

WOMEN have scored another success in their competition with men.

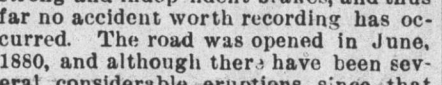
wicked husband, did you ever see a man run after a horse-car after he had caught it?"—National Weekly.

unds in abundance were forthcoming for the enterprise. But tunnelling a mountain is a different thing from climbing it. Many years ago the attention of inventors was directed to the practicability of constructing a railroad up the side of a mountain on grades which to an ordinary engine were quite impossible. The improvements in locomotives twenty-five and thirty years ago rendered them capable of climbing grades which in the early days of railroad engineering were deemed out of the question. These improvements proved a serious stumbling-block in the way of inventors, who found

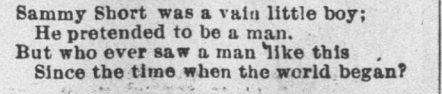
slope. They inquired what it meant, and were told that a road up the Rigi was to be made. The Vitznauers were delighted, for they had no roads and there was not a wheeled vehicle in the town nor a highway by which it could be brought thither. The idea of a railroad in their desolate mountain region, and above all, a railroad up the Rigi, never entered their heads, and a report which some time after obtained currency in the town, that the laborers were beginning the construction of a railroad was

not having been a serious accident since the road was opened. The attendants were watchful, the brakes are strong, but, even with all these safeguards, men of the steadiest nerves cannot help wondering what would become of them in case anything went wrong. Bold as was the project of a railroad on the Big, a still bolder scheme was broached ten years later, when a daring genius proposed a railroad up Mount Vesuvius. A railroad up the side of an ordinary mountain might seem hazardous enough, but

The car is combined grip and passenger car, similar in some points to the strip car of the present day, while the excess of the passenger portion are inclined to the cars on the high road. But the angle of the road being from thirty-three to forty-five degrees, makes both ascent and descent seem fearful and perilous. Every precaution, however, is taken to insure the safety of passengers, and the cars are loaded with several strong men, and indeed, at times, with a far no accident worth recording has occurred. The road was opened in June, 1880, and although there have been several considerable eruptions since that time, but which did no damage to the line but what was repaired in a few hours. The fashion thus set will no doubt be followed in many other quarters. Who ever there is sufficient travel to pay working expenses and a profit on the road, it is a profitable business, and probably be built. Already there is talk of a road on Mont Blanc, of another up the Xungfrau, and several have been projected in the Schwartz and Hartz mountains. A route on Ben Nevis, in Scotland, is also being projected. Road surveys have also been made up Snowden, with a view to the establishment of a road to the summit of the highest Welch peak. Sufficient travel is needed, and that, when that is secured, is a safe investment. It is sufficient interest to induce people to make its ascent in considerable numbers, means of transportation safe and speed will soon be provided. The road engineer will soon be willing, and ready, to build a road to the top of Everest, in the Himalayas, if he is paid for doing so.



hours. The fashion thus set will no doubt be followed in many other quarters. Where ever there is sufficient travel to pay working expenses and a profit on the grade, mountain roads, will probably be built. There is no lack of a road on Mont Blanc, of another up the Xungfrau, and several have been projected in the Schwartz and Hartz mountains. A route on Ben Nevis, in Scotland, has already been surveyed, and snow surveys have also been made up Snowden, with a view to the establishment of a road to the summit of the highest Welch peak. Sufficient travel is all that is needed, and when that is secured, the road will be built. There are sufficient interest to induce people to make its ascent in considerable numbers, means of transportation safe and speedy will soon be provided. The mountain engineer is able, willing, and ready to do his part. To Mount Everest, in the Himalayas, if he is paid for doing so.



IN France a little more than 100 years ago it was impossible for anybody to work unless he joined the union of his particular trade and submitted to its rules.

PLATE glass for mirrors was first made in London by Venetian artists in 1670.