

THE MANNER AND MODE OF THE HILE WILL INVADE THE KAFFEEKLATSCH. DRESSMAKERS AND MODISTES THE WORLD OVER, WILL HAVE IT SO.



KING TUT-ANKH-AMEN, THE CAUSE OF IT ALL CHARACTER SKETCHES BY A. RUSSELL



AND THE HATS, TOO, SAY THE MILLINERS, WILL SHOW THE INFLUENCE OF THE OLD PHARAOH.

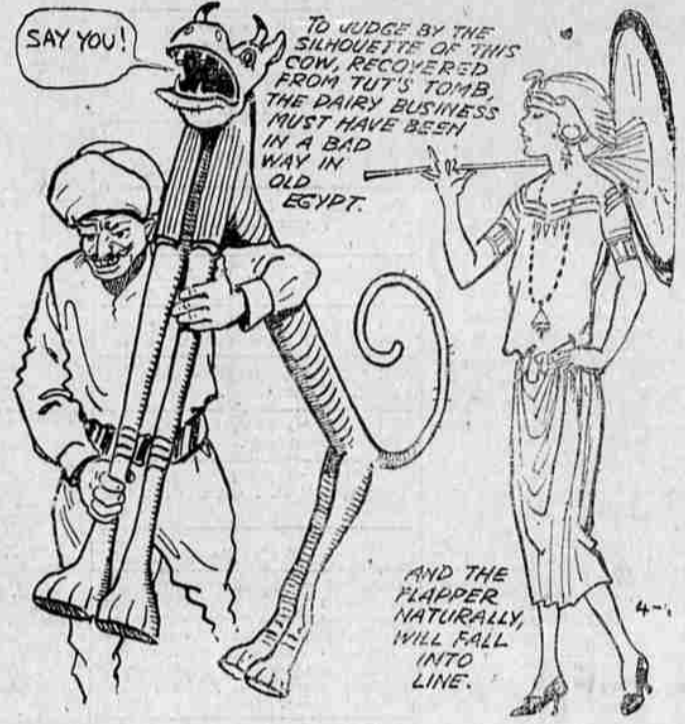


BATHING SUITS, WHAT LITTLE THERE IS OF THEM, WILL HAVE THE EGYPTIAN TOUCH



KING TUT WAS A RULER OF THE 18th DYNASTY AND HE MAY HAVE HAD AN 18th AMMENDMENT TO THE CONTENTS OF HIS TOMB LOOK SUSPICIOUS—WAS TUT A BOOT-LEGGER?

THE VAUDEVILLE STAGE ALSO WILL HONOR KING TUT, ITS EMINENT DANCERS, ORIENTAL PERSIAN AND OTHERWISE, WILL NOW STEP THE EGYPTIAN WAY.



SAY YOU!

TO JUDGE BY THE SILHOUETTE OF THIS COW, RECOVERED FROM TUT'S TOMB, THE DAIRY BUSINESS MUST HAVE BEEN IN A BAD WAY IN OLD EGYPT.

AND THE FLAPPER NATURALLY WILL FALL INTO LINE.



D-N

WHY NOT TRY KING TUT'S REGALIA ON THE SUMMER TRAFFIC COP?

KING TUT WAITED 3500 YEARS BEFORE THEY FINALLY NAMED A TICKET CIGAR AFTER HIM.

A Trip of a Thousand Thrills

Electrification of St. Gothard Railway Abolishes Smoke Nuisance, Gives Fullest Vision of Scenic Beauties and Makes Longest Tunnels a Delight.

NOTHING new under the sun? The grandeur and majesty of the Alps are as old as the Alps themselves, but the opportunity to see that grandeur and majesty in peace and the fullest of vision is new—for not until the Lucerne-Chiasso section of the world famous St. Gothard line was electrified could the smoke nuisance be abolished and freedom of sight granted. The electrification is for a distance of 137 1/2 miles. This gigantic project has just been completed. It ranks among the engineering marvels of the world.

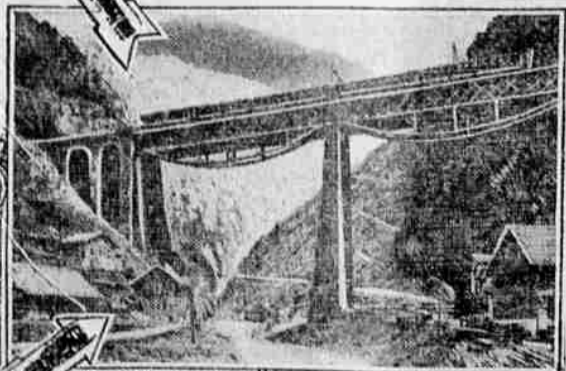
Two huge power stations, one at Amsteg, near the northern entrance to the St. Gothard tunnel, and the other at Piotta, about five miles beyond the southern entrance, supply energy. Amsteg is used during the summer, when the Reuss supplies the water. Piotta, is available in winter. This latter plant utilizes the accumulated water of Lake Ritom, 6,000 feet above sea level and about 2,950 feet above Piotta. The natural depth of the lake has been increased by a 23 foot dam and the conduit draws off the water 100 feet below the dam crest. The available storage capacity is estimated at about 900,000,000 cubic feet.

History of St. Gothard Line.
Railroads were introduced in Switzerland in 1844 with the construction of the Basel-St. Ludwig line, connecting with the Alsace. By 1860 there were 621 miles of normal gauge lines in use and in 1869 the Federal authorities decided for a railway through the St. Gothard, which involved the boring of what was then the longest tunnel in the world, slightly more than 9 1/4 miles.

Work on this gigantic undertaking, which cost \$23,800,000 was begun in 1872 and ten years later the line was formally inaugurated. The line was generally recognized as an epoch-making achievement and it immediately took its place as one of the great arteries of European steam traffic.



The historic Weinmarkt Square with fountain at Lucerne, 1437 feet above sea level.



An electrical train of the Gothard railway, Switzerland, crossing the Kesselbach viaduct near Amsteg, 1600 feet above sea level.



In spite of the war the Swiss resolved to carry out the now more than twice as expensive electrification scheme. As the Swiss franc maintained during all these years of fluctuating money markets the same high level—like the American dollar—Switzerland decided to approach the bankers in the United States for a loan of \$25,000,000, which was floated by a consortium. In the autumn of 1920 the main

At Wassen, 2250 feet above sea level, the tracks wind around a mountain three times giving passengers amazing views.

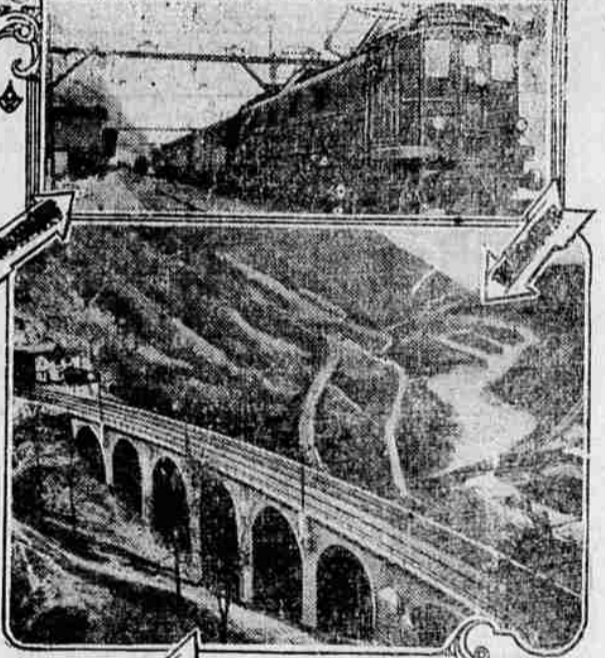
hills and mountains to the romantic realm of the St. Gothard, where rushing wind and falling waters resound in the awe-inspiring solitude of the mountains. While the line does not rise perceptibly between Lucerne, 1437 feet above sea level, and Erstfeld, 1,558 feet, it provides mountaineering thrills of an altogether unique order between this point and Göschenen, 3,640 feet, where in a distance of only 18 miles there is a steep rise of over 2,000 feet.

Three Times Around Mountain.

The route up the valley of the torrential Reuss is magnificent; viaducts are boldly thrown across gorges and depths in which foaming streams rush downward; gradually the rails become a spiral staircase and in the vicinity of the village of Wassen, whose tiny church has become a landmark, it seems as if the train would linger indefinitely; for three times it winds around this little church, showing it first above, next on the level and finally below, giving amazing views of the winding line with its three sections between the tunnels, one above the other.

Each emergence into daylight presents a new aspect of this romantic region and the travellers are ever darting from one side of the carriage to the other. Many repeat this trip of a thousand thrills.

Beyond the great tunnel what we behold is still Switzerland, but vastly different. This is the canton of Ticino, Italian speaking and with Italian characteristics. It is a unadorned land where exotic plants and flowers grow in profusion and a happy people tend its great vineyard and fertile fields. Every busi-



At top—The electrified Gothard express at Göschenen station, Switzerland, which is the northern portal of the great Gothard tunnel, 8,500 feet above sea level; center—The new stone viaduct of the Gothard railway near Giornico, in Italian Switzerland. This picture was taken in the region of the spiral tunnels of Travi and Pionotondo, 1300 feet above sea level; at bottom—A general view of Lugano, some 700 feet above sea level, in Italian Switzerland, with the Monte San Salvatore.

let and every village looks devoutly upon its own place of worship, oft-times perched high on some rocky height.

Then to Glorious Lugano. Giornico, another section where engineering skill triumphed over nature; Bellinzona, the ancient capital of the canton with three formidable strongholds—then to the right a branch line leading to Lugano, the fair Swiss city at the head of Lake Maggiore, with its unforgettable Madonna del Sasso perched high above, and straight ahead of us a little farther on, Lugano, gloriously situated on its own lake, a paradise of flowers, bathing in perpetual sunshine.

From Lugano, the distance to Chiasso is about 15 miles, and the railway, after skirting the lake for some time, crosses it on an imposing bridge at Melano and proceeds to the Swiss-Italian frontier, its terminus.