

Round-the-World Pictures

The Eastern European Alps in Winter.

MUCH has been said and much has been written concerning the winter season in the Eastern Alps, which, to a great extent lie in Austrian territory. There is no doubt that winter sports can be indulged in in many districts to perfection. To mention only a few, there are the capitals of Tyrol, and Salzburg, there is the beautiful Semmering near Vienna, there are the various places on the Arlberg Railway from Bregenz down to Innsbruck, of which St. Anton deserves special mention as one of the best skiing centres, there is Kitzbuehel, which has already won some renown as a winter resort, there is the Austrian Davos, Gossensass. Further south we find Brisen, we find Bozen-Gries, and that pearl of Austrian watering-places, Meran.

Everything in Austria moves slowly, and if the kindly, easy-going people of the various Alpine provinces of Austria had anything of the enterprise of their neighbours over the Engadine border, such places as we have mentioned above would long ago have become the most popular winter resorts of Europe. It is, indeed, astonishing that these places have not gained a fame and importance as winter resorts, to which they are justly entitled. An Anglo-Indian of the Indian Medical Service, writing from Innsbruck to the "Times of India," says: "These Innsbruck streets are some 2000 feet above the sea level. Like the whole visible world before me, they are under snow. Here you have an almost tropical sunshine blended with the serene cold of northern skies—the winter months, in fact enjoy all the advantages of a low temperature without the dis-

advantages which a cold wind would entail, and which is so conspicuous by its absence in the Eastern Alps. It is well known that the body can support a very low temperature in the absence of wind, and, accordingly, owing to the dry cold of these regions, the influence on the system is immense. The air is pure, the sunshine glorious, and the frost dry, invigorating, and exhilarating in the last degree. Far better to go into the

mountains and work off congestions in an environment that never disgusts, but that ever exhilarates, because it tones up from the first hour, muscle, liver, nerve, and brain."

We are convinced that the best method of treatment for persons who are in need of having their constitutions built up as a mere preventive measure is that which combines the requirements of the cure with amusement and distraction and all the necessary climatic conditions. All these requirements may justly be said to be provided for in the Eastern Alps during the winter months.

One of the pleasant features of the districts under consideration is that almost in every place the visitor will find

excellent hotels at moderate prices and sports clubs, which look after the skating rinks and toboggan courses, etc. Sleighing parties are frequently arranged and the proprietor of the various hotels do their utmost to make the stay of the visitors pleasant and comfortable.

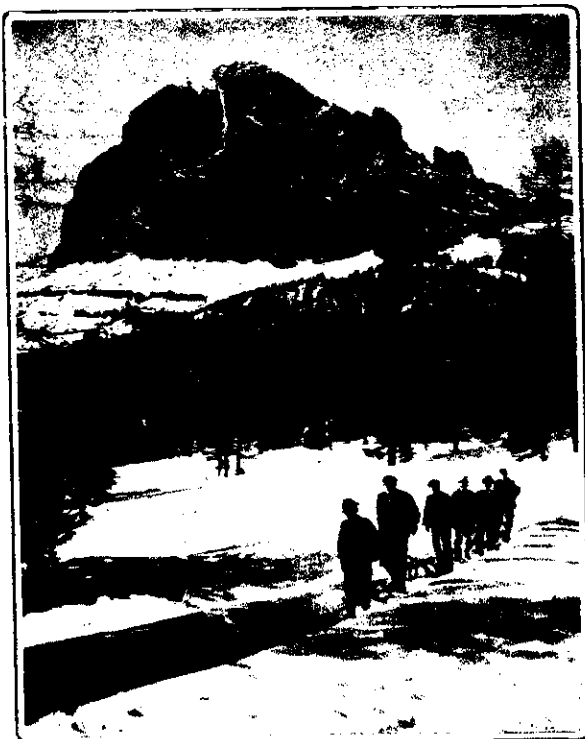
The Brierley Fog-Signalling Apparatus for Railroads.

Railroad engineers in Great Britain are following with great interest the experiments that are being carried out upon the Great Northern Railroad with a new signalling apparatus for operation in foggy weather. The system now used on this British railroad has been in service for the past three years, though its devices have been preserved a secret until their utility and certain action was conclusively demonstrated. The invention of Mr Wynford Brierley, an experienced railroad engineer, who is consequently fully cognizant of the various problems that have to be surmounted in devising such an apparatus, the system is so designed that a failure would be sufficient to arouse the locomotive engineer's suspicions and cause him to come to a stop as soon as possible.

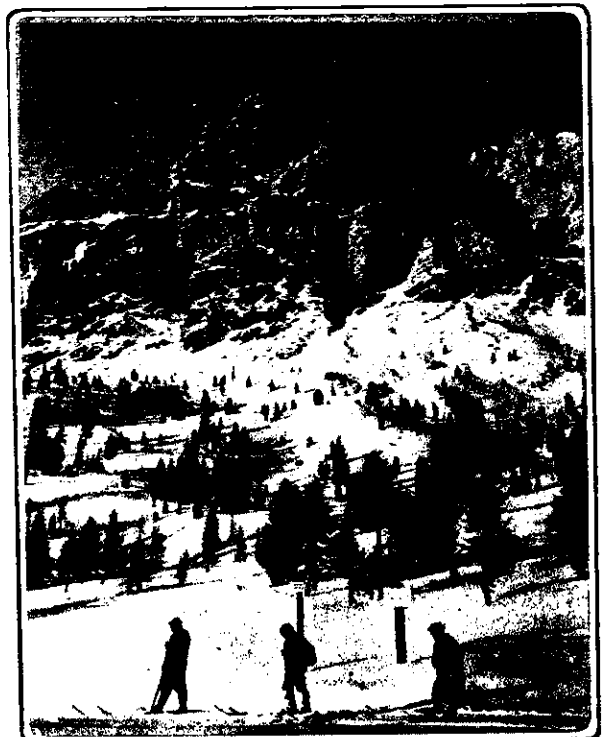
The Brierley apparatus is extremely simple, both in design and operation, and comprises a minimum of integral moving parts. The general character of the invention is plainly shown in the accompanying illustrations. Beside the track and close to the rail is a rocking arm carrying on either end a heavy head. The axis of this rocker is connected at one end with a lever, to which is attached the cable operating in communication with the semaphore with which the apparatus acts. The movement of the side lever, owing to its rigid fixation on the rocker, raises the one or the other of the two weighted ends to a horizontal position, according to the setting of the semaphore arm. When the latter is set to danger the weight nearest the track is horizontal—its normal position. The signalman in the cabin, when he lowers the semaphore arm, at the same time actuates the rocking arm of the apparatus, since a single cable operates both, and the weight at the opposite end is swung up to the horizontal, the other



RESTING.



LOFANA (AMPEZZO).



MONTE CRISTALIO.