

## OF A GLACIER



has not known Switzerland the past five years knows not the Switzerland of today. The cascades, the torrents, and rivers run there still, but they are controlled and utilized. their lofty heads, but not as of old. They are conquered and harnessed

The mountains rear The early summer of 1911

indicated that the heat was to be unusual in Italy, and that we must leave our villa on the

heights near S. Miniato for some cool retreat, and Switzerland was decided upon. Our approach thither was by Lago di Como, planning to remain a few days at Tramezzo, where the summer preceding we had enjoyed for nearly two weeks, the companionship of several American friends.

From Tramezzo we took steamer for Menagglo, crossed by the railroad to Porlezza on Lake Lugano, over which we sailed, past Lugano to 'Capo di Lago and by the "rack and pinion" railroad to Monte Generoso, conceded to offer the widest, most varied, and beautiful expanse of mountain scenery in Switzerland, its only rival the Gorner Grat.

In our approach down the Lake of Lucerne by the historic point where Tell jumped ashore, past the Rigi, and the many summits that rise from the shores of that historic lake, we began to observe the wonderful results of Swiss energy and ability. The rack and pinion railroad takes one to the summit of Pilatus, about 6,000 feet altitude, where the night may be passed in a large comfortable hotel, and returns you to Lucerne next morning for the moderate charge of twenty-five francs, covering all charges for the excursion. The rack and pinion also ascends the Rigi some 5,000



## GALLEN, SWITZERLAND

Even the Matterhorn is partially equip with fixed ropes, and some attempts at ped paths have been made. On can reach the summit of the Rigi and return in a few hours. or remain in a comfortable hotel.

I have alluded to the exploiting of the mountains. The glaciers are being similarly utilized. All the mountain railways are run by electricity, so are the cars in passing through the Simplon Tunnel. Soon the S. Gothard line will be electrified, and in turn the other railroads will follow. The only hindrance is the delay and first cost in substituting electric motors for steam. As I drove by the fierce rushing torrents, mainly fed by snow and glaciers and apparently unfailing, I estimated that at no distant day Switzerland would supply electricity profitably not only for its own requirements, but also for nearly all Germany. In time those snows and gia ciers are to pay the entire expenses of the republic, averting the necessity of taxation. A gold mine will give out; those mountain summits and glaciers will not.

The Italians were shrewd and able in utilizing, capitalizing the forestiert, but the Swiss are far in the lead, the most highly organized, scientific absorbers (another word nearly escaped me), I think, on the face of the earth. When I found myself taxed for the band I protested. I had not asked for any band, or agreed to pay for one; I would pay something if they would not play. Of course, it ended in my paying. A Kursaal tax is levied on tourists, through the landlords. A friend of mine protested that her mother, past eighty,



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The "change of life" is a most critical period in a woman's existence, and the anxiety felt by women as it draws near is not without reason.

When her system is in a doranged condition, she may be predisposed to apoplexy, or congestion of some organ. At this time, also, cancers and tumors are more liable to form and begin their destructive work.

Such warning symptoms as sense of suffocation, hot flashes, headaches, backaches, dread of impending evil, timidity, sounds in the ears, palpitation of the heart, sparks before the eyes, irregularities, constipation, variable appetite, weakness and inquietude, and dizziness, are promptly heeded by intelligent women who are approaching the period in life when woman's great change may be expected.

These symptoms are calls from nature for help. The nerves are



ONE CASE OUT OF MANY TO PROVE OUR CLAIMS.

TO PROVE OUR CLAIMS. St. Anne, Ill.—"I was passing through the change of life and I was a perfect wreck from female troubles. I had a displacement and bearing down pains, weak fainting spells, dizziness, then numb and cold feelings. Some-times my feet and limbs were swollen. I was irregular and had so much backache and headache, was nervous, irritable and was despondent. Sometimes my ap petite was good but more often h was not. My kidneys troubled me at times and I could walk only a short distance. "I saw your advertisement in a

"I saw your advertisement in a paper and took Lydia E. Pink-ham's Vegetable Compound, and I was helped from the first. At the end of two months the swels

ling had gone down, I was n lieved of pain, and could wal with ease. I continued with th medicine and now I do almost all

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feet, on whose summits are several good hotels. The general impression made by such ascent was well voiced, I think, by an American girl, whom I overheard saying: "I was really disappointed with the Rigi, but I am glad I went up, for I should always have thought I had missed much if I had not gone." The funicular railroad takes one to Burgenstock, Stanserthorn, and also Sonnenberg and Gutsch.

As, even in this age of travel, not every one goes to Switzerland, or has observed the difference in principle of construction between the rack and pinion and the funicular, I may say here that the former has a middle rail on the roadbed, set with teeth deep and broad, and the motor car usually has four cylinders with similar teeth, each cylinder so successively revolving as to reciprocally insert its teeth between the teeth of the middle rail, and so force the car up. It usually descends by gravity, controlled by brakes, in either case moving at very slow pace, rarely six miles an hour. It is obviously much safer than the funicular, having so much more holding surface, and nowhere depending upon a single support. The funicular is run by a single cable on the principle of the elevator. It has the advantage of being usable on much steeper grades than the rack and pinion can be run on, even at an angle over 60 per cent, while the rack and pinion seldom exceeds 25 per cent, and usually runs at about 20 per cent. Both systems are armed with very efficient brakes, but in case of mishap I should prefer to be on the "rack and pinion."

The ascent of the Wetterhorn is made by a car suspended from a cable dangling in midair. The ride across the S. Gothard from Lugano to Lucerne had been interesting: We were now to attempt an even wilder pass, the Brunig, on our way to Interlaken, mainly taken over by the "rack and pinion." The development in the rural region is remarkable, and particularly in recent years. The view of the Jungfrau from the park at Interlaken was not nearly as attractive as it was last year, when in the very cool summer it was completely covered with glistening snow and ice

The courage and shrewdness of the Swiss is shown in reaching out from the old established centers to new fields, selected because of their favorable exposures; sometimes approached by the funicular, or rack and pinion, sometimes only over a donkey path, and even for miles on foot. Saas-Fee, for example, at 6,000 feet altitude is so approached from the Visp to Zermatt.

We met a gray-haired rector of the Church of England and his grown daughters, who were all to walk for five hours, mostly up grade, from the station to Saas Fee. The English are particularly fond of such picturesque quiet mountain resorts. But i must return to our ride to the Jungfrau. The last six miles and over were through a tunnel cut in the solid rock, and the present terminus is in the solid rock, hundreds of feet below the surface. The only light, air, and outlook are through wide apertures cut through the solid rock of the mountainside. Standing in the

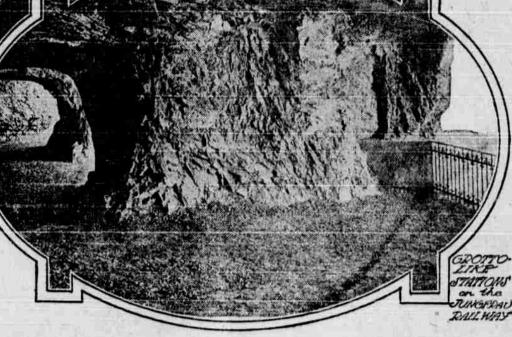


### of ST. MORITZ

large open restaurant, salotto, and entrance room containing even post office facilities (except for the open spaces in the mountain side) you are completely entombed in solid rock beneath great bodies of snow and ice in the very heart of the Swiss mountains, It is the loftiest tunnel in Europe, probably in the world, measuring ten feet wide and fourteen feet three inches in height, cut through limestone so hard and tenacious that a lining of masonry is unnecessary. The gradient is one in four, the track is three feet four inches wide; the last stretch starts from Kleine Scheidegg, on which only a score of years ago not a single house stood. Now several large buildings have been erected, hotels, shops, sheds, etc., and they are the center of great animation; the cries of rallway and hotel porters, and the ringing of bells, mingled with the conversations carried on in every known tongue by tourists, are heard on every hand. Over 3,000 persons are carried to the Kleine Scheidegg in a single day. The Jungfrau railway is worked by electricity, and its engines are the finest mountain engines in the world.

The Wegen alps and the Jungfrau railway is not worked after October. Because of the heavy snowfalls, water is difficult to procure. From November to May, fresh water is entirely lacking, every drop required for drinking, washing, etc., and for the drills, is obtained from snow, melted by electricity. Fourteen quarts of snow make one quart of water. incredible quantities of snow fall here, the entire lower story of the houses is buried in snow, and a thick wall of it rises in front of the windows. The worst foe of the colonists is the south wind, or "Fohn." Under its impact the buildings tremble to their very base. In the open air it is impossible to make head against the "Fohn," the only thing to do is to lie down flat on the ground and to hold on to whatever one can grasp, taking advantage of the lulis to advance a few yards.

The first station after entering the great tunnel is Eigerwand, excavated in the rock. Nowhere except on the Jungfrau rallway is there a station blasted out of the interior of a mountain and yet commanding a magnificent view. In the evening an electric searchlight of 94,000,000 candle-power throws its beams far and wide. It is said that by its light a newspaper can be read in the streets of Thun, sixty miles distant. At last we reach Elsmeer, the present terminus, 10,370 feet above sea The station is a marvel of constructive level. ingenuity. A large hall, excavated, pierced with several openings on the south side, twenty feet wide, forms a comfortable room which



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can be heated, with parquet floor and glass windows. On one side are the apartments of the stationmaster, with a post office, the loftiest in Europe; on the other, the kitchen of the restaurant and the larders. No wood or coal is used. Electricity does the cooking and heating.

Soon the railway will be carried to a point near the summit, where an elevator, a genuine perpendicular lift, will take the tourist 240 feet to the very summit of the Jungfrau (13,428 feet).

A two days' drive over the Grimsel Pass took us through tunnels, under overhanging arches, by leaping cascades, roaring brooks and rivers, and endless chains of pines and firs, broken occasionally by a small holding of cleared land. A level bit of land is always cultivated, and chalets are raised here and there, the goats crossing our track, the cows, with their bells keeping time with the footfalls of our horses, and always in ever-shifting lines the everlasting hills, rising higher and higher. Who knows how they came there?

All along I have been impressed with the sagacity and energy with which the Swiss exploit their rugged country, whose chief assets are mountains and glaciers, ordinarily the most profitless. And, yet, in doing so, they kill the romance of mountaineering. The imagination that kindles the courage that dares, the glory of being one of the elect lew to achieve such ascents, the fine ecstasy of conquest, the exhibaration of the hardly won far-distant reaches, all are to disappear before mechanism and finance. In about two years any gouty old gentleman and delicate, grayhaired (never old) lady on the summit of the Jungfrau, at 13,670 feet altitude, can look sympathizingly down upon the toilers below. Mont Blanc, the highest summit of the entire range, is being rapidly harnessed clear to its summit, with its equipment of rack and pin-

never entered it. The official replied there is no requiring such payments, but your landlord will have to pay if you do not; she paid

The railroads are practically all owned by the government, and the rates are high; the mountain rates, very high. Of course, as they are expensive, and the season is short, they should charge accordingly; but I have paid 50 cents a mile for each of my family. All trunks are weighed and charged for at high rates. On the mountain railroads even the handpleces are so charged. Not every one, these tunnel-days, has crossed the Passes, and noted the admirable road-engineering in which the Swiss, as well as the Italians, are past masters. And they protect their roads; automobiles being allowed only on certain roads and passes, and at certain hours. We might well take lessons from them. Automobiles, like the railroad cars, should have their spectal roads, and be restricted to them. In the season Switzerland is a mob. The

extreme tunnel road to Esimeer, only six miles long, is carrying three thousand passengers a day, running trams in three sections, at fourteen cents a mile. The income is easily reckoned. I should advise all Americans to time their visit to Switzerland for June or September, unless they are fond of 'winter sports" and are strong enough to bear them.

Every winter sees a decided increase of vis itors who come to slide down hill, skate, and revel in the snow and ice. Toboggan slides of three to four miles, run with proper safeguards, are arranged; the return ascent is made by railroad or other similar contrivance. Artificial ice ponds, if natural ones are not near, are cleared of snow for the skater. Switzerland is to be as much of a winter resort as a summer one-perhaps more. In short, the canny Swiss are likely to coin

money out of snow and ice.

# **People of Large Appetites**

Moreans Are Ranked as the Most Vo- spect there is not the least difference racious Eaters of Any in the between the rich and the poor, the Known World. noble and the plebeian. To eat much

is an honor in Korea, and the merit of the Koreans appear to be the great- a feast, it would seem, consists not so ever, is no serious hindrance to his feast there are many fastings. The enters in the world. To this the much in the quality as in the quan- devouring double or treble the quan- Koreans are neither fastidious in their apanese, French, English, Dutch and tity of the food served. Little conver- tity when he can get it. Eating matches eating nor painstaking in their cook-Chinese all bear witness. All re- sation occurs during the Korean meal, are common. Whe nan ox is slaughter- ing. Nothing goes to waste. All is for food seem to agree. In this re- ful. A Korean is always ready to eat; ing bowl of the steaming mass does mouths

he attacks whatever he meets with, not alarm any guest. When fruits, and rarely cries "Enough." Even be- such as peaches or small melons, are tween meals he will help himself to served, it is said that they are deanything' edible that is offered . voured without peeling. Twenty or The ordinary portion of a laborer is

about a quart of rice, which, when appear. Such prodigality in food is, cooked, makes a good bulk. This, how-

Large Trade in Charcoal. Charcoal is used to a considerable extent in Sheffield, England, one wholesale firm dealing in it estimatthirty peaches are demed an ordinary ing the aggregate amount handled at allowance per person and rapidly dis- \$150,000 yearly, with a considerable quantity purchased by large firms dihowever, not common, and for one rect from the local burners.

The Dreadful Age.

Don't you dread to reach that age ports concerning the Korean capacity for each sentence might lose a mouth- ed and the beef is served up, a heap- grist that comes to the mill in their holiday a day of rest?-Atchison Globe.

orying out for assistance and the cry should be heeded in time.

Lydia E. Pinkham's Vegetable Compound is prepared to meet the needs of women's system at this trying period of her life. It invigorates and strengthens the grave and I am willing for you to publish anything I write to you, for the good of others."-Mrs. ESTELLA GILLISPIE, R.F.D. No. 4, Box 84, St. Anne, Illinois, female organism and builds up the weakened nervous system. It has carried many women safely through this crisis.

He Was the One. Splendid Grops A small boy with a rather lost and lonesome appearance walked into the county clerk's office at the court- In Saskatchewan (Western Canada) house. He gazed about him for a time and finally approached Deputy Henry Smiley.

"Please, sir," the lad said timidly, "have you seen anything of a lady around here?"

"Why, yes, sonny," answered Smiley, "I've seen several." Well, have you seen any without a

little boy?" the lad asked anxiously. "Yes," replied Smiley. "Well," said the little chap, as a

relieved look crossed his face, "I'm the little boy. Where's the lady?"-Denver Times.

Supreme Faith. gave my wife a check for \$1,000 dAy. What was the cause of your liber-

afity?" "I knew she'd never have the nerve to try to cash it."

# Great System.

"This winter air is nice and fresh," said the brisk citizen. "That's where you are wrong," replied the man from Chicago. "It's the same old air; it only seems fresh be-

cause it has been in cold storage." Chance for Him. Gerald-People can get used to anything. Geraldine-Then why not cheer up?

Garfield Tes, for the ills resulting from im-pure blood, is a remedy of tried efficacy. Drink before retiring.

It's practically impossible for a man to form an impartial opinion of himself.

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## A BLOOD MEDICINE WITHOUT ALCOHOL.

Recently it has been definitly proven by experiments on animals that alcohol lowers the germicidal power of the body and that alcohol paralyzes the white cor-

lowers the germicidal power of the body and that alcohol paralyzes the white cor-puscles of the blood and renders them unable to take up and destroy disease germs. Disease germs cause the death of over one-half of the human race. A blood medicine, made entirely without alcohol, which is a pure glyceric ex-tract of roots, such as Bloodroot, Queen's root, Golden Seal root, Mandrake and Stone root, has been extensively sold by druggists for the past forty years as Dr. Pierce's Golden Medical Discovery. The refreshing influence of this extract is like Nature's influence—the blood is bathed in the tonic which gives life to the blood-the vital fires of the body burn brighter and their increased activity consumes the tissue rubbish which has accumulated during the winter. Dr. R. V. Pierce, the founder of the Invalids' Hotel and Surgical Institute, and a physician of large experience and practice, was the first to make up an Altranativa Extract of roots, without a particle of alcohol or narcootic. "It is with the greatost of pleasure, that I write to let you know of

roots, without a particle of alcohol or narcotto. "It is with the greatont of pleasure, that I write to let you kno the great benefit I received from the use of your medicines and treatment at home," writes MRS. Ww. HEYES, of Ladyamith, B. C. "I fored for three years from a running ore. Consulted four doctors they failed to mend or give relief. Finally I was tool if was in come tion and would have to consult a specialist concerning my ear, the dead home must be cut out before the wound would heal. A kind f adviaced me to write to Dr. Pierce, which I did, and after seven me use of the treatment the sare is healed, and I enjoy better bealth i swar did. I dramed the wound with Dr. Pierce's All-Riesling Enky took the 'Golden Medical Discovery' and 'Piesannt Palets' for troubles. I shall always recommond your medicines.