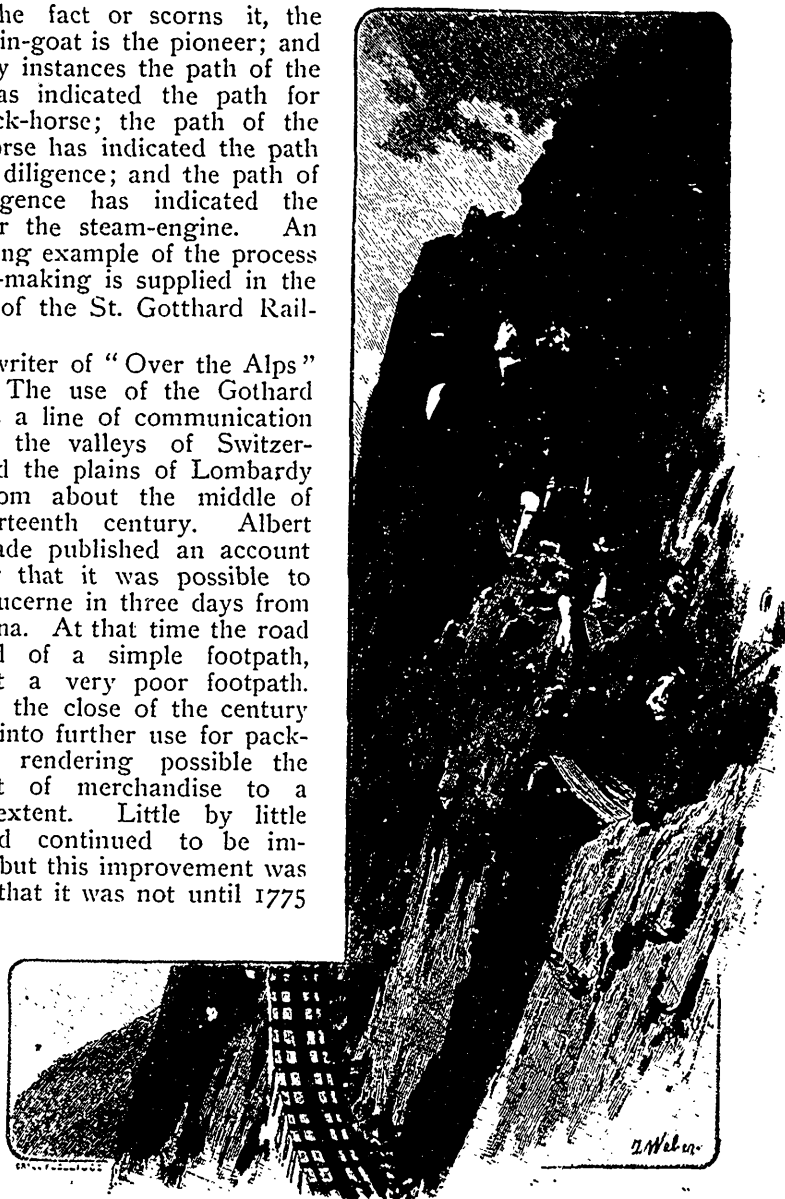likes the fact or scorns it, the mountain-goat is the pioneer; and in many instances the path of the goat has indicated the path for the pack-horse; the path of the pack-horse has indicated the path for the diligence; and the path of the diligence has indicated the path for the steam-engine. An interesting example of the process of road-making is supplied in the history of the St. Gotthard Railway.

The writer of "Over the Alps" says: "The use of the Gothard route as a line of communication between the valleys of Switzerland and the plains of Lombardy dates from about the middle of the thirteenth century. Albert Von Stade published an account claiming that it was possible to reach Lucerne in three days from Bellinzona. At that time the road consisted of a simple footpath, and that a very poor footpath. Towards the close of the century it came into further use for pack-animals, rendering possible the transport of merchandise to a limited extent. Little by little the road continued to be improved; but this improvement was so slow that it was not until 1775

CLEANING THE ROCK ON MOUNT PILATUS.

that the first coach went through it from Altdorf to Giornico. In 1820, the Federal Government began the construction of a first-class post-road on the north side of the mountain; and, within the

next decade, the adjacent Cantons completed the road from Goschenen to Airolo. Then, half a century later, came the St. Gotthard Railway,—piercing mountains, spanning chasms, bridging tor-