station, surrounded by verdure and forests, between the steep buttresses of the *Grand Combin* and the *Rosa-Blanche*. Higher up is the picturesque bridge of *Mauvoisin*, 100 feet above the straitened Drance.

3 h. *Mauvoisin* (6080') a small undulating plateau lying high above the gorge; a good centre for excursions. Soon after, we pass by the striking cascade of the glacier of *Giétroz*. Blocks of ice fallen from it have at different times dammed up the Drance, and the bursting forth of the lake thus formed has wrought terrible havoc along the whole length of the valley.

3½ h. from *Mauvoisin*, we reach the plateau of *Chanrion*. Here is a cabin of the Alpine club (8015') situated in the midst of one of the grandest panoramas of the inner Alps. Ranged round, as an amphitheatre, are the glaciers that separate the mighty peaks of the *Grand Combin*, *Pleureur*, *Ruinette*, the *Point d'Otemma*, *Epicoun*, *Mont Gelé* and *Mont Avril*. The road to *Valpellina*

and *Aosta* passes over the Col de Fenêtre-de-Balme (9280') between the two last.

After Sembrancher the line traverses two successive tunnels and enters the narrow defile cut for itself by the Drance d'Entremont.

12 m. *Orsières* (1990') a large burgh stretched along the banks of the Drance between cultivated slopes, at the junction of the two Drances of the Ferrex and Entremont valleys. Its romanesque belfry bears witness to its existence through at least ten centuries.

A driving road runs from the station to *Champex* (4880') which may be reached in less than 2 hours. An enchanting summer and winter resort by a little mountain lake, with fine excursions and ascents in the neighbourhood.

Another driving road runs up the verdant Vale of Ferrex along the base of the foothills of Mont Blanc.

8 ½ m. (1 h. 30 m.). *Praz-de-Fort* (3820') a pleasant summer resort near to the dale of Saleinaz, whence ice, slid down in troughs from the glacier of the same name, is exported. Hence one has the choice of two routes to Courmayeur, by the Col of Grand Ferrex (8480') or by that of Petit Ferrex (8293') the latter is the shorter, but a less attractive and more difficult route. The lofty Col de Fenêtre (9000') leads to the Great St Bernard.

FROM ORSIÈRES TO GRAND ST BERNARD 16 ½ m. in 8 ½ h. by postal carriage from 1st July to 30 September. In winter as far as Bourg St Pierre. From Orsière the road mounts the side of the valley in long curves to 5. m. *Liddes*, chef lieu of the commune. Filling the background is Mont Vêlan.

8. m. *Bourg St Pierre*, a village seated at the mouth of the Valsorey, a torrent that descends between the buttresses of the Grand Combin and Mont Vêlan. Fine romanesque belfry of the x century. Built into a wall near, is a Roman milestone. Crossing a bold bridge, the road rounds a hill where has been laid out an Alpine garden, la Linnæa, with botanical laboratory, by the Société pour la protection des plantes, and in 1 hour reaches the *Cantine de Proz* (6070'). After that it threads the defiles of the upper valley in numerous zig-zags.

16. m. *Hospice of the Great S^t Bernard*, consisting of three large buildings by a little lake, where is now a statue of the saint. The traditions and character of the famous brotherhood are too well known to need repetition here.

In the library is a fine collection of coins; in the church a monument to Desaix, who was killed at the battle of Marengo. In 1800 Buonaparte halted at the Hospice with 30,000 men.

There is a motor postal service in summer for travellers between the Hospice and Aosta.

From Martigny the Simplon railway runs in a straight line for nearly 8 miles.

47. m. SAXON (1560') dominated by the keep of its ruined castle. An old bathing establishment at the foot of the Pierre à Voir; extensive cultivation and canning of fruit and vegetables for export. On the right bank is *Saillon* an ancient burgh surrounded by fortifications, and, above the plain, the agricultural college of Ecône.

49.7 m. RIDDES (1600') the line crosses the Rhone. On the left we see the octagonal tower of the church of S^t Pierre de Clages an interesting building of the VIII century.

53.3 m. ARDON (1630'), a fine industrial village of 1,240 inhabitants, the centre of a noted vine-growing district, at the embouchure of the Lizerne from the gorges by which it descends from the Diablerets.

On the left *Vétroz* and *Conthey*. On a slope above on the right *Nendaz*, an extensive commune that stretches to the end of a picturesque but little visited valley. Sion, bristling with towers and battlements and rocky hills, appears on the left. The richness and beauty of the valley reach their climax

X. Sion, Sierre, Visp, Saas, and Zermatt

57.5 m. (1740') SION, capital of the old republic of Valais, seat of the authorities of the canton that has inherited the name, and one of the most pictu-

resque and interesting towns in Switzerland. Open to the south and west, it is sheltered on the north by the luxuriant vine-clad slopes below the undulating plateau of the Savièse. On the east it is dominated by the two fortified hills of Valère (2070') and Tourbillon (2180') which testify to the former ecclesiastical and temporal power of its Prince-Bishops. Their see, the most ancient in Switzerland, dating from the earlier part of the IV century, was transferred hither from Octodurum (Martigny) in the VI. From this time the history of the region is largely that of its capital.

Sion is an important agricultural centre. The wines of the neighbourhood have an increasing reputation. The population is about 7,000.

FROM SION TO EVOLENA (Haudères), 18.5 m. It is only after a steep mount that we enter the Val d'Herens; the view becomes more and more extensive and varied as we ascend.

5. m. *Vex* (3199') a village at the entrance of the valley; on the other side of the deep defile of the Borgne, we see *Nax* and *Vernamiège*. From *Vex* a road ascends on the right to the *Mayens de Sion* (4330') a summer and winter resort on broad meadow slopes, encircled by shady forests.

The road runs along the cultivated valley-side, makes a detour up the hollow in which the Dixence debouches from the Val d'Hérémece, then passing through a portal cut in a wall of moraine, traverses the terminal moraine of that valley. Here are the *Pyramides d'Euseigne*, spires of rubble, capped by flat, black igneous stones, which have saved them from the disintegration by rain that has weathered down the surrounding moraine.

9.6. m. *Euseigne* (3230'); the branching point of the principal road of the val d'Hérémece, leading to the summer resort of *Pralong* (5360').

5.6 m. *Evolena* (4590') the chief village of a large commune. A much frequented summer resort in a verdant basin dominated by the Dents de Veisivi, Sasseneire, and Mont de l'Etoile. 2½ miles on is *Haudères* (4776) the last summer postal station, at the junction of the valleys of *Ferpècle* and



SIGN. -- GENERAL VIEW.

Arolla, both well known summer resorts.

FROM SION TO SAVIÈSE, postal carriage, $3\frac{1}{4}$ m. in 1 h. 20 min. A pathway ascends the wild ravine of the Morge to the Col de Sanetsch (7446') and descends to *Gstaad* and *Saarnen*, stations on the Montreux-Oberland railway.

67.5. m. SIERRE (1786') chef-lieu of the district, an old town, being rapidly renovated, in a recess of the valley under a foothill of the Bernese Alps. Numerous hamlets, each with

its little church, are dotted over the vine-clad slopes that rise like an amphitheatre behind it. Choice wines. Sierre is dominated by the plateaux of *Vermala*, *Montana*, *Lens* and *Cran*; the plain around is being covered with villas, and on the heights above important summer and winter resorts connected with the stations of the C.F.F., by a cable railway, are rapidly developing. Charming rambles may be made in the neighbourhood among ruined castles and convents and little blue lakes. At Chippis, on the opposite side of the Rhone, a large factory utilises the water power of the Rhone, the Navisance and the Borgne for the production of aluminium.

FROM SIERRE TO MONTANA-VERMALA, cable railway in 50 minutes, by Muraz, Venthône, S^t Maurice de Laques and Randogne.



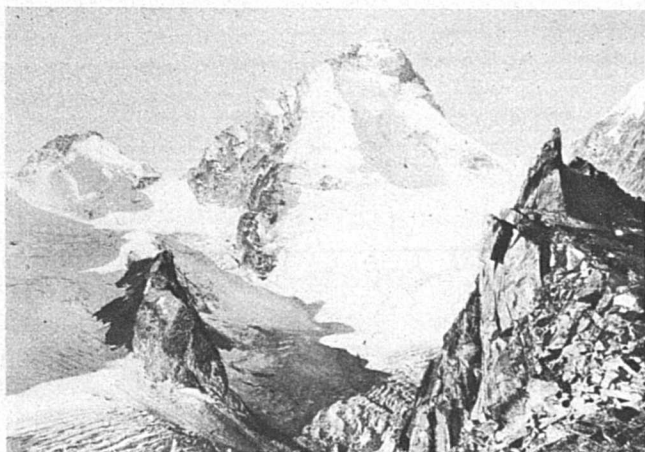
Arolla and Mont Collon



H. Ruodi, phot., Montana.
Montana above Sierre. — Valley of the Rhône.

These broad elevated terraces of meadow and woodland, where peaks and pines are mirrored in numerous little mountain lakes, command an extensive view and offer every attraction for winter and summer sports. (Golf links) They are crowned by Mont Bonvin and Zabona, above which stretch the ice fields of la Plaine Morte and the Wildstrubel.

After crossing the Rhone, a branch to the right ascends the side of the mountain in long zigzags, to avoid the deep gorge of the Navisance, to the plateau of Niouc (3,000') the first accessible level of the Val d'Anniviers, formerly defended by the Castle of Beauregard, which has been crumbling to ruin for the last five centuries. The narrow road threads the defiles of Pontis, winding above the profound gulf of the turbulent Navisance. After the first ravine, a path on the left leads up to *Chandolin* (6450') which can be reached also by a road that branches off at Fang, 2 ½ hours from Sierre;



Le Besso and la Dent Blanche. — Near Zinal.

a quarter of an hour beyond this hamlet, a third road leads to *S^t Luc* (5476') Facing our road on the other side of the valley, is the curious village of *Painsec* (4370').

Vissoye (4643') with a church and the ruins of a castle of which little but the square keep remains. It is the central village of the valley, the entrance to which is dominated on the left by *Chandoiin*, at the foot of the *Illhorn*, commanding an extensive view. *S^t Luc* dominates *Vissoye* on the East, The *Col de Meiden* communicates with the valley of the *Turtmann*.

Grimentz (5230'), at the entrance of the dale of *Moiry*, in view of the glacier that terminates this offshoot of the *Val d'Anniviers*, a centre of excursions and ascents. It communicates with the *Val d'Hérens* by the *Pas de Lona* (9223') and the *Col de Torrent* (9746').

Zinal (5596') a charming and much frequented summer resort 3 h. from *Vissoye*, at the foot of the *Diablons*. Mountaineering centre for

*Leukerbad*

peaks and passes in the directions of Zermatt and Valpellina. Fine forests

Beyond Sierre the aspect of the valley changes abruptly; on the other side of the river spreads the sombre forest of Finges, where an obelisk commemorates the obstinate resistance of the inhabitants of upper Valais to the revolutionary troops in 1799. After a glimpse of the romantic gorge of the Dala on the left, the line crosses the Rhone.

73.4. m. LEUK or LOUËCHE and SUSTEN (2086') a station at Susten on the right bank of the Rhone, for the service of the town of Leuk on the left bank, and of the watering place of Leukerbad.

ELECTRIC RAILWAY FOR LEUK (1¼ m.) AND FOR LEUKERBAD (10 m.) from Susten opened in 1915.

Leuk, an old stronghold on a rocky slope. Square castle with corner turrets, and church with romanesque tower; 1650 inhabitants.

The line makes a curve above vineyards; as it turns back towards the gorge of the Dala there is a good view of the middle reach of the valley of

the Rhone as far as the Dent du Midi. After the fine bridge of Rumeling a road branches off to the village of Varone.

6.8 m. *Inden* (3460') on a spur overlooking the Dala.

9.8 m. *Leukerbad* (3700') a village of 620 inhabitants ; a crowd of rustic dwellings are dominated by huge hotels and bathing establishments ; around are broad meadow slopes, seamed with rivulets, and walled about by the Plattenhorns. The hot springs impregnated with lime and sulphur have been known since the middle ages, and are much frequented. Among the pleasant walks in the neighbourhood, those to the Bois de Cythère and the Chemin des Echelles may be especially mentioned. Winter sports.

Beyond Leukerbad the celebrated Gemmi Path' crawls up its rocky stair' a height of 7760', whence we descend to Kandersteg at the northern end of the tunnel of the Lötschberg.

From Leuk and Susten the Simplon line follows the left bank of the Rhone
76.3. m. *Turtmann* (2090') at the entrance to the elevated valley named after it at the head of which lies the modest summer resort of *Gruben-Meiden* (6056') between the valleys of Anniviers and Zermatt. Behind a huge fold of rock, the Turtmann stream debouches in a fine cascade, 86 feet in height.

78.5. m. *Gampel* (2120') a village about half a mile from the Rhone, on the Lonza, opposite Steg. Factory of carbure-calcium. A road runs hence up the Lötschental. The new Lötschberg railway passes high above (p. 102).

81.2. m. *Raron* (2140') an ancient and historic burgh on the left bank of the Rhone, about half a mile from the station.

Visp, or *Viège* (2190') a picturesque old burgh seated with its two churches on a rocky hill at the embouchure of the *Visp*. From its upper esplanade we have a view of the lower valley of the *Visp* as far as Stalden, dominated by the icefields of the many-headed Balfrinhorn. In 1855 *Visp* suffered from prolonged shocks of earthquake. In 1373, the neighbouring plain



Saas Fée.

was the field of a bloody victory gained by the Valaisans over the Savoyards and the troops of the Count of Gruyère.

VISP TO ZERMATT 22 $\frac{1}{2}$ m. in 2 $\frac{1}{4}$ h., narrow-gauge railway with steam traction and rack-and-pinion for the steep grades. ZERMATT TO THE GORNERGRAT. 5.8. m. in 1.25 h. min. electric rack-and-pinion railway.

On leaving Visp station, the line curves southwards towards the Visp, ascends along its right bank, then crosses to the left, and mounts to.

5. m. *Stalden* (2635') clustered round its spired church above the confluence of the two Visps.

The *Saas valley* opens up on the left. Its bridle path descends from the station, crosses the Matter-Visp by the bold arched bridge of Kinn, and then keeps above the left bank of the Saas-Visp through the villages of *Eistens*, *Balan*, *Tamaten* and *Saas im Grund* (5207') 3 hours from Stalden. An hour farther is *Saas Fée* (5993') a delightful mountain resort in a vast comb



The Matterhorn and Schwarzsee Hotel.

under the peaks and glaciers of the Mischabels, and surrounded by fine forests.

Leaving the Fee valley on the right, and continuing up the hollow, we arrive in an hour at *Almagell*, then at the hamlet of *Zermeigern*, with a fine prospect of the glaciers of *Hohlaub* and *Allalin*, and enter the shallow basin of *Mattmark*. A tarn lies among its moraine, and near its little inn is a curious erratic block of serpentine known as the *Blauenstein*; hence, crossing the *Col de Monte Moro*, we may go in 6 h. to *Macugnaga* in the *Val d'Anzasca*.

For some time after *Stalden* the track of the *Visp Zermatt* line is mainly cut in rock above giddy gorges; after this the valley broadens and we come to 10. m. *Saint-Niklaus* (3730') a pretty village of 1050 inhabitants.

The line threads a defile above successive rapids and cascades.

13.15 m. *Herbrigen* (4200') a village embosomed in verdure. High



On the Viège-Zermatt line.

up on the left glitters the Festi glacier; the radiant and spotless Weisshorn gleams like a vision on the right.

16. m. *Randa* (4816) a village built on the alluvial cone between the Dom and the Weisshorn, in front of the glacier of Bies, icefalls from which have occasionally blocked the course of the Visp.

The line passes through a short defile and enters the level reach of.

18.4 m. *Taesch* (4850'), 250 inhabitants. A summer resort at the entrance of

an elevated valley whose ramifications run up between the Taeschhorn, Alp-hübel, Allalin, and Rimpfischhorn.

South of the village, the line crosses the stream for the last time, threads a steep wooded defile, and passing through a short tunnel enters the meadowed basin of Zermatt, dominated by the majestic Matterhorn.

ZERMATT (5400') called formerly in French Praborgne, 900 inhabitants. The once humble mountain village has become one of the most famous summer resorts of the world, as much from the charm and variety of its immediate surroundings, as from its unequalled mountaineering facilities. Nowhere do we feel in closer companionship with the mountains than in this lofty secluded valley, surrounded by a host of mighty peaks. In spite of its unique attrac-

tions, however, difficulties of access and accommodation for a long time restricted the visitors to a few hardy and adventurous explorers. But at length the situation called forth the man. At the very time that railways commenced their invasion of the valley of the Rhone, Alexander Seiler, the first of the name, succeeded in spite of all obstacles and opposition in developing Zermatt as it deserved. He did his work with large insight and foresight, anticipating the innovations that the travelling world were soon to look on as necessities. Seiler was more than an hotel keeper, and his singular organising and administrative capacities have been inherited together with their magnificent material results.

Although in Monte Rosa Zermatt possesses the highest mountain in Switzerland, the Matterhorn, cleaving the skies with its defiant pyramid, remains its great attraction. The famous peak stood indomitable till 1865 when it was first ascended by Whymper, Hudson and Douglas with the guides Croz, Taugwalder and his two sons. Whymper and the Taugwalders alone escaped the swift vengeance of the conquered colossus.

Near the English church is an alpine garden, and a mountaineering museum. In the garden is a memorial with portrait medallions to Alexander and Katarina Seiler, the founders of the tourist resort of Zermatt.

Zermatt to the Gornergrat (10455') an incomparable point of view, 5.8 m. in 1 h. 23 min. electric rack-and-pinion line, the most elevated in Europe, after that of the Jungfrau. We cross the gorge of Findelen, with its fine waterfall, and bold bridge, the highest in Europe, and ascend through forests to the plateau of the *Riffelalp*, whose huge hotel, standing with its churches, its dependencies, post and telegraph, amid magnificent scenery, is the most enchanting of summer sojourns. Thence we continue to ascend, the view ever varying and extending till at the summit it is the grandest in the Alps.

XI. Brigue and the Simplon

After Visp the line again takes to the left embankment of the Rhone ; in the distance appears the plateau of Brigerberg ; on the right we skirt the great cone of stony alluvium swept down from the wild valley of the Gamsa.

On the right we pass Glis with the shining spire of its richly adorned church.

91. m. BRIGUE (2270'). This little town, seated at the foot of the Brigerberg on the right bank of the Saline, which descends from the Simplon, is rapidly becoming the centre of the most important railway lines of the central Alps.

The population of 2,600 in the town proper is swollen to 5,000 by that of the outskirts. The chief building of interest is the Stockalper Palace built in the XVII century by the wealthy and influential Baron Kaspar Stockalper. Brigue has a large school, and a German normal school for girls, an Arsenal, and several churches and chapels ; that of Glis, with interesting altars, and that of Naters, are large and sumptuous ; the latter has near it a crypt containing a remarkable ossuary.

1 $\frac{1}{4}$ m. to the east of Brigue station, the Simplon train, harnessed to an electric engine with the view of saving travellers from smoke and steam while in the tunnel, quits the Rhone which has so long accompanied it, plunges into the mountains and under the lofty ice-clad cone of Monte Leone (11,870') traverses the 12 $\frac{1}{2}$ miles of the longest tunnel in the world.

FROM BRIGUE TO ISELLA in postal carriage, 29.4 m. in 6 hours, exclusive of halts.

On leaving Brigue we quit the Gorge of the Saline near the Pont Napoléon. and make a long detour to the plateau of Brigerberg (Ried station, 3126') then turn back eastward with a fine view, especially towards the Bernese Alps and the Bietschhorn.

At the first refuge, we enter the forest, and soon find ourselves in the gorge



Brigue and the Simplon

of the Saltine with the Glishorn towering in front. *Berisal* (5080). The scenery becomes more and more varied and interesting.

13.7 m. *Simplon-Kulm*, and five minutes farther *Simplon-Hospice* founded by Napoleon in 1801; descending towards the *Krummbach*, which flows southwards, we soon pass the ancient hospice that the present building superseded.

21.2. m. *Simplon-village* (4930'). Halt for relay. Farther on, at *Algabu*, the road enters the profound and picturesque gorge of Gondo and passes the fine cascades of the *Doveria* (*Krummbach*) and the *Frassinone*.

26. m. *Gondo*, the last Swiss village, posted on a narrow terrace on the right bank of the *Doveria*, with a large square tower that has been transformed into an inn. In front opens the wild valley of *Zwischbergen*, where veins of gold have been several times found and worked.

A mile beyond Gondo, between the *Carnera* and *Pizzo Pioltone*, the road



The Simplon Pass. — View from the Simplon-Kulm.

enters Italy, and at 29. m. arrives at the village of *Isella* (2200') then at 29.5 m. at *Isella di Trasquera* the railway station at the south end of the Simplon tunnel (p. 106).

XII. From Brigue to the Furka

FROM BRIGUE TO OBERWALD 27. m., and to GLETSCH 31. m. narrow-gauge railway. From Gletsch to Goeschenen, 23 m. Furka postal carriage.

1. m. *Naters* (2300') a village embowered in orchards fronting Brigue on the opposite side of the Rhone (see Brigue). Starting point for Belalp (7000') a summer station dominating the valley, and looking up the glacier of Aletsch, the longest in Europe.

Looking across to the left bank we see the entrance to the tunnel. The *Messa*, carrying the discharge of the Aletsch glacier, issues from a fine gorge



Tunnel of Mundbach-Brigue.

and flows beneath the road to join the Rhone, which rages down the straitened valley.

5. m. *Moerel* (2600') starting point of the road to the Rieder Alp (6420') a fine summer station on a plateau that slopes up to the forest of Aletsch, on the left Moraine of the great glacier.

Grensiols, whence a road leads up the *valley of Binn*. The valley forks before the village of *Binn* or *Schmidigenhausern* (4630') a summer station whence we may proceed to Baceno by the Albrun Pass (8030').

After *Grensiols*, the promontory of Teisch (Deischberg) which the railway negotiates in a loop-tunnel.

11.6 m. *Fiesch* (3236') a parochial village of 430 inhabitants at the embouchure of the Fieschertal, whose fine glacier is seen glittering above. A great centre for excursions. A road leads hence to the *Hôtel Jungfrau-Eggishorn* (7195') a favourite summer resort, whence we can easily walk up the



The Aletsch Glacier and the Jungfrau from the Eggishorn.

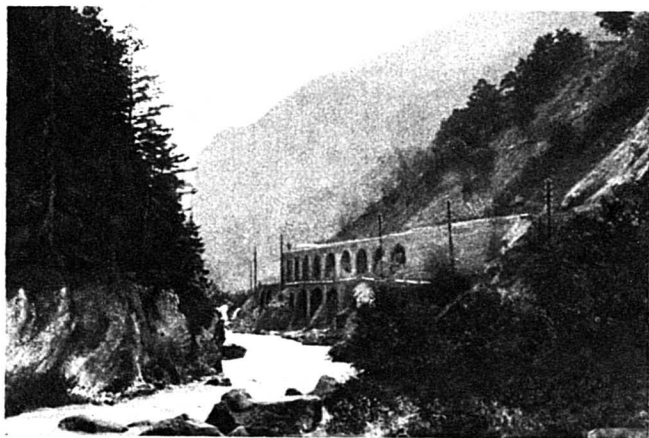
Eggishorn (9625') and have a splendid survey of the central reach of the Aletsch glacier, lying just beneath, and a vast panorama of the Valais and Bernese Alps from Mont Blanc to the Furka.

In front is the village of *Ernen*, then *Mühlibach*, at the entrance to the vale of Rappen, the birth-place of cardinal Schirmer, and farther on *Steinhaus*.

After Niederwald the valley widens. Ranged along the road are the villages of Blitzingen, Selkingen, Biel, Ritzingen, Gluringen, then Reckingen (4480') with a fine church.

21.2 m. *Münster* (4630') 460, inhabitants. Fine, richly adorned church, with sculptures by Ritz.

23.7. m. *Ulrichen* (4470') opposite is the entrance to the dale of the Egine, running up to the important Gries Pass (8220') leading to Pomat and the Val d'Antigorio, and to the Nufenen Pass (8130') leading by the Val Bedretto to



On the Brigue-Furka Railway.

Airolo in Ticino. *Obergesteln* and *Oberwald*, are the last localities in the Rhone Valley that are inhabited throughout the winter. After the latter, the valley narrows, the road runs high above the river, which is now but a mountain torrent, and enters a mountain-girt basin, formerly filled by the glacier.

31. m. *Gletsch* (5840'). A genuine summer village, with its large hotel and dependencies, and postal relays for the Furka and the Grimsel.

The sense of solitude and desolation at finding oneself ringed round with bare or ice-clad mountains, is relieved by the grandeur of the spectacle, and broken by the jangle and clatter of the huge many-horsed postal vehicles that ply up and down the Furka and Simplon roads. On the east the long curves of the Furka road wind into the distance, almost brushing the side of the frozen monster, scaled and crested with ice, and scarred with crevasses, that sprawls and crawls down the winding trough between the mountains. Perched above the spot where the slowly moving seracs are most serried and fantastic, is



ZERMATT AND THE MATTERHORN



The Rhone Glacier. — Gletsch.

the Hotel Belvédère (7570') with the tattered dome of the Gerstenhærner (10,620') towering in front of it. From this point the road makes straight for the Furka Pass (8100') where one gains the plateau of Andermatt and the canton of Uri.

On the north-east, a road climbs in long curves the steep flowery Maienwang to the Grimsel Pass, and the Lake of the Dead, and then descends the Vale of the Hasli to Meiringen in the Bernese Oberland.

The railway under construction from Brigue to Dissentis is advancing rapidly. In 1914, the section Brigue-Gletsch was opened, and two summers later it will supersede the Furka diligence. The tinkling horse-bells that have so long wakened the echoes of these stony solitudes will give place to the whistle of engines, hurrying travellers from the plains of Burgundy to the Rhætian Alps by the defiles of the Saint Gothard.

XIII. Lausanne to Bern

Federal railways, 60.6 m. in 2 h. 10 min.

The line mounts diagonally the vine-clad slopes of Lavaux with charming views over the lake, at some points visible for its whole extent, to the Dent du Midi. By the tunnel of Chexbres we pass from this wide prospect to the verdant region of the Swiss plateau.

7.5 m. PUIDOUX (2060') the junction of the railway for Vevey by Chexbres 4.8. m. in 25. min.

12.5 m. PALÉZIEUX (2240') the line from Lausanne to Moudon, Payerne Avenches, Morat and Lyss, by the valley of the Broye, branches off on the left, and on the right the narrow-gauge electric Gruyère railway, which is joined at Châtel S^t Denis by the electric line from Vevey. From Châtel this line runs to Bulle (16.4 m.).

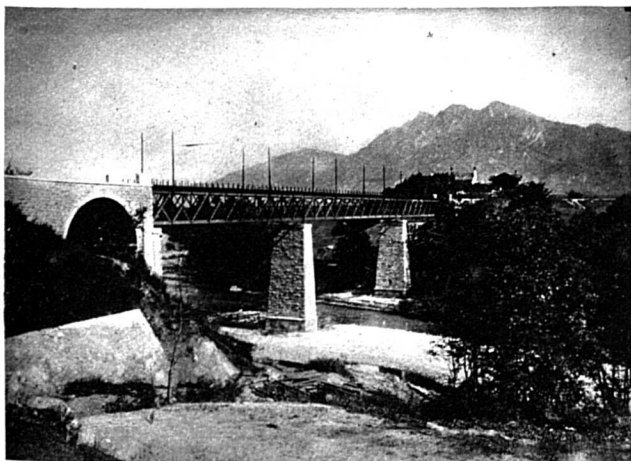
The line from Lausanne to Bern traverses the undulating plain to Fribourg, touching at,

25. m. ROMONT, an old town crowning a hill (2580') with ancient walls and watch-towers, a castle built by the Burgundian kings, and restored in the XVI century, and a good gothic church.

FROM ROMONT TO BULLE 12. m. in 45. min. by Vuisternens, Sales, and Vaulruz.

Bulle (2580') chef-lieu of the Gruyère, a pleasant town of 4.000 inhabitants, halfway up the valley of the Sarine, which here widens out in an extensive basin of rich meadowland, woodland and pasture. Large trade in cattle, mustered in celebrated fairs, Gruyère cheese, timber and trussed straw. Castle of the bishops of Lausanne, now the seat of the prefecture and of the district authorities.

A railway connects Bulle with the village of *Broc*, on the right bank of the Sarine, where is Cailler's large chocolate factory. Broc is situated at the entrance



Bridge over the Sarine near Broc (Gruyère).

of the valley of *Charmey*, a pleasant summer resort (2960') on the way to *Boltingen*. Near it in a lonely valley is the *Chartreuse of Val-Sainte*.

After *Bulle* the electric railway of the *Gruyère* coming from *Vevey* and *Palézieux* by *Châtel-S^t Denis*, runs to *Montbovon* by the vale of the *Sarine*, touching successively at *Tour de Trème*, whence one may ascend the *Molésan* (6086') in 4 hours and enjoy one the most extensive views in Switzerland, *Pâquier*, near the sulphur baths of *Montbarry*, *Epagny*, at the foot of the hill that is crowned by the ancient feudal city of *Gruyère*, its old walls intact and its castle judiciously restored.

Then we enter the upper valley of the *Gruyère*, and touch at *Grandvillard*, a pleasant little summer resort at the foot of the *Vanil Noir*, and at the pretty villages of *Neirivue*, *Albeuve* and *Montbovon* (winter sports) where the line joins that of the *Montreux-Oberland*.

After *Montbovon* the line keeps to the left bank of the *Sarine*, enters the



Château-d'Œx. — Montreux-Oberland Bernois line.

defile of the Tine, again finding itself in the Canton of Vaud, stops at the pleasantly situated village of *la Tine*, then at *Rossinière* (3160') a village in a sheltered position at the foot of the Culand ; here we first see the large picturesque wooden chalets that so greatly add to the rural charm of this region. Winter sports, mainly skiing. Further on the valley widens to a verdant basin, and amid numerous scattered chalets, single or in groups, appears *Château-d'Œx* (3200') lying under a wooded hill that is crowned by its quaintly spired church. It is a favourite summer and winter resort and the centre of several idyllic valleys and minor ascents. A road runs from it to Aigle by the Col des Mosses.

Further on is *Rougemont* (3370') beautifully situated in front of the Rubli, a little village with a church and castle, surrounded by slopes of meadow that are dotted with charming chalets. This is the last French-speaking locality ; soon after we enter the canton of Bern, and stop at



View from Schönried above Gstaad. — M. O. B. line

27.6. m. *Saanen*, in French Gessenay (3380') chef-lieu of the upper valley of the Sarine. A centre of cattle-breeding, and cheese-making, its Gruyère and Vacherin cheeses rivalling those of Emmental. Saanen is a favourite holiday resort and a centre of winter sports.

The line turns southwest, ascending the valley of the Sarine, to obtain elbow-room for the wide curves in which it mounts to the Saanenmoos.

28.6. m. *Gstaad* (3506') picturesquely situated at the entrance to the valley of Lauenen. A great centre for winter sports, with excellent skiing grounds. A popular resort in summer on account of the various excursions around. Point of departure of the road by Gsteig, the *Col de Pillon* (5173') and valley of Ormonts to Aigle.

Diligences : to Diablerets by the Pillon, railway from Diablerets to Aigle (diligence 14 m. railway 12½ m.). The Col is closed in winter. Diligence for Lauenen 4.2. m.

The line turns back and mounts in windings on the north.

34. m. *Saanenmöser* (4240'). The culminating point of the line on the watershed between the valleys of the Sarine and the Simme. The elevated plateau of considerable extent is a paradise for skiers. The train descends to the green valley of the Little Simme across meadows dotted with fine chalets and barns.

The valley narrows and descends steeply towards Zweisimmen. The line makes a wide sweep at the foot of the Rinderberg and reaches the bottom of the valley by a curved tunnel.

39. m. *Zweisimmen* (3150') chef-lieu of the upper valley of the Simme, situated on the banks of the little Simme near its junction with the larger stream. The fine old church with mushroom-shaped spire contains some remarkable sculptures and good stained glass. Zweisimmen is a summer and winter resort ; the starting point for Lenk, which is noted for its sulphur springs and baths, and for excursions in the Wildstrubel region.

Electric railway, an offshoot of the Montreux-Oberland, by St^t Stephan to Lenk 5.8 m.

Zweisimmen is the terminus of the electric narrow-gauge section of the Montreux-Oberland line, which here takes to steam and ordinary rails. The neighbourhood, rich in natural beauty and mineral springs, is a centre of cattle-breeding ; the red-spotted Simmental cattle are widely known as high-grade stock. The line runs north along the left bank of the Simme.

4. m. *Weissenbach*. The valley widens out again.

6. m. *Boltigen* (2730'). A pretty, well-to-do village, whence a road runs to Bulle (25. m.). We may walk or drive from Boltigen to Bellegarde (Jaun) by the Col de Jaun (3416') 10.6 m. Diligence from Bellegarde to Broc, 11.2. m. and train from Broc to Bulle.

9. m. *Oberwil* (2800') pleasantly situated on a plateau at the commencement of the lower valley of the Simme. Fine view ; good church with an old belfry.

The line follows the Simme but considerably above it, crosses the Bun-



FRIBOURG.

schenbach by a viaduct 100 feet high, and then descends to the bottom of the valley.

11. m. *Weissenburg* (2610') The name of this village of crowded old houses, romantically situated in a wooded gorge, is widely known from the baths that are situated a quarter of an hour to the northwest in the gorge. The waters impregnated with sulphate of lime, are drunk for bronchial affections. Two Sanatoria.

Pleasant homesteads are scattered about this smiling, thickly populated valley.

12. m. *Darstetten* (2536').

15. m. *Erlenbach*, a fine parochial village with snug houses in the Oberland style; a large church with peculiar belfry and fine frescoes; much frequented by summer visitors.

The line crosses the Simme and the Kirel.

16.5 m. *Æy-Diemtigen*. The village of *Æy*, is situated at the entrance of the Diemtigtal, the most important lateral valley of the Simme. Halfway up the valley is Diemtigen, with pleasant excursions. At the end is the health resort of Grimmelalp (2400'). Diligence 11. m. from *Æy*.

On the left bank of the Simme is the village of *Latterbach*. The rocks of the Burgfluh, which command the entrance to the valley, tower in front.

19. m. *Wimmis* (2130') A picturesque village, the chef-lieu of the lower Simmental. The fine castle and the church are built against the Burgfluh, which here leaves but a narrow passage.

A little below *Wimmis* the Simme joins the Kander. The railway crosses the Kander above the junction.

22. m. *Spiez*, page 92.

41.5 m. **FRIBOURG** (2106') capital of the canton of the same name, the ancient Uechtland, with about 20,000 inhabitants, two thirds of whom are French in speech, and one third German. The city with its numerous churches, convents and picturesque buildings has preserved a medieval aspect. Its two bold suspension bridges, which span the deep dales of the Sarine and of

Gotteron, are celebrated, and afford a singular contrast to the ancient roofed wooden bridge that crosses the river below.

There is a remarkable collegiate church of St Nicholas, dating from 1178, with the largest organ in Switzerland. Fribourg is a University town with many educational establishments.

Information Office, 35 Rue de Romont, open in summer from 9 to 12 A. M. and from 2 to 5. P. M. Illustrated Guide with plans of the town, gratis.

Railways. Berne-Fribourg-Lausanne-Simplon, and Lausanne-Geneve. Fribourg to Payerne and Yverdon, Fribourg to Morat and Anet, electric line.

Electric motor-bus in summer to Glâne, Hauterive and Posieux, 4.6 m.

Electric tram from the station to the suspension bridge every 6 or 8 minutes, to Érolles and Beauregard every 7 or 8 minutes. Cable railway from Neuveville to St-Pierre.

Motor-bus in summer to Tavel, Alterswil, Planfayon, Sangernboden, Schwefelbergbad, 20.7 m.

Postal diligence to Farvagny-le-Grand-Gerignoz-Bulle, 17.5 m.; Marly-le-Grand-Ependes, 6. m.; Schwarzenbourg, 11.5. m.; Eichholz-Planfayon, 10.5; and thence to Sangernboden-Schwefelbergbad (see above), Ottenleuebad 4.8 m. and Gypsira on the Lac Noir, in summer only, 5.9. m.

The almost level country traversed by the train is seamed with deep gorges carved by the Sarine (Saane). We cross the river by the viaduct of Grandfey, 250 feet high and 750 in length, one of the longest railway bridges in Switzerland.

44 m. GUIN (1990') a fine large village, whose inhabitants have preserved their primitive customs and still wear the quaint Fribourg costume.

Not far distant are the baths of *Bonn*, alkaline, sulphur, and chalybeate springs that have been frequented for four centuries.

48.7 m. Schmitten (2030'). The village lies half a mile from the station among meadows and orchards. A settlement of ancient date, centre of a cattle-breeding district.



BERN. — GENERAL VIEW.

After a short tunnel the line enters the verdant vale of the Tavel, runs along the left bank of the stream to another tunnel, and crossing the stream enters the vale of the Singine (Sense).

52.6 m. FLAMATT (1880') a thriving village of German speech, a dairying and cattle-breeding centre. Branch line to Laupen and Gümmenen by the Singine railway (Sensetalbahn).

The line crosses the Singine before Thörishaus.

58.2. BUMPLIZ (1880') a village with another station called Bethlehem $\frac{1}{2}$ mile to the north of that of the C. F. F.

It is situated on a pretty plateau between the woods of Bremgarten and Könizberg near Bern. It dates from Helveto-Roman times and was known in 1019 under the name of Campus Pimpinensis.

A little farther on the left, the lines from Neuchâtel and from Gürbetal join the main line. Between the forest on the left and the cemetery of Bremgarten on the right, we enter Bern, passing the new goods-station of Wegermannshaus. There is a fine view of the Bernese Oberland on the right.

BERN

60.8. BERN (1810'). Here two great railway lines intersect one another, that from the lake of Constance to Geneva (225' m.) traversing Switzerland from east to west, and that of Delle-Moutier to the Lötschberg and the Simplon, which crosses it from north to south, athwart the Alps. The first is joined at Zurich and Olten by lines coming from the north by Schaffhausen and Basle, and from the East by the Aarberg and Buchs; the second is joined at Bern by lines coming from France and England by the Jura, Bienne and Neuchâtel, the combined traffic going on to Lucerne, Interlaken, and, by the Lötschberg, to Italy. Bern is thus an important centre of international traffic, and the most important railway station in Switzerland for the Ber-

nese Alps. It is moreover the gateway to the Bernese Oberland of which Interlaken is the centre.

Of all the large towns of Switzerland Bern is that which has best preserved the national characteristics. Its splendid situation on a sandstone plateau washed on three sides by the Aar, and its picturesque and well cared for old buildings, render it specially worth visiting. The wide view of the Alps enjoyed from every open space is particularly fine from the Casino, the Schänzli and the Gurten, a hill 2870 feet above the sea, that overlooks the town and its pleasant wooded environs.

Bern possesses numerous museums and educational institutions of various kinds. Its university is the most frequented in Switzerland. Its sanatoria and nursing homes, supervised by physicians of worldwide repute, are universally known.

Information office, at the station, Bubenbergplatz, open from 8 to 12.30, and from 1.30 to 6.30, Sundays excepted. 'Plan monumental et Guide de Berne' with maps of environs, 20 centimes.

Railway communication with *Olten-Zurich* and *Olten-Basle*. *Thun-Interlaken*, *Lötschberg-Valais-Italy*; *Laugnau-Lucerne*; *Fribourg-Lausanne Genève*; *Bienne-Jura-Paris*; *Neuchâtel-Paris*; *Schwarzenbourg*.

District electric lines to *Muri-Gümligen-Worb*, 6. m. *Worblaufen* and *Zollikofen* 3.7. m. *Issigen-Worb* 8.7. m.

Electric trams from the station to the *Bear Pit*, *Cemetery*, *Länggasse*, *Weissenbühl*, *Wabern* (cable railway to the Gurten) (see above) *Burgernziel*, *Breitenrain*, and *Brückfeld*.

Cable railway from the Palace terrace to the *Marzili*

Lift from the cathedral terrace to *Matte*.

Cable railway from *Wabern* to the *Gurten* (see above)

Postal motor-car to *Wohlen* and *Detligen* 10.5. m

Diligence to *Neubrücke-Frieswil-Detligen*, 11.6 m.

Boat trip on the Aar to *Reichenbach* and *Neubrücke* in summer.

XIV From Bâle to Bern

Travellers from Germany, Holland, Belgium or England entering Switzerland at Bâle, and proposing to proceed to the Simplon by way of Bern and the Lötschberg, or of Lausanne and the lake of Geneva, have the choice of two routes, one by Olten, and one by Delémont.

A. Bâle-Olten-Bern.

BALE, 94.6, 140.000 inhabitants, the most important commercial town of Switzerland, is situated on the two banks of the Rhone, which here is navigable. It boasts many notable buildings and institutions : the Cathedral, finely situated on a shady terrace above the Rhone, the Town Hall, a Picture Gallery, an Historical and Antiquarian Museum, a University, Banks, Zoological and Botanical Gardens, Theatre, etc. There are flourishing manufactures of silk riband and chemical products. A railway runs hence up the fertile vale of the Birsig.

9.4 m. LIESTAL, 1100, 6000 inhabitants, chief town of the canton of Basel-Land, or country of Bâle as distinguished from the city. Junction for Waldenburg, 8 ½ miles.

13.2 m. SISSACH, whence after 1915 the main line to Olten will continue by a tunnel through the base of the Hauenstein (2716'). Railway to Gelterkinden, 2 miles.

19.2 m. LÆUFELFINGEN, where the line now enters the Hauenstein tunnel (1870' above the sea, 3009 yards long). The line descends to and crosses the Aar.

24.5 m. OLTEN, 1330', 9337 inhabitants, an important railway junction at the crossing of the lines Bâle-Olten-Lucerne, Zürich-Aarau-Olten-Bern, Zürich-Olten-Solothurn-Bienne. Thriving industries.

27 m. AARBURG, an ancient fortified town, where a line branches off to Lucerne.

37 m. LANGENTHAL, 1560'. An industrial neighbourhood ; factories of crockery, machinery and textile fabrics ; dye-works and cheese trade. Railways Huttwil-Wohlhusen-Lucern and Aarwangen-Oensingen-Balsthal.

42 m. HERZOGENBUCHSEE. A large manufacturing village ; branch line to Solothurn.

52 m. BURGDORF (French Berthoud) 1786', 9367 inhabitants, picturesquely situated on the Emme. Cotton manufactures, cheese trade. Branch lines to Langnau, Konolfingen-Thun, Gerlafingen-Biberist-Solothurn.

62 m. ZOLLIKOFEN. Terminus of lines from Bienne and Solothurn to Bern.

66 $\frac{1}{4}$ m. Bern (p. 75).

B. Bâle-Delémont-Bienne-Bern.

BALE (see above)

3 m. MUNCHENSTEIN, 5 m. DORNACH, 14;4 m. LAUFEN, on the Birs. The line ascends the stream between picturesque cliffs, passing through a thriving manufacturing valley.

24;3 m. DELÉMONT, 1383', 6200 inhabitants. Point of departure of the line Porrentruy-Delle-Belfort. Ancient castle, formerly a residence of the Prince-Bishops of Bâle ; mines of iron-ore, factories of cement, horology and cutlery.

After CHOINDEZ (blast-furnaces and iron-foundries) the line threads romantic gorges.

31;2 m. MOUTIER, 1773', 3100 inhabitants, a manufacturing neighbourhood : horology, glass-works, etc. Branch line to *Solothurn* by a tunnel through the *Weissenstein*, a little over 2 miles in length. A branch line is nearly completed that, passing through a tunnel 9500 yards long, will run by GRENCHEN and LENGNAU, and afford a direct route to the Lötschberg.

After MOUTIER the railway enters the deep and picturesque defile of the Cluse de Court.



Bienna.

42 $\frac{1}{4}$ m. TAVANNES, 2520', This and *Tramelan*, which are connected by a narrow-gauge railway, are watch-making villages.

After a tunnel of 1485 yards under *Pierre Pertuis*, the rail enters the vale of the *Suze*, and at 47 m. passes *SONCEBOZ*, 2186', the terminus of the line *La Chaux de Fonds-St Imier*. The rail descends the romantic gorge of the *Suze* (*Taubenloch*) and reaches the Swiss plateau at

56 m. BIENNE, 1453', 28,000 inhabitants, at the eastern end of the lake of the same name, a railway junction and manufacturing town, especially for horology. Secondary, technical and commercial schools; antiquarian museum with interesting finds from pile-dwellings in the lake, including a dug-out 46 feet long. From *Bienna* cable railways mount to the climatic resorts of *Macolin*, 2913', and *Evilard*, 2350', and steamboats ply along the shores of the lake and to the *Ile de St-Pierre*.

From Bienna to Solothurn and Olten, 37 $\frac{1}{2}$ m. Pieterlen, Lengnau (rail-

way in construction to Moutier) and *Grenchen*, watchmaking localities. *Selzach*, with a theatre in which Passion and Mystery Plays are enacted.

15 $\frac{1}{2}$ m. *Solothurn*, 12,000 inhabitants, on the Aar; chief town of the canton of the same name; an ancient city with medieval fortifications and buildings, cathedral, townhall, museum, arsenal; horological industry. Solothurn is dominated by the *Weissenstein*, 4290', whence there is an extensive view of the Plateau and the Alps; a climatic resort with winter sports.

Besides the great railway artery Bienne-Solothurn-Olten, many other lines converge at Solothurn: Weissenstein (tunnel)-Moutier; Lyss-Morat; Gerlafingen-Berthoud; Subingen-Herzogenbuchsee; Schönbühl-Bern (in construction), *Wangen an der Aare*, electric works. *Niederbipp*, cross-junction of the electric railway Balsthal-Oensingen-Langenthal. *Olten* (p. 77).

Continuing from Bienne to Bern:

62.7 m. *LYSS*, cross-junction of the line Solothurn-Lyss-Kerzers-Morat.

72.7 m. *ZOLLIKOFEN*, where the line joins that from Olten to Bern Tramway to Bern.

72 $\frac{1}{4}$ m. Bern (p. 75).

XV. From Delle to Bern

(*London-Calais or Boulogne-Belfort; Paris-Chaumont-Belfort*).

English tourists coming direct to Switzerland from Calais or Boulogne, and travellers coming from Paris by the railway system of Eastern France, enter Switzerland after passing the french customs station of *DELLE* 1270', whence they proceed to Bern by Porrentruy-Delémont-Moutier-Bienne.

7.6 m. *PORRENTUAY*, 1430'. 7000 inhabitants, a manufacturing and commercial locality. Ancient castle of the Prince-Bishops of Bâle. Railway Bonfol-Pfetterhausen-Dammerkch.

14.6 m, *St-URZANNE*, picturesquely situated on the Doubs.



View of Fleurier. — Val de Travers.

17.9 m. GLOVELIER. Here branches off the district railway Saignelégier-la Chaux de Fonds.

25 $\frac{1}{4}$ m. DELÉMONT, see chapter XIV. After this the line continues by Moutier-Bienne or Lengnau to Bern, the Lötschberg and the Simplon.

XVI. From Paris via Dijon to Bern

The principal line to the Simplon from Paris via Dijon and Bern is that by Pontarlier and les Verrières. A secondary line, which serves the important industrial centres of le Locle and la Chaux de Fonds, branches off from this at Dôle, and proceeds by way of Besançon and Bienne to Bern.

A. Pontarlier-Les Verrières-Neuchâtel.

PONTARLIER. 2796', dominated by the old Fort de Joux and the modern Forts du Larmont.

8.1 m. LES VERRIÈRES-SUISSE, 3113'. Swiss Custom House. The neighbourhood is memorable for the disarmament of Bourbakis' army in 1871.

The line enters the Val de Travers with an interesting view of the manufacturing villages of *St-Sulpice* (cement and wood-pulp) *Fleurier* (horology) *Couvet* (machinery).

18.6 m. TRAVERS, 2514'. Hence runs the *narrow-gauge railway of Val de Travers*, that serves the villages mentioned above, and terminates at *Buttes*, whence we may go by the Gorges de Noirvaux to *Ste Croix* (p. 11).

21.4 m. NOIRAIGUE, 2437'. Cement factories. The line threads the wild and romantic gorges of the Areuse at the foot of the *Creux du Van* and the *Tourne*. On issuing from the gorges there is a fine view of the lake of Neuchâtel and the chain of the Alps. The line then runs through vineyards to, 32.7 m. NEUCHÂTEL 1606', (p. 84) starting point of lines for Bern (p. 75) Yverdon-Lausanne (p. 9) and Bienne (p. 79).

This last line leaves the lake of Neuchâtel at *St Blaise*, traverses the burgh of *Landeron*, and skirts the vine-clad shores of the lake of Bienne. The principal town is *Neuveville*, delightfully situated on the edge of the lake, opposite the *Ile de St-Pierre*, notable for the sojourn of J.J. Rousseau. The town is an educational centre, especially for the acquisition of French, with a commercial school. A cable railway mounts from *Gléresse* (German *Ligerz*) to *Prêles* at the foot of *Mount Chasseral*, 5370'.

Bienne is 18 $\frac{1}{4}$ miles from Neuchâtel (c. XIV)

B. Besançon-Morteau-Le Locle-La Chaux-de-Fonds-Bienne.

After MORTEAU, the last French town, the railway arrives at VILLERS LE LAC, where the Doubs broadens into the picturesque LAC DES BRENETS, walled round by rocky precipices. Trout fishing and winter sports. We enter Switzerland by the Col des Roches, and arrive at the trim manufacturing town of *Le Locle*, whence a narrow-gauge railway runs to *Les Brenets*, above the lake of the same name, a climatic resort near the Saut du Doubs.



Lake of Brenets.

LE LOCLE, 3160', 13,000 inhabitants, an important centre of horology. Technical and commercial schools, and chocolate factory.

4 $\frac{3}{4}$ m. LA CHAUX DE FONDS. 3326', 38,000 inhabitants. Metropolis of Swiss horology; schools of horology, mechanics and commerce; high school; winter sports. District railways of la Sagne-les-Ponts and Noirmont-Saignelégier-Glovelier.

A railway from La Chaux-de-Fonds, to Neuchâtel passes *Les Hauts Geneveys*, whence an electric tramway serves *Fontainemelon, Cernier, Chézard, Dombresson*, agricultural and manufacturing villages of the VAL DE RUZ. The line gradually descends by *Chambrelieu* and *Corcelles* to *Neuchâtel*, 18 $\frac{1}{2}$ miles from La Chaux-de-Fonds.

The line for *Bienne*, after leaving La Chaux-de-Fonds, passes through a tunnel into the vale of *St-Imier* with numerous manufacturing villages: *Renan, Sonvilier, St-Imier, Courtelary, Corgemont, Sonceboz.*

14.4 m. *St-Imier*, 3650', 7500 inhabitants, centre of the horology of

the vale, with schools of horology, mechanics and commerce. Cable railway of *Mont Soleil*, 3910', facing the *Chasseral*, 5370', a summer and winter resort.

At SONCEBOZ, 23 $\frac{1}{4}$ m. the line rejoins the Bâle-Delémont-Bienne railway.

XVII. From Neuchâtel to Bern

Neuchâtel-Bern railway, direct line, 262 m. in 1 to 1 $\frac{1}{2}$ h.

NEUCHÂTEL (in German *Neuenburg*) (1610') 24,000 inhabitants. The station stands above the town, which extends to the lake, a quarter of a mile distant, and mounts to the wooded sides of the Chaumont. The broad quays the avenues and groups of trees, give the town a restful imposing beauty. Above it tower the castle and the collegiate church. The Fine Arts Museum contains, besides a rich historical and antiquarian collection, one of the finest picture galleries in Switzerland.

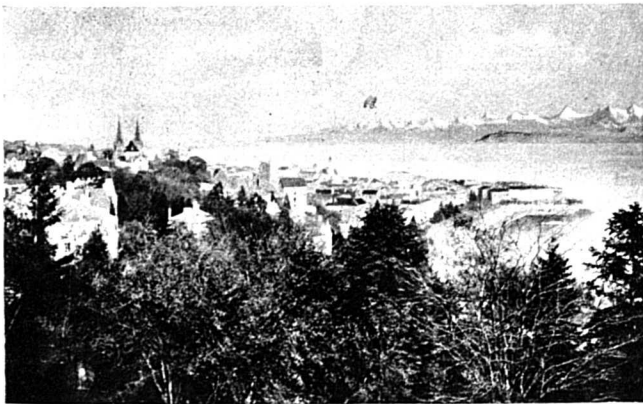
In proportion to its population, Neuchâtel is an intellectual centre of some importance. Its old Academy was recently transformed into a University; there are schools of all grades for both sexes, numerous free institutions schools of art, commerce and horology, and publishing firms.

The charm of the lake of Neuchâtel consists in the broad expanse of its green waters, the wide surrounding view, especially from the Jura side, and the pleasantness of its shores, whose vines produce choice wines.

Information Office, Place Numa Droz, open throughout the week from 8 to 12 and from 2 to 6'. Guide: *A travers le Canton de Neuchâtel*, 20 centimes, large edition 50 centimes.

Railway lines: direct line from *Neuchâtel* to *Bern*. *Neuchâtel-La Chaux de Fonds-Le Locle*; *Bienne-Neuchâtel-Lausanne*; *Neuchâtel-Les Verrières-Pontarlier*.

Electric trams: from Place Pury to the station; to *S^t Blaise*; to *Serrières*;



Neuchâtel. — Evole bau

to *Peseux*, *Corcelles*, and *Cormondrèche*; to *Valangin*; to *Auvernier*, *Colombier* and *Boudry*; to the *Coudre* and the *Chaumont* (see above).

Steamboats : to *Estavayer*, to *Cudrefin*, *Morat*, *Ile S^t Pierre* and *Bienn*.

Cable railways : *Ecluse-Plan* (1799') and from the *Coudre* to the *Chaumont* (3670'), summer and winter resort.

From Neuchâtel station the line descends by deep cuttings to the shore of the lake, which it follows for some time. On the right is a fine view of the Alps from the Bernese Oberland to Mont Blanc.

2.6 m. S^t BLAISE (1450') with two stations one below for Bern, one above for Bienn. A picturesque village, several interesting houses in which date from the XVI and XVII centuries. The parish church of 1516, has some fine stained glass by Paul Robert. The fine forests of the *Chaumont* merit a visit. The neighbourhood is rich in finds of the Roman period, and in remains of pile-dwellings of the stone and bronze age.

Tramway for Neuchâtel (see above).

Postal diligences from the C. F. F. station to Marin-Thièle (3 m.) and Enges (4 m.).

A short tunnel through the sandstone of Marin.

3.8. m. MARIN-EPAGNIER (1506'). Near the village are the celebrated lake-dwellings of la Tène which have given a name to the pre-Roman civilization of the stone and iron age among the Celtic races on the northern slope of the Alps. On the shore of the lake to the right is the lunatic asylum of Préfar-gier.

On the right a fine survey of the lake of Neuchâtel, with the chain of the Alps in the background. The line crosses the Thièle canal, which connects the lakes of Neuchâtel and Biemme, and enters the canton of Bern. Here commences the Grosses Moos, or Grands Marais, a vast stretch of drained marshland that was conquered for cultivation by the embankment of streams issuing from the Jura.

6. m. CHAMPION (German Campelen) (1450'), a village at the southern base of the Jolimont, a wooded hill between the lakes of Neuchâtel and Biemme.

8.2 m. INS (French Anet) station (1460') village (1570'), on the edge of the reclaimed land at the intersection of the lines from Bern to Neuchâtel and Morat, a fine survey of the Marshland, the Jolimont, the Jura, the lakes of Neuchâtel and Morat, and the Alps.

Smooth-line electric railway *FRIBOURG-Morat-Anet*.

Diligence for Erlach, 3.4. m.; for Tæuffelen 7. m.

10.2 m. MUNTSCHER, French Monsmier (1460').

15.4 m. KERZERS (French Chiètres) (1486') a large village in a pleasant and fertile region of tillage and orchards.

Intersection of lines from Neuchâtel to Bern and from Lausanne to Payerne-Morat and Lyss. Diligence to Cressier sur Morat, 9. m.

As we leave the flat Marshland the scenery becomes more hilly and varied; a little after Kerzers we re-enter the Canton of Bern. Tunnel of 300 yards.

15. m. FERENBALM-GURBRU (1520). The church, founded by Queen Bertha, is sacred to St Verena, whence the name Ferenbalm. In a cliff below the church on the west is a cave (balm) once inhabited by a hermit.

A little after Ferenbalm, tunnel of 480 yards.

16. m. GUMMENEN. The village is half a mile from the station, on the right bank of the Sarine, which the road from Bern to Morat here crosses by an ancient wooden bridge.

Branch line at Laupen and Flamatt, Sensetalbahn or Singine railway.

The line crosses the broad vale of the Sarine on a viaduct 550 yards long and 90 feet high, with an iron mid-section, enters a deep cutting, traverses a tunnel of 1200 yards through the hill on which stands the village of ROSSHÆUSERN, whose station is 19.6. m. (1940').

Above on the left is the village of *Frauen Kappelen*

21.5. m. RIEDBACH (1900') Diligence for Frauen Kappelen and Muhleberg, 5. m.

24.2. m. BUMPLIZ-BETLEHEM (1860') see above.

The C.F.F. station of the line from Bern to Lausanne is half a mile south of that of the Neuchâtel line.

A short distance after this the Neuchâtel line joins that from Fribourg and arrives at Bern station (1810') see above.

XVIII. From Bern to Thun

A. By Münsingen.

Swiss Federal Railway 20. m. in. 33 to 35 min.

Shortly after leaving the station of Bern the line crosses an iron bridge resting on massive pillars and having a carriage-way and footway beneath the railway. On the right we see the termination of the fortifications, a massive round tower known as Bluturm or Heimlich Gericht ('Bloody Tower' or 'Secret Tribunal') the characteristic outline of the Federal city and the Grenier bridge

dominate the landscape. We leave the quarter of Lorraine, and pass the Federal Arms Factory. At the general junction station of Wylerfeld the lines for Lucerne and Thun branch off on the right of that for Olten; on the right is a view of the Bernese Alps.

3. m. OSTERMUNDIGEN (1880') a thriving village at the foot of the hill of the same name.

5. m. GÜMLIGEN (1880') Near the village is a small castle dating from the XVIII century, formerly the dwelling of the mother of Polignac.

The line for Langnau and Lucerne branches off. The electric railway from Bern to Muri, Gümligen and Worb stops on the other side of the station.

8.3. m. RUBIGEN (1840') a little village in the neighbourhood of which was a Roman settlement.

Our line turns south into the broad vale of the Aar, separated from that of the Gürbe by the Belpberg on the right. On the left the line to Lucerne stretches out of sight.

10.2. m. MUNSINGEN (1446') a favourite excursion from Bern. Large parochial village and state domain with a fine castle of the XVI century. The Cantonal Lunatic Asylum is a model of its kind.

12.5. m. WICHTRACH (1780'). Parochial village. In the cemetery is a monument erected in 1898 to General Louis d'Erlach, who was killed in 1778 by the Bernese Landsturm.

Diligence to Thalgut and Gerzensee, 1 ³/₄ m. Fine view of the Stockhorn and Niesen on the south.

14. m. KIESEN (1806') bridge over the Aar. Bearing south in a straight line, we arrive at UTTIGEN 16. m. (1826'). The imposing ruins, with walls in some places 10 feet thick, are among the oldest in the canton.

We are drawing nearer and nearer to the Alps. Over the wide plain before Thun we have an uninterrupted view of the chain of the Stockhorn. On the right we are joined, by the line from Bern via the Gürbetal

19.2. m. THUN (1870'). A town on the left of the Aar valley built on the

two banks of the river shortly after its issue from the lake. The quaint old town is dominated by the castle and by the old parochial church on the other side of the Schlossberg. Thun abounds in picturesque features, the charm of which is heightened by the setting of the river, the lake and the Alps.

Information Office in the Faubourg of Hofstetten, open except on Sundays and Holidays from 8 to 12 A. M. and from 2 to 6. P. M.

Junction of the railway lines from *Bern to Thun* by *Münsingen* and that by *Belp* that continue to Interlaken. Terminus of the Electric railway from *Berthoud to Thun*. Electric railway between Thun and Interlaken by the north shore of the lake.

Steamboats for *Oberhofen, Merligen, Gunten, Spiez, Beatenbucht, Interlaken*, landings at Hofstetten, opposite the Thunerhof and at Scherzligen near the station (correspondence with trains guaranteed).

Diligences for Thierachern-Uebeschi-Kärselen-Blumenstein, 8. m; for Goldwil and Heiligenschwendi, 6 ½ m. for Steffisbourg 1 ¾ m., thence to Bach, Unterlangenegg, 1. m.; and farther to Heimenschwand-Schlegwegbad-Linden, 10. m.; from Thun to Schwarzenegg-Süderen-Röthenbach 12 ½ m. For Allmendigen-Amsoldigen-Hofen-Stockern, 6. m.; for Homberg-Teufenthal, 5 ¼ m.

B. By Belp.

Gürbetal line 21.2 m. in 1 ¼ h.

The line leaves Bern station in the direction of Fribourg, veers round at Wegermannshaus together with the Schwarzenbourg line, which it parts with at FISCHERMÄTTELI, 2.2 m., returning by a widecurve to the vale of the Aar.

3.2 m. BERN-WEISSENBUEHL (1845').

4.1 m. GROSS-WABERN (1880').

Tramway to Bern; Cable railway to Gurten (2870').



The Niesen Railway.

6. m. KEHRSATZ (1910')
Fine castle and grounds,
Bernese state property.

Diligence for Engli-
berg-Zimmerwald-Nie-
dermühlern-Oberhüt-
schel and Rueggisberg
9 m.

After Kehrsatz, the
line on a steep grade en-
ters the Gürbetal, which
is parallel to the vale of
the Aar, from which it is
separated by the wooded
ridge of the Belpberg.

8. m. BELP (1750').
A large parochial village,
picturesquely situated at
the foot of the Belpberg ;

the small castle, which to day is the seat of the district authorities, was inha-
bited till the XVIII century by a noble Burgundian family.

The line follows the eastern slope of the Längenberg, opposite the Belpberg.

10. m. TOFFEN (1770') a small commune with tufa quarries.

11.5. m. KAUFDORF (1793') a busy and thriving village.

13.3. m. THURNEN (1840') station for the village of Kirchthurnen, one of
the largest parishes in the canton of Bern. The church which dates from
1673, is in the rococo style, and is rich in stained glass.

Motorcar service in summer for the baths of Gurnigel (3330') 8.2 miles,
widely known for their sulphur springs, and sumptuous up-to-date Grand
Hotel, situated in the midst of a forest.

Diligence for Riggisberg, 2 $\frac{3}{4}$ m.

15. m. BURGISTEIN-WATTENWYL (1900'). Two villages $1 \frac{1}{4}$ m. from each other. On a wooded height that dominates the neighbourhood is the castle of Burgistein with a fine view of the plain, the lake of Thun and the Alps. In an hour one can ascend the Staffelalp, an eminence with a well known Kurhaus and a wide prospect.

Diligence to Wattenwyl $1 \frac{1}{2}$ m. and thence to Blumenstein, $3 \frac{3}{4}$ m.

16. m. SEFTIGEN (1970'). To the east of the village we cross deep cuttings by an iron bridge, and arrive at.

18. 3. m. UETENDORF. A summer resort.

The Aar now comes in sight, and the line approaches it, joining the C. F. F line from Bern and Münsingen.

21.2. m. THUN, see p. 88.

XIX. From Thun to Interlaken

From Scherzligen the line belongs to the Bernese Alps Railway, $17 \frac{1}{2}$ m. in 40-50 min. From the principal Interlaken station to Bönigen, $2 \frac{1}{2}$ m.

THUN (see above) 19.2 m. from Bern.

20 m. SCHERZLIGEN (1873') in 4 min. Here the traveller for Interlaken or for any station on the lake can change to the boat. In a few years time this second railway station will be superseded, and the boats will go by a canal to the central station of Thun.

Scherzligen is only a little group of houses round one of the most ancient churches in the neighbourhood. A memorial tablet on a modest house on an island of the Aar records the fact that it was inhabited by Heinrich von Kleist, the great German poet, in 1806. Castle of the Schadau.

The lake of Thun boats touch at *Oberhofen*, *Gunten*, *Spiez*, *Merlingen*, *Beatenbucht* (cable railway for Beatenberg) *Leissigen*, *Beatushæhlen* (cave of St Beatus) and *Interlaken*. The line describes a wide curve with a beautiful view. The great cone of the Riesen dominates the lake; a shining line of

Alps from the Wetterhorn to the Blümlisalp rise in front. On the left the Sigriswiler Grat, on the right the chain of the Stockhorn.

21.6 m. GWATT (1880') a roadside village on the left shore of the lake near the mouth of the Kander. Here the Simmental road branches off.

The line approaches the lake. On the other side of its blue-green water we see the pleasant little summer resorts of Hilterfingen and Oberhofen, whose castle is visible from afar. The Kander thrusts its delta into the lake. The line ascends and crosses the artificial gorge created at the commencement of the XVIII century to conduct the Kander directly into the lake instead of letting it join the Aar in the plain of Thun, where it used to cause sad havoc by its alluvial deposits when in spate.

23. m. EINIGEN (1976') with a pretty church by the lakeside in the left.

We pursue our way through luxuriant orchards with pleasant view across the lake to the village and summer resort of Gunten; on the right opens the Simmental, with Wimmis and the wooded hill of the Burgfluh at its entrance. The line from Montreux, which threads it, joins ours. A reservoir on the right captures part of the water of the Kander, and conducts it to the central Power House on the shore of the lake which commands 15,000 P.S. On the left the wooded Spiezberg jutting into the lake forms the bay of Spiez, dominated by the picturesque castle of the same name with its massive tower.

25.8. m. SPIEZ (2103'). The lovely situation of the village has made it a tourists summer resort; the view embraces the whole village from the station to the shore, the church and castle, the opposite mountains and the chain of the Alps. Spiez is the port of the two valleys of the Kander and the Simme.

Communications : Lötschberg line for Brigue see below. Railway for Erlenbach, Zweisimmen, Lenk and Montreux, steam and ordinary rails to Zweisimmen, electric and narrow-gauge from Zweisimmen to Montreux and to Lenk.

Electric tramway between the station and the wharf.

Steamboats for Thun and Interlaken, see above.



Spiez on the shores of the Lake of Thun.

Diligence for *Faulenseebad*, *Kratigen* and *Aeschi*, 5. m.

The line for the Lötschberg mounts the valley of the Kander, that of the Simmental runs to Zweisimmen and Montreux.

27.2. FAULENSEE (2020'). A road ascends to the Faulenseebad baths that are much frequented in summer, and are connected by diligence with Spiez and Aeschi.

The line descends, passing the charming village of Krattigen on the right, and after three short tunnels arrives at

31.5 m. LEISSIGEN (1910'). An idyllic village and summer resort. Pier for lake steamboats. The line cuts its way along the steep bank; on the left is a good view of S^t Beatenberg, high above on the other side.

39.3 m. DÆRLIGEN (1880) a summer resort at the mouth of the canal that links the lake with Interlaken. The train follows the canal across the flat intervening country.



INTERLAKEN.



The Jungfrau, Mönch and Eiger.

36.2 m. INTERLAKEN-STATION (1886'). All the world knows importance of the town as a tourist centre of the Bernese Oberland. There are few more lovely situations, and the view of the Jungfrau from the avenue of old walnuts in the Höhweg is classic. The promenades and gardens of Interlaken, and the concerts of its Kursaal, are surpassed by no other resort in the world. It is the point of departure for the mountain railways to the neighbouring heights, the terminus for the steamboats of the two lakes of Brienz and Thun.

Information Office in the Höhweg beside the Kursaal. Illustrated Guides: I. Interlaken with plan, map and relief plan, 40 pages, 30 centimes
 II. Oberland Bernois, prospectus with coloured illustrations, 16 pages, gratis.
 III. Bernese Oberland, illustrated booklet, 60 pp. 30 centimes.

Port for lake of Thun steamboats to *Leisingen, Beatenbucht, Merligen, Gunten, Spiez, Oberhofen, Thun.*

Starting point of mountain railways and lake Brienz steamboats at the



Grindelwald and the Wetterhorn.

Ost-station (Gare de l'Est). Cable railway to *Heimwehfluh* (2230') at the end of the *Rugenstrasse*, 5 minutes from the station.

Cable railway to *Harderkulm*, see Oststation.

Motorcar service to Interlaken-Alpenstrass-Bönigen, in summer only (see Bönigen).

The train continues from the principal station to the east station, the starting point for Bönigen and the Oberland, 1 ¼ m. The train twice crosses the Aar.

INTERLAKEN-OST (1896') station of narrow-gauge lines for *Wilderswil* (starting point for *Schynige Platte*, *Zweilütschinen-Grindelwald*, and *Zweilütschinen-Lauterbrunnen*.) From Lauterbrunnen to Grindelwald (*Wengernalpbahn*) by the Little Scheidegg (6880') connection with the *Jungfrauabahn* to the *Jungfrauoch* cable and electric railway (11, 520') from *Lauterbrunnen* to *Mürren* (5470') Cable railway from *Mürren* to *Allmendhubel* (6410') cable railway to *Harderkulm* (4430') station on the other side of the bridge over the



THE ENVIRONS OF THUN

On the line of the great international express trains by
BERN, THE LÖTSCHBERG AND THE SIMPLON, TO ITALY



The Schynige Platte from Grindelwald.

The pier of the lake Brienz steamboats for *Bönigen-Ringgenberg-Niederried-Iseltwald-Oberried-Giessbach-Brienz* is opposite the Oststation.

Here is focussed the traffic of the famous mountain railways of the Bernese Oberland, which link Interlaken to Grindelwald-Mürren-Lauterbrunnen and Wengern and close the circuit by the lines of the Wengernalp and the Little Scheidegg that are known the world over. The crown of these audacious achievements is the unique Jungfrau railway, with its *Eismeer* (10,536') and *Jungfraujoch* (11,520') stations, which enable us to study close at hand and at our ease the marvels of the glacier world.

2.6. m. BÉNIGEN (1900') a summer resort on the southwest shore of Lake Brienz with woods and a pretty waterfall.

Station for lake Brienz steamboats, see Interlaken-Ost. Motorcar for Interlaken, see Interlaken-Station.



Wengen and the Breithorn.

XX. From Spiez to Brigue by the Lötschberg

Bernese Alps Railway (Bern-Lötschberg-Simplon) 46 ½ miles in 1 ½ to 2 hours.

The traction is electric, the trains propelled by engines of 2,500 H.P. have a maximum speed of 45 miles an hour. The average speed in the valley, that is up to Frutigen, is 44 miles; after Frutigen 40 miles; the highest grade up to Frutigen is 15%, after Frutigen 27%.

From Thun to Spiez, see above.

Shortly after leaving Spiez, the line passes under the hill of Hondrich by a tunnel a mile in length. The Niesen rises close to the line on the right of the Kander, which is here embanked.

3.2 m. HEUSTRICH-EMDTHAL (2100') The eastern part of the Kander

International express line
Berne-Löetschberg-Simplon
(Express trains)

London-Paris-Chaumont-Belfort-
Delle (or Paris-Dijon-Pontarlier)

Berne-Thoune-Löetschberg-Simplon-
Lake Maggiore-Milan-Venise-Trieste

London-Calais-Lille-Nancy-Belfort-Delle-
Berne-Löetschberg-Simplon-
Genova-Rome

London-Ostend-Brussels-Arlon-Nancy-
Belfort-Delle-
Berne-Löetschberg-Simplon-
Lake Maggiore-Milan-Bologna-Brindisi



Wengen and the Breithorn.

XX. From Spiez to Brigue by the Lötschberg

Bernese Alps Railway (Bern-Lötschberg-Simplon) 46 $\frac{1}{2}$ miles in 1 $\frac{1}{2}$ to 2 hours.

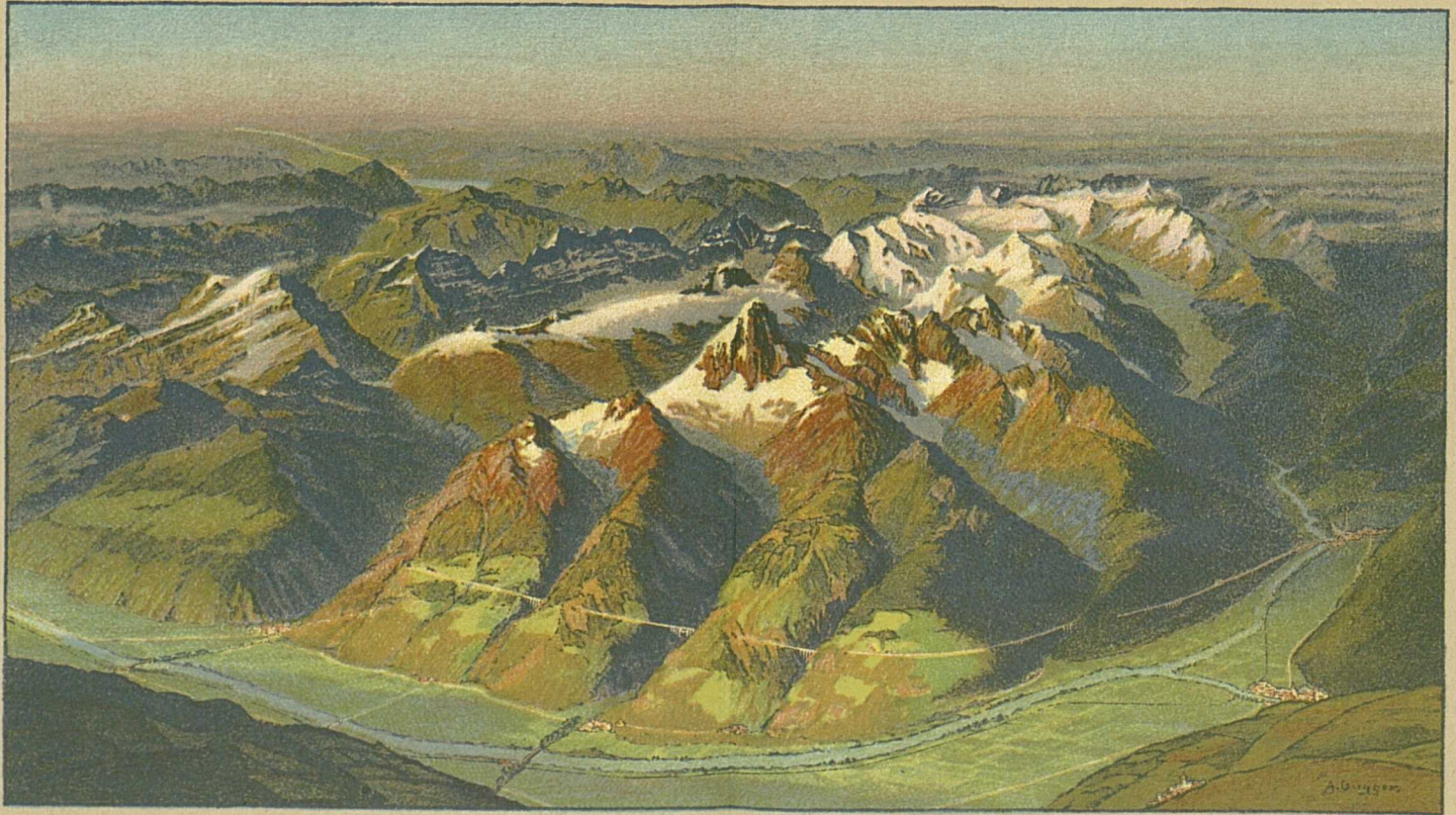
The traction is electric, the trains propelled by engines of 2,500 H.P. have a maximum speed of 45 miles an hour. The average speed in the valley, that is up to Frutigen, is 44 miles; after Frutigen 40 miles; the highest grade up to Frutigen is 15%, after Frutigen 27%.

From Thun to Spiez, see above.

Shortly after leaving Spiez, the line passes under the hill of Hondrich by a tunnel a mile in length. The Niesen rises close to the line on the right of the Kander, which is here embanked.

3.2 m. HEUSTRICH-EMDTHAL (2100') The eastern part of the Kander

Birdseye-view
of the Lötschberg-Route from Berne to Brig and of the Bernese Alps



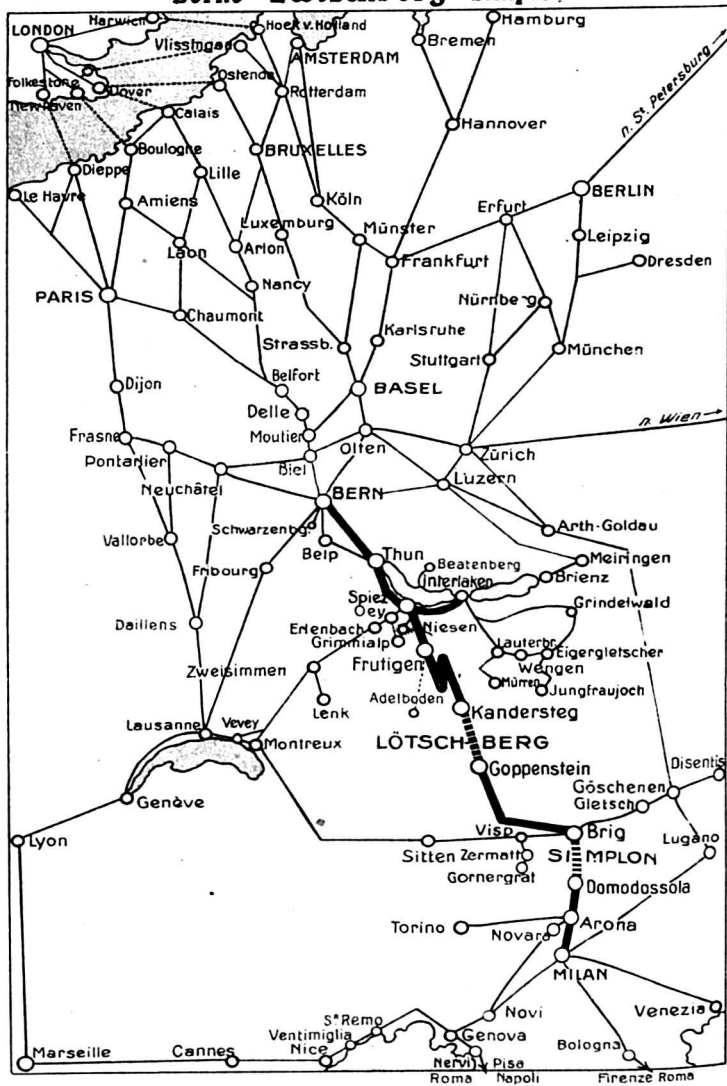
Hutachier & Co. A.G. Bern

Bernese-Alps-Railway

Berne—Lötschberg—Simplon

First electric standard gauge Railway through the Alps. Excellent train connections for the international traffic. Through-carriages. Dining-cars. Dustless and smokeless journey through the Bernese and Valais High Alps with splendid view on the Lake of Thoune, Interlaken, Blümlisalp, Rhone-valley, Zermatt-valley and Lake Maggiore.

Bernese Alps-Railway Berne - Lötschberg - Simplon



valley between Heustrich and Mülenen to the left of the line is called Emdthal. To the right of the line are the large establishments of the alkaline and sulphur baths of Heustrich.

Looking up the valley of the Suld on the left, we have a fine view of the Blümlisalp; the line crosses the Guldbach.

4.2. m Mülenen-Aeschi (2310). At Mülenen, not far from the station of the the B. L. S., is that of the electric cable railway of the Niesen. The charming village of Aeschi, not seen from the line, at a medium altitude on the left, is much frequented in summer.

5 m. REICHENBACH (2360') A pretty village with a picturesque church, at the entrance of the Kiental: a centre for excursions.

Diligence for Kiental

3 3/4 m Illustrated Guide (19 pp.) gratis, published, by the Société de Développement, Reichenbach-Kiental.

We cross the Kander and a little before Frutigen the Engstligenbach. Fine view of the Blümlisalp and the Gspaltenhorn.

8.5. m. FRÜTIGEN (2606') at the junction of the Engstligenbach with the Kander, and the branching point of the roads up the two valleys of Kandersteg and Ädelboden. The



Frutigen.



Phot. Gyger

Adelboden.

picturesque village, ranged on the slope of the Niesen chain, is a well known health resort. The imposing peak of the Elshorn (7816') separating the valley of the Kander from that of Engstligen takes the eye. The valley of the Kander is dominated by the Balmhorn and the Altels.

The Société de développement of Frutigen distributes gratuitously an illustrated map.

Diligence for Adelboden 10 m.

At Frutigen commences the mountain section of the line.

The line keeps at first to the bottom of the valley, then at the imposing viaduct of the Kander, 920 feet long, 90 high, takes to the right bank of the stream near the Tellenburg, and mounts steeply.

11. m. KANDERGRUND (2870'). The name indicates the numerous scattered



Valley of the Kander.

groups of houses that constitute one commune. To the south of the station is the hamlet and church of Bunderbach.

Behind Kandergrund station the line ascends by a double loop to Kandersteg. The transit, during which we are able to note the different stages of the ascent, is most interesting. Mounting in a wide curve through one large and two smaller tunnels, we once more find ourselves under the open sky.

14 m. BLAUSEE-MITTHOLZ (2290').

At a little distance from the station is the famous blue lake (private property; entrance 1 fr.) an enchanting spot. Its extraordinarily clear water allows every object at the bottom to be seen, while its marvellous blue colour breaks at every touch of the oar into all the hues of the rainbow.

The line turns back ascending all the while, and we see Frutigen far below in the valley. Reverting to its first direction, the Felsenburg enables the traveller take his bearnigs.

17. m. FELSENBURG (3610'). Shunting station :

Gradually the line attains the level of the valley of Kandersteg, while the driving road zigzags up the Bühlstutz. At the entrance of the valley we have a fine view of the Blümlisalp, the Birrenstock, the Doldenhorn, and the Fisistöcke, while the line runs almost level for $1\frac{1}{2}$ miles to the station.



Felsenburg.

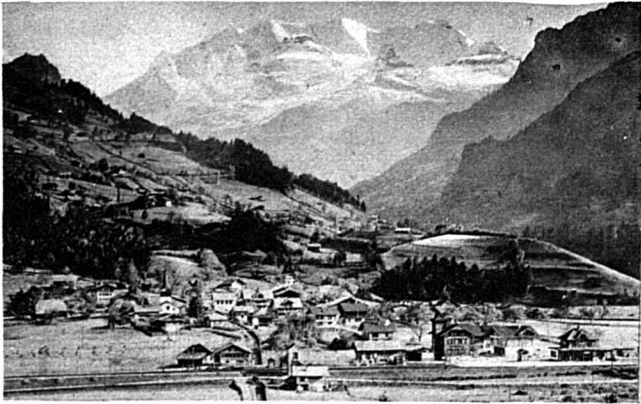
19.7 m. KANDERSTEG (3930') the village, which is spread over the floor of a valley $2\frac{1}{2}$ miles long and $\frac{1}{3}$ mile wide, is much frequented both

in summer and winter. The views are very beautiful. Kandersteg is a great tourist centre at both seasons. The point of departure for the lake of Oeschinen (5306') the Gastern valley, the Gemmi Pass (7760') leading to Leukerbad, in Valais, and for much mountaineering, especially in the neighbourhood of the Blümlisalp.

Information Offices at the schoolhouse. Illustrated Guide of 32 p. gratis. Kandersteg in winter', coloured, gratis.

21. m. Lötschberg tunnel 9.15 m. long.

We enter the great tunnel, above which rises the contorted and interesting mass of the Fisistöcke (7556') at $\frac{1}{4}$ mile, from the station. The tunnel is traversed in 14 minutes. The construction, from the commencement to



Reichenbach and the Blümlisalp.

the day when the working parties from each end joined hands, took 4 years, considerably less than that of the St Gothard (9 $\frac{1}{4}$ m.) and of the Simplon (12 $\frac{1}{4}$ m.).

30.3. m. GOPPENSTEIN (4063'). In the wild valley of the Lonza or Lötschental, starting point for excursions in the valley.

The valley, a vast trough-like gorge, is subject to avalanches. A great part of the route has consequently had to be tunnelled, and other parts that are open on one side are protected by galleries.

The last and longest of these tunnels is that of Hothén.

34. m. HOTHEN (3610') the station is a little above the village, which lies on a slope that descends to the Rhone valley (1300') below. The view of the great valley, with its villages, the river, the Simplon railway, the range of mountains opposite, is singularly beautiful, and constitutes one of the most-striking impressions of this marvellous line.

The line drops towards the valley, keeping along the slope with a grade

*Kippel.*

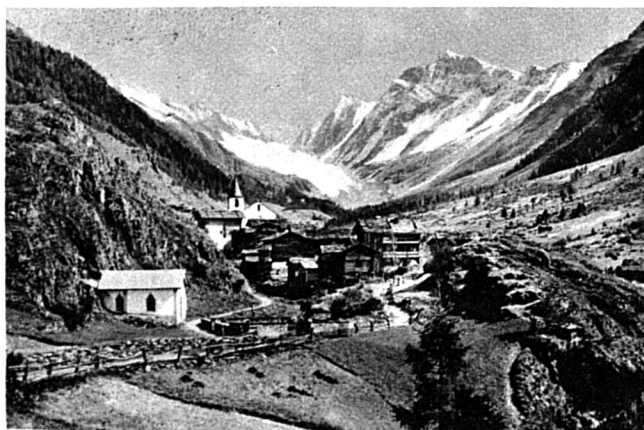
of 24 %. It crosses several ravines of which the Bietschtal is the most important. The bridge across it is one of the boldest engineering achievements in the world. Before the Bietschtal, the line makes a curve that gives a fine view of its course below.

38.3. m. AUSERBERG. (3106') a little hamlet above the village of Raron, in the valley below, which has an interesting history.

Another deep ravine, the Baltschiederthal, is crossed by a lofty bridge. As we issue from the tunnel of Eggerberg we have a splendid view: the Visp valley stretches away opposite to us on the right; the Mischabel group, towering above the burgh of Visp at its entrance, dominates the landscape.

4.2. m. LALDEN (2580'). The village lies below in the valley; a little farther is the hamlet of Brigerbad. A road leads from the station to Visp.

On the right are the moraines of Gamsen at the end of the valley of the Gamsa. Monte Leone (11,860') rising above the Simplon tunnel is conspi-



Blatten.

cuous on the east. The line drops more and more to the level of the valley. On the other side to the right is Brigue, and linked to it by an avenue of poplars the village of Glis. We cross the Rhone near Naters by an iron bridge.

For the celebrated resorts of Zermatt and Saas Fee we descend the valley 5 miles from Brigue to Visp, whence the narrow-gauge railway starts for Zermatt.

The Lötschberg line is the shortest for travellers coming thither from the north.

XXI. From Brigue to Domodossola

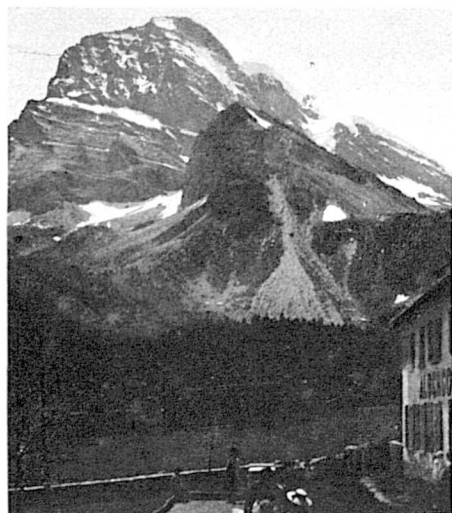
The project of tunnelling the Simplon dates from 1857 (Clo-Venez). The tunnel, the longest in the world, $12\frac{1}{2}$ miles, was constructed by the firm of Brand, Brandau and Co between 1898 and 1905. It is a straight line except for the union-curves at the two extremities. The northern entrance;

1 $\frac{1}{4}$ mile from Brigue station, is 2280 feet above the sea. The line rises a further 74 feet in the tunnel with a grade of 2⁰ $\frac{00}{100}$, and half way through attains the culminating point of 2360' feet; it then descends with a grade of 7⁰ $\frac{00}{100}$ to 2130 feet at the station of Isella. The duration of the transit varies from 18 to 25 minutes according to the speed of the train, the average rate in the tunnel being about 37 miles an hour. The time is longer from Isella to Brigue than from Brigue to Isella, on account of the steeper grade. The line is single. A parallel and independent road 56 feet from the first, 7 feet higher and connected with it by cross shafts every 200 yards, was cut at the same time but was closed provisionally at the opening of the line; it has been in process of widening since 1913, and it is expected that by 1918 the second tunnel rendered necessary by the increasing traffic will be ready for use. Meanwhile a loop line of 600 yards enables trains to pass one another.

The traction in the tunnel is electric (triphasic current), the powerful locomotives of unaccustomed form are attached at Brigue and detached at Isella, or vice versa.

Most persons are surprised on issuing from the southern mouth of the tunnel to find the scenery sterner than on the north. The reader, however will have remarked that the Simplon tunnel, which in actual altitude is the lowest in the Alps, 1330 below the S' Gothard, 2,000 below the Mont Cenis, has no ascent to speak of on its northern side. It is very different on the southern side; in the 12 miles from Domodossola to Isella there is an ascent of 1200 feet, and the grade is often 25⁰ $\frac{00}{100}$. This wild and imposing piece of scenery can be best appreciated in ascending; we descend too speedily to be able to take in its features.

The station of Isella di Trasquera (2103) is situated a few hundred yards from the great tunnel in a narrow rockwalled gorge by the riotous Diavria. On the right is seen the road to the Simplon Pass by Gondo. There too may still be seen the rubble excavated from the tunnel, which exceeded a million cubic yards. The 4 million borings for blasting out this required 1350



Monte Leone.

tons of dynamite, 4 million fuses, 3,300 miles of wick, and the labour of 4,000 workmen. The traveller, comfortably ensconced in a luxurious carriage, hardly realises the labour and sacrifice that have enabled him to be there. Near Isella station we may see graven in the rock the long list of humble and lamented victims of the titanic task.

A few yards off, the diligence awaits travellers who may prefer to negotiate the mountain pass by the ancient route.

A little beyond Isella station the line plunges down into a long tunnel, the only loop tunnel of the line, just before entering which we have a momentary glimpse of the next station of Varzo. The scenery maintains its severe aspect, with no suggestion of the south so impatiently expected. There is a dramatic surprise when, shortly before the little station of Preglia, after a series of tunnels and galleries for protection from snow-and stone-slides, the valley suddenly widens, we look across a broad fertile plain dotted with villages, and with a lovely and spacious valley opening from it on the north. A few minutes more and we enter the great international station of Domodossola, centre of the upper Piedmontese valleys to which a little space must be given.

XXII. The valleys of Domodossola

The broadest of these valleys, called in its lower reach Val d'Antigorio, in the middle Val Formazza, and in its two upper branches Val Toggia and Val del Gries, is wedged between the Swiss Cantons of Valais and Ticino. It runs up either to the Gries Pass, by the glacier of the same name, which leads to Ulrichen in the upper valley of the Rhone, at the western base of the Furka, or to the San Giacomo Pass, which leads us to the pleasant pasture-lands of Val Bedretto (Ticino) and thence to Airolo. This valley, broad and thick'y inhabited in its lower section, wild and barren in the upper, is 25 miles long. It has a driving road as far as Foppiano (Italian Unterwalden) about half way up it, and a postal carriage does the distance once or twice a day in 4 to 7 hours. It boasts a sight that has been visited and chronicled for centuries: the Tosa Falls, or Cascata della Frua, 470' high and 85' broad, which every year attracts a crowd of tourists. The falls are so far from Domodossola, that they can perhaps be more conveniently visited from Ulrichen and the Gries Pass, especially when the Furka line is completed, a walk of about 5 hours; or from Airolo by the Val Bedretto in 7 hours. The upper part of the valley having been mainly settled by Valaisan Swiss of German speech has preserved that language as far down as Foppiano, though it is being more and more superseded by Italian.

Another interesting valley, which has a fine tourist future before it, runs up to the east of Domodossola near to Masero. By a wild, steep, narrow defile we arrive at the broad plateau of Santa Maria Maggiore (2720') and descend through a still wilder region, but without any steep slope, to the Swiss frontier at Camedo, and to Intragna and Locarno. This curious valley called Val de Vigizzo in its Piedmontese section, and Centovalli on the Swiss, has the peculiarity, seldom met with in the Alps, of running from west to east, instead of from north to south. We have to do, in fact, with two valleys running into

one another without having between them any well defined watershed. An excellent road facilitates communication along their combined length, and the two streams that descend to the Lago Maggiore, by the Toce, near Domodossola, and by the Maggia near Locarno respectively, bear the same name, being merely distinguished as the western and eastern Melezza. The orographical advantages of this valley of 35 miles in length, 20 miles of which are in Italy, and 15 m. Switzerland, have suggested the project of a railway linking Locarno to Domodossola, and the St Gothard to the Simplon, by a journey of 1 $\frac{1}{2}$ to 2 hours. This picturesque line, now under construction, will be open in 1916, and will reduce by 4 hours the present journey from Geneva, Lausanne, Montreux, Zermatt, Brigue to Locarno, by the Simplon, Baveno and the Lago Maggiore. Meanwhile the Swiss diligence plies twice a day between Domodossola and Ponte Brolla (Locarno) in 6 hours for 6 frs.

XXIII. From Domodossola to Lago Maggiore

The splendid and spacious station of Domodossola is termed international because trains are there transferred from the control of the Swiss Federal Railways to that of the Italian State Railways, and vice-versa, and because both countries have Custom houses there. Luggage is however examined in the train itself while in transit, by the Italian officials after departure from Brigue, and by Swiss on departure from Domodossola.

At Domodossola the line separates into two. The old line, constructed some decades ago, runs more or less parallel to the new, approaching to or diverging from it according to the caprices of the ground. On leaving Domo the two are at some distance from one another. They share the stations of Vogogna and Premosello, and finally part company after Cuzzago. Novara and Turin are the objective of the older and less important line, but it cannot be recommended as a means of getting to those places since trains having good communications, express trains and through-carriages all pass by Arona, and



Domodossola.

rejoin the old line at Borgomanero via Comignago. The old line is especially utilised by travellers to visit the charming lake of Orta. After Cuzzago, it is separated from the main line going to Milan, first by Monte Orfavo, then by the chain of Monte Zughero and by Monte Mottarone. After passing Ornavasso and Gravellona, it touches lake Orta at Omegna and runs along its whole length. Orta Miasino is the station for visiting the interesting island of San Giulio, and enjoying one of the loveliest prospects in the world from Sacro Monte and from Monte Orta, which forms a curious promontory in the lake. For hotels, walks and objects of interest, see special Guides.

After Orta the line goes by Bolzano and Gozzano, and, as mentioned above, joins the main line at Borgomanero. From Gozzano there is a branch line to Alzo, on the opposite shore of the lake.

The great international line runs, with a slight down grade, to the east of the other. On the west the little Val di Bognanco, noted for its mineral spring and hydropathic establishment, runs up 4 or 5 miles to 2,000 feet. Near

Benra opens the Val Antrona, from which a path leads by the lake of the same name to the col d'Antrona or Saas Pass which descends by Mattmarck to Saas Fee in Valais. A third valley, that of Anzasca, also on the right, leads to Macugnaga, to Monte Moro, and also to Saas. Between Benra and Vogogna we have a momentary glimpse of Monte Rosa, filling the end of the valley in all its splendour.

To the left of Vogogna (8 m.) there are interesting ruins of an old castle near a picturesque church.

At Mergozzo (17) on issuing from a short tunnel, a charming mountain-girt lake delights the eye of the traveller, who usually takes it for the beginning of Lago Maggiore. We have hardly passed this pretty lake, whose shores are a favourite summer resort of the Milanese, when we arrive at Fondo-Toce, a marshy little plain more attractive for its communications than in itself. The traveller going to Pallanza, Locarno or Lugano has the choice of leaving the line here or at Baveno. From Fondo Toce station an electric tramway, which meets every train, runs for 5 miles in 22 min. by Suna to the town of Pallanza and to the pier on the lake. It is a pleasant trip, especially to be recommended when the connection between train and boat at Baveno appears uncertain, or the interval between them too short. Unless this be the case the journey by boat is preferable in fine weather. After the station of Pallanza-Fondotoce the train approaches the lake near the hamlet of Deriolo, and in 6 minutes arrives at the station of Baveno, which stands above the village, 5 minutes from the pier. Baveno is the station officially indicated for travellers going by boat to Pallanza, Intra, Baveno, Luino, Brissago, Locarno, Lugano on the north, or by the shorter and, less attractive passage to Arona on the south. It is also the customary point for visiting the Borromean islands (for these two trips and for connected lines to the north, see below p. 113). The express and through-carriage trains stop also at Stresa, 3 miles on, which is nearer to Isola Bella, but farther from the two other islands. It is a less sunny situation than Baveno and Pallanza, but

offers the same attractions to tourists in the way of good hotels, and is suitable for a prolonged summer stay.

XXIV. From Lago Maggiore to Turin, Milan, Genoa

From Feriolo the line runs beside the lake as far as Sesto Calende. The stations of Belgirate, 25 m. and Lesa, 32 m. offer little attraction ; all along the lake are many private residences, and the region is remarkable for its luxuriant vegetation and steep wooded slopes.

At Arona a little manufacturing town of 6,000 inhabitants, dominated by a statue 70 feet high of Cardinal Borromeo, who was born here, the line divides into branches to Novara and Turin on the west, and to Milan on the east. The main trains continue in the latter direction, but some have through-carriages for Turin and Genoa. The two lines use the same rails from Arona to Novara (23.6 m.) via Arreggio. The first continues from Novara, where it receives the traffic from Milan (via Rho, Magenta, 19 m.) by way of Vercelli, Santhia, and Chivasso to Turin, 62 m. : the second continues by Mortara (for Milan by Abbiategrasso 34 m.), Alexandria, Novi, Sampierdarena, to Genoa, 89 m. At Novi it joins the main line from Milan and Pavia, 61 m.

At Genoa we are 315 m. from Rome, and 94 from the French frontier at Ventimiglia. The latter line passes by such well known places as Sestri Ponente (4 m.), Pegli (6 m.), Massio (57 m.), San Remo (85 m.), Ospedalette-Ligure (88 m.), Bordighera (92 m.) where the chief express trains stop.

At present the Simplon line enjoys the following through communications with the north : Geneva-Ventimiglia, Geneva-Genoa, Geneva-Milan, Lausanne-Milan, Lausanne-Turin, Paris-Genoa, Paris-Ventimiglia, Paris-Milan-Triest, Paris-Venice. It is hoped to have more frequent through-carriages Ventimiglia-Simplon-Paris and Simplon-Geneva, seeing that this line is some 60 miles shorter (418 m.), than that from Ventimiglia to Genoa by Marseilles and Lyon (482 m.) and nearly equal in length to the journey from



PANORAMIC VIEW OF BAVENO AND STRESA. — LAGO MAGGIORE

Ventimiglia to Paris, passing the same towns (about 700 miles). Thus the traveller between the Riviera and Paris loses nothing by taking, at least in one direction, the Simplon route, and has the advantage of seeing a grand alpine region, without going to any great altitude, or traversing a long tunnel full of smoke. Further, he has the choice of going by the Lötschberg, Bern, and Delle (or Belfort), and Chaumont- Troyes, or by Lausanne, Pontarlier and Dijon, the two lines that part company at Brigue being about the same length.

XXV. From the Simplon to Lugano and the Lake of Como

Besides the main lines that we have referred to as connected with the Simplon, it will be worth while to give attention to the smaller related lines, which are so numerous that the traveller is apt to be confused by the very *embarras de richesse*, and not to benefit as he might from the many and various communications open to him.

The Simplon is not only a great line of transit from the north to the south, from England, France, Germany and Switzerland to Italy, it also facilitates a trip on the Italian lakes, which travellers have hitherto usually reached by the S^t Gothard. They can now reach them just as easily by the Simplon.

The line is above all the direct communication for a visit to the Borromean Islands. These three islands, Isola Bella, Isola Superiore or dei Pescatori, and Isola Madre, are the dream of thousands of tourists who here receive their baptism of Italy. The lovely situation, the luxuriant vegetation, the view stretching to the snow peaks of the Alps, the contrast of South with North, constitute the great charm of the islands.

Isola Bella, in spite of the somewhat artificial and overladen ornament of its palaces and terraces, attracts most visitors.

Isola dei Pescatori is a primitive but singularly picturesque fishing village. Isola Madre, the gardens alone of which can be visited, is more luxuriant

than its sister isles. Its terraces, groves, and alleys, are more in the English taste, nature being less obviously subordinated to human handiwork.

The two first islands are most conveniently visited by steamboat ; all boats touch at them, and there is a local service of small steamboats between Stresa, the islands, Baveno, Pallanza, Intra and Laveno.

A magnificent view is opened out as the boat rounds the broad promontory before stopping at *Intra*, which with Arona is the principal manufacturing centre of the lake and is little visited by tourists.

Opposite is *Laveno* at the foot of the Sasso di Ferro, with a prettily situated pottery. This burgh has special importance as a local railway centre, the north Milan Railway starts from the pier for Varese, Como and Secco. This is a popular little line that cuts from west to east several lines running from the north to Milan : at Varese that from Porto-Ceresio, at Malnate that from Saronno, at Como that from the S' Gothard, and several others all running to the capital of Lombardy, the second city in Italy.

The second Laveno station called *Laveno-Mombello* stands a little above the lake, ten minutes from the pier. This is the station for the main line that branches off from that of the S' Gothard, at Bellinzona, running along the left shore of Lago Maggiore by Luino, and joining the line from Milan, Novara, Turin and Genoa at Sesto-Calende. If one leave the boat for this line however it is preferable to do so at Luino, which is an international transit station for Switzerland and Italy.

From Laveno the boats usually recross the lake to Intra or else make for Ghiffa, Oggebbio, Cannero, Cannobio, also on the right shore. The direct boats make straight for Luino from Intra, sometimes touching at Porto-Valtravaglia and Germignaga (from Intra to Luino 1 hour). The latter town is prettily situated with a wide spread view of lake and mountain in front of it, and extensive gardens and shady promenades along the shore. It is well accustomed to tourists and visitors, for it is a great point of communication with the lake and town of Lugano by a little railway that in 45 minutes runs its

course of 8 miles, through wild gorges and across the verdant vale of the Tresa, to Ponte-Tresa, whence a steamboat takes us in 1½ h. to Lugano, traversing the greater part, and the most beautiful part, of the lake. An electric railway runs by a more direct route from Ponte Tresa to Lugano.

Although Lugano, situated on the S. Gothard line, to which it owes its recent extraordinary development, and its claim to be the most important tourist centre at the southern base of the Alps, has, naturally, better communications with Milan, Lucerne, Zurich, Munich, Stuttgart and Berlin by this line, it is nevertheless indebted to the Simplon line for great part of its traffic; as the connecting lines are developed the relations between the two will become more and more intimate. This is especially the case with regard to communications between Lugano and Valais, (Zermatt, the Furka, Brigue, Leuk, Martigny, Chamonix, and also Montreux, Lausanne, Geneva), but also, thanks to the tunnelling of the Lötschberg, it has become so for Interlaken, the Bernese Oberland and Bern. It is true that the connections have something of a cross-country character, owing to the fact that the lakes render the construction of a continuous railway from Lugano to the Simplon impossible.

The shortest route as regards time, though the longest as regards mileage, is that from Lugano to Porto-Ceresio by boat (10 m. in 45 min.) and thence by electric railway via Varese to Gallarate (21 m.) where we meet the trains from Milan (26 m.) to Baveno (29 m.) and Domodossola (50 m.) In this way the journey from Lugano to Brigue may be managed in less than 6 hours. The most frequented, and certainly the most beautiful route, is that already described, viz, from Lugano by steamboat to Ponte Tresa, thence by train to Luino, where we take boat across Lago Maggiore to Pallanza or Baveno; this journey of 6 hours, includes 1½ hours on each of the beautiful lakes. A third alternative is a combination of the two routes first mentioned that may be adopted in the dull season or when trains and boats are limited. It is to journey by way of Porto-Ceresio-Varese, and Laveno-Intra-Pallanza, in 6½ hours. The through-tickets recently introduced between Lugano and Brigue, Montreux,

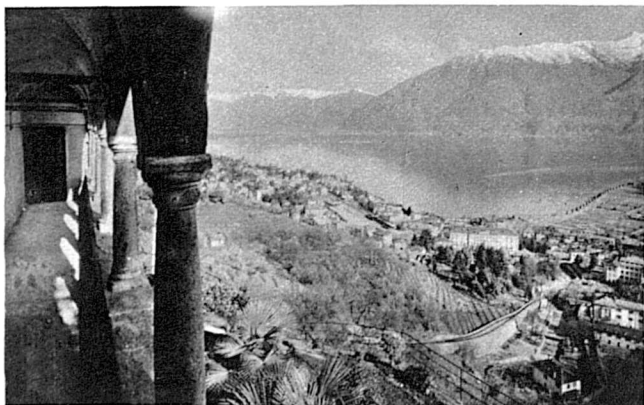
Lausanne, Geneva, allow travellers to take whichever they prefer of these two routes, each of which has its special recommendations.

We would lay special stress on these communications to the east of the Simplon line because the canton of Ticino marches with that of the Grisons, and the Engadine in the latter canton, one of the most popular tourist centres in Switzerland, is thus brought into communication with the district of the Lake of Geneva.

At present in going from S^t Moritz to Montreux it is advisable to take the Bernina railway and travel by way of Tirano, Sondrio, Colico, Lecco, and Milan a journey of 15 or 16 hours, or of 12 to 13 if we go by way of Chur and Zurich. From S^t Moritz to Zermatt the Simplon is even now the shortest route. The projected railway from S^t Moritz to Chiavenna by the Val Bregaglia will have the advantage of 1 to 2 hours over the journey by Tirano, which is 30 miles longer. The most direct route from the Engadine to the Simplon would be by the left bank of the lake of Como (Chiavenna or Colico-Como) or by Varenna-Menaggio-Portezza-Lugano, if the connections were prompt and reliable. In any case the future will show that relations between the Engadine and French Switzerland can, thanks to the Simplon, be just as well maintained to the south of the Alps, as by the Albula and the line of the Rhine.

XXVI. From the Simplon to Locarno and the Grisons

Besides the connections between lake Lemano, Lugano and the Engadine by way of the Simplon, we must not forget those between French Switzerland, Bern, the Lötschberg, and the upper basin of Lago Maggiore. If at Luino instead of taking the boat coming from Arona, the Borromean islands, Stresa, Baveno or Pallanza, we continue our course by rail, we arrive first at the two Maccagni, one of which still bears the proud title of Imperial and boasts an ancient tower and a picturesque church.



Locarno — Madonna del Sasso

Opposite on a delta is the large burgh of Cannobio, the last Italian station, at the month of the Val Cannobina, which runs up for 12 miles to a col 3,000 feet above the sea, leading to Malesco and Santa Maria Maggiore in the Val Vigezzo. This wild valley, with a considerable population, forms the Italian frontier bordering Switzerland. It is dominated by the Ghiridone or Limidario, a fine peak of 7,000 feet, whose summit is shared by the two countries.

Between Cannobio and Brissago we cross the Swiss frontier at the stern, narrow defile of Valmara. *Brissago*, with its fine old cypresses its myrtles and orange trees, hotels and villas, attracts attention and invites a stay; motor-bus service to Locarno. Then we come to Ascona and its bay, a neighbourhood affected by votaries of vegetarianism and the natural life. It lies at the entrance of three valleys, the most westerly of which, Centovalli, leads to Domodossola (railway to be opened in 1916) by Camedo and Santa Maria Maggiore. The interesting and thickly peopled middle valley of Onsernone runs up to the Italian frontier between Spruga

and Bagni di Craveggia. The most western and the broadest of the three, the Val Maggia, has a railway as far as Bignasco (17. m.) and a postal road as far as Fusio, whence paths lead by the Campolungo Pass to Rodi Fiesso, by the Sassello to Airolo, and by the Narct into the Val Bedretto, all three in the immediate neighbourhood of the S^t Gothard.

Opposite Ascona on the left shore of the lake, are the ports of Ranzo and Magadino, at which the boats seldom touch.

The northern terminus of the steamboats on the Lago Maggiore is Locarno which, with Arona, Pallanza, Intra, Laveno and Luino, is one of the principal lake ports. Locarno is a little town which with its suburbs, Muralto, Minusio, Solduno, Orselina, counts 10.000 inhabitants. It is a very popular resort from September to May, and is destined to further development, thanks to the line under construction to Domodossola by the Centovalli, and to another that is projected along the left shore of the lake to Fondo-Toce by Brissago Cannobio, Intra and Pallanza (25. m.). The latter will be an ordinary railway, that will bring the Simplon line within an hour and a half of Locarno. There will be then two ways of getting from Locarno to Domodossola by rail, in two hours, one narrow-gauge, a veritable mountain railway for tourists, which will climb 2.000 feet, the other almost level, along the shore of the lake and across the plain of the Toce, slightly longer, but more convenient, and passing through beautiful scenery, though of a totally different style. The S^t Gothard and the Simplon lines will thus be linked, not only at Milan, or by cross-country lines — steamboats and little railways between Pallanza, Baveno, Luino, Ponte Tresa, Porto Ceresio, Lugano — but also at Fondo-Toce, giving the traveller the option of a very interesting circular trip from Bern by the Lötschberg to Brigue-Pallanza Locarno-Bellinzona-S^t Gothard-Lucerne-Langnau, or from Geneva-Lausanne by Neuchâtel-Olten-Lucerne-S^t Gothard-Locarno-Pallanza-Simplon-Brigue. Meanwhile, the boat journey from Locarno to Pallanza or Baveno fills the gap in the railway communication, the missing link in which will assuredly be supplied within a measurable distance of time.



Locarno.

At Locarno a branch of the main Swiss line leads in 40 minutes (12 m.) to Bellinzona the capital of Ticino (12,000 inhabitants) where we change trains for the S' Gothard, Lucerne, Zurich and Basle. An electric railway (20 m.) runs up the Italian-speaking Grison Valley of Misox (*Mesolcina*) from Bellinzona to Misocco. Thence at present the journey can be continued by diligence over the San Bernadino pass (6660') to Thusis, a station of the Rhetian Railways that run to Davos and to S' Moritz in the Engadine. If the project of tunnelling through the base of the Eastern Alps be abandoned at the expense of the San Bernadino, that is to say, if the boring of the Greina (from Disentis-Somvix to Olivone-Biasca) or of the Splügen from Thusis-Anderer to Campodolcino-Chiavenna-Lago di Como) be accomplished, it may be taken for granted that the present Bellinzona-Mesocco line will be continued as a narrow-gauge mountain line across the San Bernadino, to link the outlying district of the Moesa to the Grisons, its political and administrative

centre, from which it is geographically separated. On the other hand the concession for a shorter narrow-gauge railway on the right bank of the Ticino, from Bellinzona to Locarno, has already been applied for, and the line will be shortly constructed. Connected thus on the south with the line from Locarno to Domodossola by the Centovalli and the Val Vigezzo, and on the north by that of Bellinzona-Mesocco, Bernadino and Thusis, we shall have another international tourist line : Engadine and Davos (by Filisur or Lanquart) Thusis-Ticino-Simplon-Lake of Geneva, which, crossing magnificent scenery, sometimes Alpine, sometimes with the charm of the south, will facilitate communications between two regions that have identical interests, and that depend more or less on the same travelling and touring public. This line will be considerably shorter than that by Bernina, Bregaglia, Lake Como, Milan, Simplon (see p. 115).

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This rapid sketch the sole object and aim of which to is introduce the traveller to the numerous and complicated lines connected with the Simplon on the south, and to guide him in his plans, will have shown that this way through the Alps offers many advantages of which the travelling public is hardly aware. The sphere of the Simplon is far more comprehensive than would be supposed from a cursory glance at the map. On the south it includes not only the great centres of northern Italy, Milan, Turin, and Genoa, but also, besides the basin of Lago Maggiore, that of lake Lugano, the whole of lower Ticino, and great part of the Grisons. In spite of its apparently non-circular plan, it offers ideal communication between three of the most important tourist centres in Switzerland, while still maintaining its character of a great international line in which France, Italy, and even Germany, are interested.



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