FROM

GOTHENBURG

TO

DALECARLIA

A JOURNEY WITH
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A JOURNEY

WITH

BERGSLAGERNAS RAILWAY

GÖTEBORG
WALD. ZACHRISSONS BOKTRYCKERI
1898
It is only during the last decade that Sweden has in any marked degree drawn the attention of foreign travellers and has been visited by tourists.

Chiefly entrenched, as it is, behind bleak and barren mountains — the peculiar charm of which is not at first sight perceived — its changing beauty, so rich in variety, has but slowly made itself known to foreigners, nay, even to its own inhabitants.

People, living in small countries, are often apt to think lightly of them, imagining that beautiful scenery and things worth seeing are only to be found in the larger ones, but those who have lived in noisy capitals or got weary of following the beaten track of the tourist, long for something new, long to see a country, attractive by the charm of the unknown and possessing renown of virgin beauty.

Thus it has come to pass, that by his desire of seeing other countries the Swede has neglected his own and the foreigner, disgusted by the monotony of what he has
met within the large centres of civilization, has found rest, pleasure and change in our country, at the same time showing us how to appreciate the treasure we possess. It would indeed be difficult for the traveller to find a country of a more varied and manifold nature than Sweden, the northern part of which bears a distinctly alpine cast, while in the south the walnut-tree bears fruit and grapes ripen in open air.

The Swedish summer is short but exceptional in loveliness on account of its moderately hot temperature and lucid nights.

The ordinary time for travelling is from the middle of June to beginning of September. No one should set out on mountain excursions until the last days of June but if possible make a journey through the central part of the country already in May, then the air is fragrant with sweet scent from blossoming trees and lovely lillies of the valley which grow in plenty everywhere. A journey like this will convey to the traveller impressions of beauty that never fade.

Not less attractive is the winter season in north and central Sweden. The days are cold but sunny, the nights resplendent with starlight and dazzling snow, making it a time most suitable for skating, sleighing or using the snowshoes (skidor), all national sports of the country.
Advice and information will be obtained by applying to Göteborgs turistförening (a tourist club) 15 Södra Hamngatan or to Svenska turistföreningen Fredsgatan 28, Stockholm.

Travellers, coming from the west or southwest will do best in taking the route by way of Gothenburg, whence the interior is most conveniently reached. The west coast of Sweden displays a scenery peculiar to itself; the water, clear as crystal, is constantly washing barren rocks and skerries over which everchanging lights and shadows display the most multifarious hues and colours, charming to the artist's eye, but which a person, grown up amidst the verdure of a fertile soil, but slowly learns to love and admire.

The Gothenburg archipelago (Skärgård) begins at the lighthouse of Vinga, which spreads its light for 20 (nautical) miles around.

After passing several smaller lighthouses and the ancient, now deserted, fortress of Elfsborg, the steamer enters the Götä-river, the undulating shores of which display extensive establishments of trade and industry, churches, large blocks of buildings, all indicating the proximity of a town of importance. When the steamer has berthed along the magnificent pier and been inspected by the custom-house officers, omnibusses from the hotels, or cabs, stationed near the harbour, will take the travellers to the different hotels; the principal ones are Grand Hotel Haglund, Hotel Eggers and Gota Källare, all situated near the rail-

THE HOTEL SQUARE.
waystations; many good, but less expensive hotels are also to be found in this vicinity.

The prices for rooms vary from kr. 1.50 to 3 or 5 pr day. The English, French and German languages are spoken at most of the hotels. Those who like to take their meals at other places can be accommodated at good restaurants such as: Frimurarelogen, (Freemasons’ lodge) PhæniX and Valand. A good place to take breakfast is the saloon Weise in Södra Hamngatan.

It would not be correct to continue the journey without taking a closer view of the town; being second in size among the towns of Sweden it possesses many and various things worth seeing.

Founded 1619 by Gustavus Adolphus II it was fashioned after the Dutch towns with wide intersecting canals and numerous bridges, all of which give the town a characteristic appearance. Its close vicinity of the sea, capital harbour and perfect means of communication with other parts of the country have made Gothenburg a commercial centre of rank, even in the estimation of foreign nations.

Though the mercantile interests, as a matter of course, occupy a prominent position in Gothenburg, it must be said to its credit that in few places of the country more has been done for popular enlightenment, education, art and science than here. Excellent public schools and schools of industrial art («slöjd») working men's institute with its reading rooms, public lectures, popular concerts; a fine, well-arranged people's library etc. bear witness of the warm interest shown to the labouring classes.

The higher education is forwarded by the state-schools (elementarläröverk) for boys and girls, the Chalmers' technical institute, several private schools and a college (Göteborgs Högskola), where private as well as public lectures are held.

The Gothenburg museum, lately rebuilt and extended
contains considerable collections of various descriptions, such as zoological, botanic, historical, numismatic, ethnographic etc., as regards modern Swedish art the collection of the Gothenburg museum is quite equal to that of the national gallery at Stockholm, and is decidedly well worth seeing.

Lovers of art will find it worth their while to visit Valand, where frequent exhibitions of paintings are arranged; in fact Valand was built for this purpose as well as to accommodate the drawing- and paintingschool, founded by the museum donation fund. The Fürstenberg artgallery at Södra Hamngatan near Brunnsparken should also be visited. This gallery forms part of the magnificent home of his owner who generously permits people to view it, free of cost.
The town, which is exceedingly well built, with wide, regular streets and many open places, is unsurpassed for cleanliness and good municipal order. The picturesque-ness of its situation is seen to greatest advantage from one of the many hills surrounding it; a grand panorama presents itself from here; you see wide mountain-ranges, in dim succession, fading away in the distance, and the river, Götaelf, winding its way toward the sea, in whose endless bosom it loses itself.

Interesting monuments of times past are the two abandoned forts »Kronan« (the crown) and »Lejonet« (the lion), commanding the entrances to the town from the top of the rugged cliffs on which they are built.

Among open places or plantations, that adorn the town, Vasaparken deserves mention, but more especially Kungsparken with its magnificent alleys and lawns, the like of which you will look for in vain in other towns. »Trädgårdsföreningen« is the name of a beautiful garden with exquisite plantations. Surrounded by magnificent squares of roses, velvetlike lawns and tasteful groups of flowers, is the stately restaurant, where you get extremely well served — a thing not uncommon in Sweden; during the summermonths, a good orchestra is playing both at noon and in the evening. To the garden belongs a large hothouse with a collection of palms and orchids, unequalled in the north.

At the upper end of Kungsportsavenuen, a magnificent street, reminding one of continental cities, is another much frequented restaurant, Lorentzberg. At the entrance to the suburb of Majorna is Henriksvore; you will easily get there by taking a tramway-car at Brunnsparken. This restaurant, though always much frequented, is more especially so during the evenings of summer and autumn when from its verandas you will enjoy a magnificent and constantly varying view of the river, the harbour, the surrounding shores and vast clusters of houses.
The tramway will also convey you to Slottsskogen, the peoples park of the town. Its spaciousness, its hilly, changing scenery, natural groves of oak and fir as well as plantations, artificial lakes with stately swans and playing fountains, make this park, intersected by large drives and lovely walks, attractive to everybody. It especially seems to fulfill its main object, that of being a resort for working people, who have few other opportunities of enjoying fresh air and the beauties of nature.

Among the pleasantest drives in the environs of the town may be mentioned Danska vägen, leading to the ancient, exceedingly beautiful churchyard of Örgryte; to Överas (an estate belonging to the Dickson family) with its prospect hill and hothouses, and finally to the new cemetery (nya kyrkogården); the most remarkable monuments to be seen here are the portrait bust of the late sculptor Bengt Erland Fogelberg and the tomb of the poet and author Victor Rydberg.
Of still more interest than the environs, above described, is the neighbouring archipelago (»Skärgård», rocky islands and skerries) and no tourist should leave Gothenburg without having seen at least some part of it.

Steamers, with landing places at Skeppsbron (the quay), are running several times daily to the south and north archipelago.

Opposite the fortress Elfsborg and about half an hour's trip from town, is the seaside resort Långedrag with a good restaurant from where you have a grand view of the islands with their peculiar rocky formations. A sunset can scarcely be seen to better advantage than from the verandas of café »Miramar», from where you also have the best view of the Gothenburg archipelago where numerous vessels are constantly passing up and down in busy haste.

Excellent boats for sailing and fishing excursions are to be hired at very moderate prices.

A quarter of an hour's distance further out in what is called Södra Skärgården, (the south group of islands) is Styrsö hafsbad, where all kinds of hot and cold baths are to be served; there is also a good restaurant and numerous villas, partly owned, partly hired by Gothenburg people, who for rest and recreation sojourn here during the summer. The inhabitants of Styrsö Tange (a neighbouring fishing village) and of the surrounding islands earn a well needed income by letting their cottages to summervisitors.

In order to reach the summerresort of Särö — one of the gems of the westcoast — you have to take the same course through the south archipelago, closely following the coast with which the island is connected by a short bridge.

Steamboat connection twice a day, landing place — Stenpieren.

This resort has an air of seclusion, making an impression of somewhat formal restraint; it is mostly
the wealthy merchants of Gothenburg who live here in their villas.

What lends a peculiar charm to Särö is the profuse vegetation, extensive woods of oak and fir, parks and gardens, such as you don't find anywhere else in the immediate proximity of the sea.

Among the numerous bathing resorts of Sweden none is better known and more frequented than Marstrand; to get there you have to pass through Norra Skärgården which is no more exposed to the gusts of the sea than is Södra Skärgården, but like the latter, crowded with summervisitors.

Steamers run several times a day from Stenpiren.

In former days Marstrand as well as Konungahälla belonged to Norway but were ceded to Sweden at the peace of Roskilde. Through periodical stagnation in the herring-fishery, frequent fires, and devastations by war, the town gradually dwindled down and now chiefly exists as a bathing resort. On the island towers the fortress of Karlsten, originally built in the year 1230 and reconstructed 1682; provided with many shorebatteries it was at one time considered a great stronghold, from whence the passage up the river to Gothenburg was partly defended.

A small fee will admit you to inspect the buildings which are now quite deserted as a fortress and is only preserved as an ornament to the island; standing as it does on a projecting rock it adds greatly to the picturesqueness of the place.

Beneath the fortress on the inland side of the island the town lies, extending along the splendid harbour, where even large and deepdrawing vessels find shelter.

The houses in Marstrand are chiefly quite plain, but nice and clean; whole houses are let during the summer; large and good hotels with adjoining restaurants; meals are also served very nicely at Alphyddan and at several other places.
At Marstrand the air is at the same time mild and bracing, the baths excellent, and from the beautiful walks around the island you have a splendid view of the sea with its everchanging aspects.

Excellent sailingboats, managed by expert sailors are always at hand (also for fishing) to be hired at the price of 1 krona an hour for one person and 25 öre more for each additional passenger.

Marstrand is annually visited by a great number of guests among which many foreigners from different countries; our monarch, who is especially fond of this resort, usually spends part of the summer here, lending a greater charm and interest to the place.

It is very interesting to continue the voyage further north and get more familiar with the quaint scenery of Bohuslän, whose »skärgård» unfolds many peculiarities, and where there are many objects of archaeological interest to be found.

With regard to safety and order the Swedish railway-system is rightly considered one of the best in the world. Unsurpassed are indeed the regularity, discipline and punctuality prevailing and nowhere are the guards (who never accept tips) more courteous and polite.

In the railway carriages, which on the express trains are especially convenient, notices in English, French and German are placed which inform the travellers of the names of the different stations where the trains stop for meals.

The railway-restaurants are everywhere excellent and their prices very moderate. Breakfast is usually served at 1 kr., dinner with coffee at 1,50 or 2,00 and supper at 1,50; extra charges are made for beer and other drinkables.

The railway carriages being very clean and comfortable and the country people of uncommonly good manners, travellers of both sexes can without any risk travel third class, which in the summertime is often preferred.
It is a well known fact, that railroads are built in such places where the natural obstructions are the smallest and where points of import to industry and trade are reached with the greatest facility, so it often happens that in judging the character of a country by what you see from the windows of a railway carriage, you will get an entirely false idea of it.

Travelling through a country in order to get familiar with its peculiarities of natural scenery, it is often necessary now and then to leave the train and by walks, drives or otherwise to reach the fine and interesting places, where the engine will not take you. In this way only does a railway excursion answer its purpose; it is the best and cheapest means of realizing an idea, but is not the idea itself.

Five branches of the extensive railway system of Sweden start from Gothenburg: Vestra Stambanan, Vestkustbanan, Göteborg—Borås, Vestergötland—Göteborg and Bergslagsbanan.

“All roads carry to Rome”, is the saying, but those, who, coming from the western part of the country desire in short time to reach one of the most beautiful and typical parts of Sweden, ought to go by the above mentioned line which in 14 hours will take him from Gothenburg to Falun and into the heart of the province of Da-
larne, renowned in history and celebrated for the grandeur and original beauty of its scenery.

*Bergslagsbanan*, the largest private railway line in the country was opened for traffic over the line entire on the 1st December 1879; running through the richest mineral and forest districts of central Sweden it has become the main artery by which the exports from the numerous ironworks, sawmills and factories are carried to the sea. For other reasons also it is the railway line to be recommended, for the parts of the country through which it passes are so beautiful as even to impress the traveller, while on the train, by their grandeur, a circumstance that makes the journey a most enjoyable one.

Five minutes after having left Bergslagsbanan's station, which is also the starting point of the *Vestkustbanan* and the *Boråsbanan* the ancient fort »Lejonet«, is passed, still earlier Gullberg castle, the trains stop at »Olskroken«, a station also used by the west government main line (Vestra stambanan). Then comes Gamlestaden, formerly *Nya Lögöse*, the earlier Gothenburg of to-day. Looking towards the right, when crossing the bridge over Säfven, you will catch a glimpse of the newly built artillery-barracks at Qviberg, a structure of very imposing dimensions, stately appearance and excellent proportions, the like of which will scarcely be found anywhere.

The Vestergötland—Göteborg railway line, which is now being built, is intended to run through the valley of *Lerjeä* to *Skäpppekärr*, crossing the Bergslagsbanan here by means of a viaduct and then on to Gothenburg.

Bergslagsbanan now enters the fertile valley of the *Götaelf*; on its left flows the river and beyond that is the large island of *Hisingen*; to the right close on the railway line high, steep mountains with bold, rugged outlines often quite bare, present themselves to the view.

The scenery is very pleasant along the river; wide and powerful it runs its course, carrying on its bosom
the wealth of the forest and the mountain, well-appointed passenger steamers and crafts of all sizes and descriptions used in inland navigation.

On its banks are beautiful mansions and numerous factories; when seen in the dark evening the busy water-course seems still more lively by the many-coloured lanterns of the vessels and lighted places on the shore, reflecting in the water.

9 km.

Opposite Agnesberg station on the other side of the river are remnants of ramparts and embrasures, once belonging to the fort Orrekulla, which played its part in the bloody feuds between Sweden and Denmark-Norway.

14 km.

Near the station of Surte are the Surte glassworks manufactory of bottles, chiefly exported to Scotland.

THE RUINS OF BOHUS WITH THE TOWER, CALLED »FARS HATT«.
On the opposite side of the river, there soon appears
the imposing remains of the Bohus fortress, placed on
the top of a high rock; beneath it is the little town of
Kungelf, once known by the proud name of Konungahälla, so called on account of the frequent meetings held
here by the kings during the mediæval times, when the
town however was situated a few kilometers further west
on the Nordreelf.

Bohus, originally erected of wood in the year 1308
was in the middle of the 15:th century, rebuilt of stone

and made into the strongest fortress Norway possessed.
In course of time it was frequently besieged but was never
conquered, though the enemies had many points of attack
from the surrounding hills and more than once were its
towers levelled with the ground. Sweden got possession of
it in 1658. Time however gradually laid waste, what the
enemy had spared, the ruins still exist with their solid
walls and parapets; the two remaining towers, »Fars Hatt»
and "Mors Mössa" constitute an exceedingly interesting object of study to students of history and archaeology, and form a quaint ornament to the surrounding landscape.

17 km.

From the station, Jordfallet, a ferry carries across the river and from there it takes but half an hour to walk to Bohus and Kungelf; both deserve to be visited.

The pretty little town, situated beneath the ruddy cliffs, overhanging, its neat, tiny houses forming the only street of the town, claims the traveller's attention quite as much as the stately ruins.

At the time when the fruit-trees and lilacs are in bloom this place makes indeed a lovely aspect. At Bohus the Götaelf divides into two streams, the one, Nordreelf, two arms of which embrace the island with the old fortress, takes a shorter course to the sea, while the other runs on to Gothenburg.
At Bredungen, where the river divides, it reaches its greatest width; a little further north passing between steep, overhanging rocks of which Aleklätten is about 500 feet high, it presents a view of rare beauty.

25 km.

The next station is Nol, from where the train proceeds to

GÖTA ELF NORTH FROM KUNGELF.

31 km.

Elfängen, where the Skeplandaån (a small stream) runs into the river; reeds and rushes grow in profusion, and the island Tjurholmen lies here encompassed by both river branches.

37 km.

The station Lödöse has its name from the once mighty town of Gamla Lödöse, so often mentioned in the history of the country, and once situated in this vicinity, on Götaelf.
The railroad now takes a more northerly course, leaving the rivers valley. The fertile and well cultivated country becomes more and more hilly, as the train by an easy gradient approaches

43 km. Nygård. At about 20 km.'s distance to the right from the station is the ancient castle Gräfnäs; though partly ruined it ought to be visited as a historical relic and for the exquisite beauty of its situation on Lake Anten. Horses and carriages may be had at Nygård station, and the whole trip can be made in a few hours.

Close on the highroad are inns, where horses can be had and where the traveller may obtain plain meals; carriages can be hired at different rates according to circumstances.

From Nygård the train passes on to the stoppage at 50 km.

Pressebo, near the small lake Bodasjön and further on through moors and woods of pine to
56 km.

Upphärad; it very well pays to make a drive from here to the ancient and beautiful estate Koberg near the lake Vänderydsvattnet.

Not far from Upphärad station the country gradually changes character; and at the viaduct across the Velanda-valley and Lerum-river, the scenery becomes quite majestic in beauty. The viaduct, suspended across the river and the deep valley, measures 163,3 meters in length and 22,27 in heigth, from the rails to the lowest waterline.

65 km.

When the train has left Velanda and passed Gerdhem church, it stops at

72 km.

Trollhättan, where as a matter of course the traveller alights to take a view of the famous cataracts, formed by the Göta-river (Götaelf), which the railway has again approached.

Quite near the station is the hotel (Jernvägshotellet); carriages from the two first class hotels are always in waiting at the station. The Grand Hotel, (the inn of the town) is situated near the canal and marketplace. The Hotel »Utsikten«, which stands a little further off, overlooking the falls and their environs, does ample credit to its name. The Hotel »Utsikten« can accommodate upwards of a hundred guests; the prices vary according to the appointments of the rooms; travellers of even extravagant habits can be made comfortable here; and persons of more limited means will also be accommodated, according to their requirements. In order to become properly familiar with the lovely and at the same time majestic beauty of the scenery it is necessary to stop at Trollhättan if possible for some days.

Beneath the glass-covered veranda, that runs along the entire front of the Hotel »Utsikten«, and where the meals are served, Helvetésfallen (main cataracts) roar past;
to obtain a better view of these the traveller has only to go from the veranda to the stone-terrace below, behind whose protecting parapet comfortable chairs invite to enjoyment and rest.

From the belvédère of the hotel you get the most perfect view of the cataracts to their full extent; of the surrounding country towards the northeast the steep and precipitous mountains, Halle- and Hunneberg form the barrier.

Omnibusses from the hotels, or cabs will convey travellers by the shortest way to the most notable places; there are also special guides, employed by the canal company, who will point out the principal sights; they charge 1 kr. for one person, but proportionally less in case of a whole company.

The full length of the cataracts is 1484 meters and their total elevation 33,3 meters: they consist of four main divisions, Gullö-, Toppö-, Stampeströms- and Helvetesfal-
The immense amount of gyrating water — 22,768 hectolitres a second — make these falls most imposing, and of exquisite beauty on account of the transparent, lightgreen colour of the water.

In order to reach Toppong and Gullon, around which the water eddies more powerfully than at any of the other cataracts, one has to cross two narrow suspension bridges.

The passage is well worth the money, 25 öre.

The other side of the river is reached by crossing the large highway-bridge above Stampeströmfallen — King Oscar’s bridge — drives and walks along the river open several splendid prospects, among which Kopparklinten and Strömbergsklinten are the most remarkable.
Close on the bank a path leads to the first and may be most beautiful cataract, *Gullöfallet*, where the water, clear and transparent, rushes forth with frantic power, changing the next moment into one mighty, foaming vortex.

This immense force of nature is of course utilized to run a number of factories, the most prominent of which are Nydqvist & Holm’s locomotive-works, the Gullöfors’ ironworks and rollingmills, Önans woodpulpfactory and De Laval’s testworks.

Not only do the natural sceneries of Trollhättan rouse your attention; you also become deeply impressed with proofs of the power of human skill in overcoming natural impediments; on the other side of the river a canal is blasted through the rocks, thus forming an unbroken passage up the river.

The first attempt at making Götaelf navigable between Lake Venern and the sea, was made in the 16th and 17th century by the construction of 3 locks: Ekeblad, Polhem and Elvius.

For the complement of the structure an embankment at Flottbergsdammen (a pond) was later made; it took five years to build and cost more money and labour than the building
of all the other locks. When almost finished, this expensive work was destroyed in September 1755 either by accident or by an act of felony, and had to be abandoned for want of money; in the year 1793 however it was resumed with such energy that the first vessel passed through in 1800. In many places the mountains had to be blasted to make way for the canal, which opens from the smooth waters of the river, turns eastward of the falls, and when

Åkersjön is reached, measures a length of 1781.4 meters. From this lake (Åkersjön), along the new line, built by colonel Nils Ericson, 11 locks lead to Åkersvass, and along the old line, built by Balzar Bogislaus von Platen, and running parallel with the new, 8 locks meet the above mentioned 11 at a place where the river is again smooth and navigable.

Travellers who go up the river by steamer from Go-
thenburg get a very favorable view of the locks; when several vessels are passing through, it looks very peculiar to see them, one above the other, appear among the treetops.

A charming walk leads across »Suckarnes bro« and »Silfverbäcken« down. »Lycksalighetens stig», past »Olidehålan», where the water is one boiling swirl, rising and falling incessantly — to »Dödens gång«, a path from where Helvetes-fallen present themselves, a most imposing sight. Taking the way along »Kärlekens stig«, past the interesting lock, Elvius, and the cataracts at Flottsbergsströmmen you get to pretty Åkersvass, where the locks ought to be seen while working.

If you like you can return by the old or new lock-line, Åkersjön and Bergkanalen to the Locomotive works which should be visited. If time permits the excursion should be extended past the dock, the oilfactories and the church, to where the canal commences to the swingbridge at the Grand Hotel, and to the hamlet of Trollhättan on the other side of the bridge; this is quite a well-built and progressive place and ought ere long to obtain the privileges of a town.
Immediately after leaving the station at Trollhättan the train passes across Götaelf on a magnificent iron-bridge, and everybody should use the few seconds it takes to cross, in taking a view of the scenery, especially to the right of the bridge. Not far from here at the foot of Hunneberg appears the grand estate, Nygård, 82 km.

At Öxnered the Bergslagernas railway is crossed by the Uddevalla—Venersborg—Herrljunga railway by which the tourist can make a trip to the town of Venersborg, from there to Lilleskog station and then take a closer view of Halle- and Hunneberg, whose bluish ranges and steep precipices have for some time been looming in the distance to the traveller.

On both sides of a fertile valley of 6—700 meters width, traversed by the railroad, tower these two mountainridges, about 150 meters high and with perpendicular walls, close up to which leaf- and pinewoods abound.

At the Munkesten inn near Lilleskog, situated beneath the somewhat higher and steeper Halleberg, carts and horses are at hand to convey the traveller up to the limestonequarry which ought to be seen.

The road that runs through the valley is exceedingly pretty, to the right are the woodcovered slopes of Hunneberg beneath which you catch blue glimpses of Lake Venern, to the left Halleberg; but not until you get higher up does the magnificent scenery appear in all its grandeur.

Halleberg has a so called »ättestupa«, a break-neck precipice down which, tradition tells us, old men used to throw themselves, when, tired of life, afraid of dying in their beds — the despised »strådöd«; here is also a belvédère and a lake — the melancholy Hallsjö.

Hunneberg on the contrary has 23 small lakes, connected by brooks and waterfalls; a forestry and the resi-
dence of the head forester; here are also large numbers of elk; the exclusive right of shooting belongs to the king.

From Trollhättan and even from Venersborg drives are easily made to the top of the two mountains; the roads there are fairly good.

At Öxnered an excellent breakfast awaits the traveller, arriving by the day express from Gothenburg, and those who intend to continue the journey on the Bergslagernas railway. The restaurant at the railway-hotel is justly considered among the very best. Those who want to stay over night can be accommodated with comfortable rooms.

When the train has left the station, going northward you for some moments see the spacious waters of Lake Venern, but the train soon leaves these parts to make its way through the flat woodland districts of eastern Dalsland, where the roofs of the houses are often turfed; the soil is badly cultivated and consequently not very productive.

97 km.

Before reaching Frändefors the train passes the large Ekenäs-moor to the right, and to the left from the station is the still more barren Ske-moor. A pretty frame to this landscape is formed by the distant woodland of the so-called Dalbo-mountains in western and northern Dalsland, so famous for the beauty of its scenery.

Near Frändefors church and rectory, coming from Hästefjorden, the Dalbergsån (a small river) winds its way alongside the railroad, which crosses it at

106 km.

Brålanda, proceeding to
114 km.

Erikstad and further on to

123 km.

Mellerud, where the railroad joins the Dalsland-railway; from here this at first leads through beautiful woodlands, across the Norwegian border to Frederikshald and Christiania. The first station on that railway has got its name from a small watering-place on the slope of Dalbo-mountains, called Rostock.

A branch line of the Dalsland-railroad runs from Mellerud to Sunnanå on Lake Venern, but is only trafficked during the summermonths. Mellerud is quite a place of note thriving in business and trade.

There are two hotels here besides the railway-hotel.

The country through which the train passes after leaving Mellerud is very interesting, because it is so near

![View of Skärgården at Köpmannabro.](image)
Lake Venern, which, by irregular creeks and curves sometimes touches the very railway-embankment; now and then it is lost to view behind hills, scantily covered with trees, now again visible, boundless like the sea.

Owing to particular condition of the ground, which made the construction of the Bergslagernas railway very difficult, the station of

131 km.

Köpmannabro had to be placed on a rocky island in Lake Venern; the railwayline had to be stretched across several smaller islands, connected by long embankments and two bridges, the swingbridge at the Dalsland-canal and the Hästö-bridge 35.6 meters long; having crossed this bridge the train is again on firm ground. At Köpmannabro, which on account of its connection with a whole system of lakes has become a centre for storing and exporting large quantities of timber, the Dalsland-canal commences; it is very interesting to make a trip up the canal on board one of the many steamers, passing through it.

»Svenska turistföreningen« (tourist's association) is endeavouring to arrange more convenient means of travelling along this famous and beautiful canal-line.

The Dalsland Canal.

Great technical difficulties were encountered in the construction of this water-way especially at Häverud where a mighty cataract, rushing forth between high, precipitous mountains, had to be evaded; the problem was solved by colonel Nils Ericson, who caused a large aqueduct to be suspended across it; this is a very remarkable structure and made quite a sensation at the time it was built.
A magnificent view of the canals, the falls, the ironworks at Upperud, Håfverud and Lake Åklången with its wood-lined beach is obtained from the hills on either side of the aqueduct, where paths, steps and prospect-balconies are made for the convenience of the traveller.

From a botanical point of view the country at Håfverud is quite interesting; its flora is almost similar to that of the fertile slopes of Kinnekulle.

HIGHWAY AT HÅFVERUD.

Those who have not time to see the entire canal ought at least to make a trip to this point, which is easily done either by steam- or rowboat from Köpmannabro, or by taking a carriage at Mellerud and drive there. At Håfverud food and rooms are to be obtained, which is not the case at Köpmannabro.

If you continue the journey up the canal, you get from Lake Åklången, through the locks at Butered into Lake Råvarpen and then through other locks into the famous lake, Laxsjön; the most beautiful point here is the estate of Baldersnäs, which nature and art alike have
made into a paradise. On the northern shore of this lake, beneath the mighty rock, Kasberget, is Billingsfors »bruk», in beauty of scenery not inferior to Baldersnäs.

At Billingsfors station, (also used by the Uddevalla—Lelången-railway) is a good hotel.

Through several locks, blasted through the rock, the fairway now goes past the falls into two small lakes with smooth water, past Bengtsfors, through the long narrow lake, Lelången, surrounded by wood-covered hills, to Gustafsfors.

The journey may now be continued either by passing through Lake Vestra Silen to beautiful Kroksfors and Årjeng, situated on the northern shore of the lake or from Gustafsfors through the upper part of Lake Lelången to Lake Stora Lee, which is connected with the former. From having travelled in a northwestern direction you now turn south to the station Ed, where you meet the Dalsland-railway and the Norwegian border is not distant.

Those, who desire to stay here can get food and rooms at lovely Strand or at other places.

From Köpmannabro the Bergslagernas railway runs through woodcovered districts, between the long narrow lake, Ånimmen and pretty coves of Lake Venern to

144 km.
Ånimskog, later on through hilly but not very attractive parts to

145 km.
Tösse and
Amål.

This town, the only one in Dalsland, and privileged as a town since 1643, has a very favorable situation on both sides of Åmålsån (a small river) where it runs into Lake Venern. The Åmål-harbour is considered the best on the lake and contributes a great deal to the progress of the town.

VIEW OF THE CANAL AT ÅMÅL.

Though Åmål has several times been laid in ashes by the Danes and later on, destroyed by fires, it is now a well-built town with wide, regular streets, oilpainted woodenhouses, a few houses of brick with several public buildings, the most prominent of these are the schools, the new hospital and The Good Templars' hall.

Interesting remains of »old Åmål« may be found by following Åmålsån on its winding way through the town down to the marketplace, where a number of large trees
spread their shady boughs. The town deserves to be visited both for its own sake and for the beautiful scenery around, the best view of which is obtained from Kungsberget whose top is gained by the winding paths of fine plantations.

Close up to the mountain-side lies the town, embedded in green; in front of the church on an elevated place, and scattered all round are beautiful estates, among which Kasenberg and Nygård.

A frame to this landscape is formed by the Hessle-skog-hills (from where flows Åmålsån) the bluish Vermland-mountains in the parish of Svanskog, and Norra Viken with the fertile Vermlandsnäs.

Towards the south is the pretty Örnäs, principally inhabited by working-people from the factories; on the opposite side of the harbour, the lighthouse on Fogdön, and beyond that spreads the oceanlike expanse of Lake Venern, where sky and water seem to meet.

People who are interested in mechanical enterprises ought to visit the magnificent works, belonging to the Bergslagernas railway; beside the repairing-shops there are works for the manufacture of rolling-stock and reserve-supplies. About 200 workmen are employed at these.

There are two hotels in the town, and near the railway-station one, called The Mantua.

A little while after leaving the station the train runs through a deep ravine on to the large embankment across Åmålsviken (a cove of the lake); this embankment belongs to the most important features on the railway-line. It is divided in two to make room for passing vessels; in this way the cove is not entirely cut off from Lake Venern. An ironbridge of 40 meters length connects the two parts of the embankment.

A short way to the north of Åmål the train goes across the border of Vermland, now separated from Lake Venern by extensive woodlands, and approaches
Seffle.

Near this station and situated on both sides of the river is the borough of Seffle, which even in times long past was considered a notable trading place but not until after 1837 when the canalway from here to Arvika was opened, did it become of really importance.

Here are two hotels, but none of them first class.

The borough of Seffle — with about 1,050 inhabitants — is prettily situated, the best view of it is from the highway-bridge across the river. From here are also visible the chimneys and the steeple of the Billerud large woodpulp mill.

Besides a rolling mill, works for the cutting and polishing of granite-blocks, mechanic workshops and other factories, Seffle has a post- and telegraph-office, many shops, and what else is wanted in a progressive community.

A memorial stone near By church tells us that the favorite poet of Sweden, Esaias Tegnér, was born in the neighbouring parsonage of Kyrkerud.
The Seffle—canal.

Those who want to take the shortest way into the heart of Vermland, so celebrated in legend and song, had better leave the Bergslagen railroad at Seffle (this railway may be caught again at Killa) and proceed to Arvika by water.

Steamboats are running daily between Arvika and Seffle during the summermonths twice a day. The trip takes six hours. Good restaurants on the boats. The trip costs: I class kr. 3.00, II class 1.75. Return tickets I class kr. 4.50, II class kr. 3.00.

The Seffle-canal which has only one lock and is only 511 meters long is famous merely on account of the beauty of the surrounding scenery.

When the steamer has passed under the magnificent swingbridge, 178.5 meters long, belonging to the Bergslagen-railway, it runs into Harefjorden (a small bay) having to the left side Kila church; afterwards it passes a narrow sound and arrives at the busy loadingplace of Ny-säter. In passing up the small lake, Gillbergsjön, you see to the left the valley and church of the same name, surrounded by a true Vermland-landscape, the features of which are at the same time radiant and stern; the pine-woods bordering on fertile lands, groves of leaftrees, glittering water-courses and busy work. In this neighbourhood is also Kolsäter bruk, celebrated for the beauty of the surrounding country.

Close to the ancient estate, Odenstad, we turn again into a narrow stream, lined with reeds and rushes where plenty of wild ducks have their haunts; also in the surrounding woods is great abundance of game, especially elk, which are eagerly pursued during the short hunting-season. Those who happen to travel through these parts the day before the season opens will see hunters and hounds boarding and leaving the steamers at every
landing-place, and on the shore are friends and carriages waiting to receive them. The unlimited hospitality for which Sweden and especially Vermland is celebrated, is then practised on the largest scale.

When the steamer has reached the village and marketplace, Högsäter, it runs into the long and narrow Björne-fjord; the shores are here so close to each other that your eye can easily overlook the grand and changing beauty of the landscape, it is therefore very pleasant to take a trip up these waters.

Among the gems of beauty we must mention Stömne bruk, whose oldfashioned, spacious mansion gives an impression of solidity and comfort.

The lake which becomes more and more narrowed by hills and mountains of noble outlines, is now and again called by different names; at Stafnäs church where the bay expands considerably, it is called Glafsfjorden.

Opposite, on the left hand shore are the Sölje glassworks, and close by, Hillringsberg, both famous for the beauty of their surroundings. A little further off appears Glafva church, and glassworks for the manufacturing of window-panes, and still further to the north, where the scenery assumes a more Norwegian type, is Elgå church and ironworks. On the extreme northern shore of Glafsfjorden is the important loadingplace, Sulvik. To this point is brought «the wealth of the woods», coming from the Jösse-waterfalls, which is connected with several of the Norwegian mountainlakes.

Travellers, bound for Arvika, who do not want to go further north, have to pass a very small sound, leading to the town, situated on a lovely bay called Kyrkviken; the town is built amphitheatrically on the mountainslope, extending almost to the top, touching the edge of the pinewoods.

A prettier and more healthy situation can scarcely be imagined; the town is well-built, has a magnificent
schoolbuilding and a nice railway-station near the harbour; the church stands at some distance from the town near the shore at *Kyrkviken*, where are also the Arvika mineral springs and the beautiful estates *Vik, Sund* and *Skönvik*. From Arvika the traveller can go by the northwestern line (stambanan) through beautiful mountainous forest-districts — here and there bounded by Lake Vermelen — past the stations *Edane, Brunberg, Boda* and *Fagerås* up to *Kil*, where the Bergslagen- and northwestern railroads intersect each other.

Those who do not make any excursions by the way, but, taking the Bergslagen-line, go directly into the province of *Vermland* — »the gem among the counties of Sweden« — will probably feel disappointed at first; for as yet the country presents nothing specially interesting or typical, except some transient views, now and then caught sight of, which make the traveller anticipate the glorious sceneries awaiting him at a greater or shorter distance from the railroad. Vermlandsnäs and some stretches of land along Lake Venern are the only genuine plains in the province of *Vermland*, which is one of the vastest forestdistricts of Sweden; but the inhabitants nevertheless now make agriculture one of the chief means of their livelihood. Even cattlefarming has developed considerably, especially in the upper wooddistricts, where there are sheals (»Säters«) for the cattle. Next to agriculture comes mining as one of the main industries, a fact that is still more plainly observable, the farther one comes into Bergslagen. The grave character of the landscape with its mountains, vast forests and watercourses as well as the numerous smelting-works near the mines, the sawmills and woodpulp factories indicate that the train is steaming through a country, richly endowed by nature.
After having left Seffle and crossed the river Byelfven by way of a big swingbridge, the train proceeds through fairly well-cultivated parts to

189 km.

Vermlandsbro, where the pretty little church at Bro is seen.

It now passes quite picturesque places, such as the small lake of Brosjön, the Hammar estate etc. and running along the large embankment, that crosses the southern end of Ekholmsjön, it arrives at Ransundet.

At the loadingplace here you see steam- and sailing-vessels, taking in products from the woods, and bottles from the Liljedal glassworks close by, where about 11 millions of are made annually for export to Great Britain.

200 km.

Shortly after you come to Segmon, the nearest station from the above mentioned glassworks.
The country hereabout is generally picturesque and well cultivated, more especially when you approach *Slottsbrosundet*, which connects Lake Venern with *Grumsfjärden*; the latter in communication with *Borgviksjön* into which the large and beautiful lake Vermelen empties its surplus water by way of a small river.

*View near Ransundet.*

From the long swingbridge across Slottsbrosundet the traveller may enjoy a prospect of radiant beauty wherever he turns his eye, and the busy boat-traffic on the lake adds life and interest to the scene.

Near the north end of the railway-bridge you find to the left unmistakeable remnants of an old castle.

210 km.

On the other side of the sound is *Grums* station. Running through a pleasant valley with leafwoods
and cornfields alternately, the train passes several estates until it reaches

221 km.

Edsvalla station on Norselvuen. On the opposite side
of the station and railway-bridge — one of the most magnificent bridges on the whole line — is Edsvalla «bruk» (ironworks), celebrated for its beautiful surroundings. Though not quite so important as they used to be, the works still display great activity, comprising blast- and smelting-furnaces, rolling-mill, brickyards and wood-pulp-mills.

Near the station on the east side of the river is Trossnäs, the camp of the Vermland-regiment, and on the opposite side the palacelike mansion of Höglunda; tradition says that its magnificent park was in olden time a sacrificial grove.

The fertile, wellcultivated district — Nors-parish — through which flows the river Norselven, coming from the Fryken-lakes is a place that was cleared and cultivated in very early times; several large cairns give evidence of this fact.
From Edsvalla the train goes on at a heavy gradient to

232 km.

Kil, where the Bergslagen and the northwestern line, as above mentioned, cross each other.

At the railway hotel is a good restaurant and good lodgings.

From the mainline a siding runs to the loading-place, Fryksta, at the extreme southern point of Lake Fryken; steamboats lie here ready to convey the travellers up the famous

Frykensjöarne (a group of lakes.)

Two small steamers, »Carl Michael Bellman« and »Anders Fryxell«, the latter of which is the best, traffic these lakes, which ought to be visited by all tourists.

These steamers run in connection with the ordinary trains, every day during the summermonths, Sundays excepted. From Fryksta at 10.30 a.m. and arrive at Sunne at 1 p.m. and at Torsby at 5.30 p.m. They leave Torsby at 7 a.m., arrive at Sunne at 9.30 a.m. and at Fryksta at 12 o'clock. Good restaurants on board.

The Fryken-lakes are 90 km. long and about 5 km. wide; they fill the bottom of the Fryken-valley looking like a majestic river, rolling forth between steep wood-clad mountains, here and there giving room to green valleys, that stretch down to the very border of the lake.

After leaving Fryksta, which boasts of a steam-saw-mill and a factory, the boat has to pass large »timmerlånsa« (a special arrangement to keep the logs of timber collected in the stream) to enter to the somewhat smaller Nedre Fryken with its steep rocky shores of which however the left is lower and more inhabited; the surplus water of the lakes is carried away by the river Norselven, run-
ning out on this side of the lake. Traces of heavy ravages in the woods are observable everywhere.

Through the narrow sound at Nilsby the boat proceeds into Lake Mellanfryken; this lake is very long and surrounded by wood-covered mountains which, especially on the left, form a most imposing aspect.

These lakes are very deep, nay, popular belief asserts them to be bottomless. The country on each side of the lakes round the eastern and western Emtervik churches is fertile and well-cultivated.

Rottneros bruk, situated in one of the small valleys where Rottneelf, coming from Lake Rottnen streams forth, forming several falls on its way, is by many considered the most beautiful point, not only around these lakes, but in all Värmland.

From the Rottneros-mansion, which has an elevated position, you have a magnificent view in all directions; towards the north is Sunne church with fertile land all around, on the eastern shore East-Emtervik church, surrounded by shady leafftrees, to the south Lake Mellanfryken and westward West-Emtervik church, and last but not least the mighty Rottne waterfalls, glittering among the trees. This large amount of water is utilized in running a factory for agricultural implements, a woodpulp-mill, and the saw- and flour-mill at Skarped, belonging to the Rottneros estate.

Grand as are the natural sceneries they made a still more solemn impression on the traveller some 10 years ago, when the smoke from steamboats and locomotives had not as yet approached these regions, and when the traffic on and around the lakes — not even now very busy — did not get into full swing until in the winter-season when the ice would carry. Shut off from the outside world and thrown upon its own resources, with no outlet for the forces that dwelled in it, did this the richest and most beautiful province of the country lead a life of its own; no wonder therefore that conditions and events
sometimes took quite grotesque proportions, frequently mingled with folklore and superstition, far more often however with sweet poetry.

The native mysticism of these parts as well as the strange folklore, handed down from generation to generation furnished materials for the quaint novel »Gösta Berling's Saga« by Miss Selma Lagerlöf, a book that has made its author famous both in her own country and abroad.

The Sunne parish and the village of Sundsvik have got their names from the narrow sound that connects it with Öfre Fryken. Near the shore is the fine and well-built Sunne rectory, embedded among woods and gardens; the famous historian Anders Fryxell was for a number of years rector of this parish and had his residence here.

On a hill to the east of the rectory, overlooking the beautiful surroundings, is the church of Sunne, one of the finest in Värmland.

Close by, on the opposite shore, where the river Leran flows into the sound, are the busy well-built Sundsvik, Ämberg where the court is held, and Ämbergsheden, the old market-place.

Travellers should take drives to different points in this vicinity, considered one of the most beautiful in Värmland.

Around Öfre Fryken into which the steamer now takes you, the valley grows more and more narrow, the shores more precipitous, and the distant blue mountains assume a more imposing character.
From the high, rather compressed cone of Tossebergs-klätten, 300 meters high, towering boldly above the other mountain-peaks, is a magnificent view, one of the most famous in the country.

Numerous cairns and burial mounds (»ättehögar»), especially on the eastern shore, indicate that this place was inhabited even in prehistoric times.

The steamer has now to touch at different points on both shores of the lake such as Välberga bathing-place, and Bada saw-mills where the logs, coming from the high
lying *Badasjörn* frequently stop the passage on the lake; on this shore is Lysvik church, the *Stöpafors* saw-mill and the fine farm, Berga, one of the oldest in these parts.

After leaving *Björnidet*, the boat arrives at the last stopping-place, *Torsby* loading-place, in the parish of Fryksände, where you will find a rustic and rather dilapidated, but well-kept hotel, where travellers will not regret putting up for some days.

The postoffice, the courthouse, the inn and several houses supplied with shops are situated at a large market-like place, overgrown with grass; here is also the hotel from the other side of which you have a magnificent view of the mountains, woods and lakes.

The *Torsby* (*»bruk»*) iron-works founded in 1695, are now abandoned, but in its place is a woodpulp-factory, which gets its motive power from *Rögdelfven*, which, coming from a considerable height, flows into Torsbyviken.

On a headland between the outlets of *Rögd-* and *Olebyelfven* is an ancient church, inter-
esting from the legend, connected with it; it is now too dilapidated and ruinous to be used, so a new one is being built in its place. The means for erecting this new edifice are obtained from the Torsby church-fund, to which the first donation — so the legend says — was given by three young girls who, in days long past, lost their way in the primitive forest, and pledged themselves, in case they were rescued, to bestow on the church all the woods they possessed. They were saved, and the value of the woods, now owned by the church, amounts to one million kronor, which are entirely for the benefit of the church.

This venerable temple, externally covered with reddish-grey shingles, looks almost green from the moss, with which the walls are overgrown.

The floor and benches yield to pressure, the ceiling with its half-effaced pictures of angels and apostles, with slippers on, resting in easy chairs among the clouds, comes quite low down. Those who have seen this old structure will not forget it, and regret that it has to be removed.
There are plenty of exceedingly fine walks through the woods along the rivers, but tourists should if possible make an excursion to Valberget, it is not far off and easy to ascend. Wonderfully grand and charming is the panorama that opens before your eyes! You see the Fyen-lakes with their wood-clad shores, foaming rivers and rivulets; far into Østmark parish extends the view; dark undulating mountain-ranges rise before you in endless succession, displaying varied colours of green and grey which finally change into a hazy blue as the outlines melt away in the distance.

Through Østmark along the shores of Rögdelfven the road goes to Norway past Konradsfors and Rögdéfors »bruk«; the works here are now closed.

Owing to the good and easy roads, as well as to the original beauty of the scenery, these districts have become much frequented resorts to tourists, especially foot-travellers. Within the Østmark parish, rising 520 meters above the sea-level, is Rönneberget, which is most easily ascended from the village of Tväråna from where you can drive up to the very foot of the mountain.

Surrounded by wood-covered ledges, between Lake Kläggen in Østmark, and Brocken in Hvisand parish, towers Hoffjället, 1000 meters high, ending in a cupola-shaped peak from where Kinnekulle and Lake Venern may be seen in clear weather.

A very beautiful spot on the way through Østmark is its rectory, situated 100 meters above the level of the sea, and 25 km. from Torsby; two rivers, Vigg- and Rögdelfven, here unite and flow into the small lake Kläggen. The surrounding country is quite poor and cultivable only around Rögdelfven.

A number of Finlanders have moved into these parts and put up their customary dwellings; few cabins are however seen, but the features of the people, their manners and customs betray their Finnish origin.
During the summer-time the population migrates to Norrland in search of work, many of their number however go begging in the neighbouring, more fertile districts. Through Östmark the train goes to the Roverud station on the Flisen railway-line in Norway.

Having left the station at Kil, the train runs into districts, consisting partly of wooded marshes, partly of fertile, well populated tracts with plenty of nice farms, villages and manors. The view is here often limited, but ever beautiful, extensive views are sometimes got. Not far off are the two lakes, Norra and Södra Hyen, which receive their water from Klarelfven.

248 km.

The next station is Deje, one of the prettiest spots on the whole line. Travellers ought to stop here and
visit Deijefors in order to get a more perfect idea of the beauty of the place and surroundings.

The way to the Deijefors saw-mill and woodpulp-factory goes over a long wooden-bridge, suspended across the Klarelfven, from where the magnificent falls with the works in the background appear in all their grandeur.

The immense masses of water make their way through two rapids, carrying with them thousands of logs of timber, which stop in the quiet waters of the river and in

Lake Lusten, where they are sorted according to their different brands, some to stay here, others are floated onward to distant places. As a general rule this floating of timber is a feature of great and uncommon interest to those who are unused to see it.

Of latter years no branch of industry has been so pushed as that of improved wood goods in all varieties, and the traveller should not lose the opportunity of seeing a woodpulp-factory at work either at Deijefors or elsewhere.
It is very interesting to follow the procedure of work. To begin with the logs are cut into equally long pieces by one machine and the bark taken away by another; some of the wood is then made into brown paper-pulp, of which is afterwards made wall- and wrapping-paper; some is made to keep its natural colour and is made into white pulp.

The next process is the grinding of the wood on immense stones, constantly revolving until nothing is left of it but a thin pulp; this is carried through a pipe into the papermachine, where all the water is pressed out of it, then the cylinders are put in operation, and in a little while large squares of an evenly rolled, porous substance is produced which, after having been dried in the kiln, is exported to the paper-mills, proper to be manufactured into finer and coarser paper.

During the summer a large quantity of salmon are caught at Deijefors; the value of which is said to amount to about 6,000 kr. annually. The salmon-fishery into which the fish easily get in, but not out of, is drawn twice a day, at 6 o'clock in the morning and at 5 in the afternoon; tourists, staying here should watch this interesting proceeding.

A cottage, hundreds of years old belongs to this fishery, and it has a cupboard about as old, on the walls of which the number of salmon, caught every year, is duly registered.

When weighed the fish is packed in ice, in long narrow
boxes, and generally forwarded to Gothenburg to be exported thence to Germany.

To get a proper idea of the mighty torrent one has to stand on the small bridge between the salmon-fishery and the main-river itself, roaring past on one side.

The waterfalls are wider here than those at Trollhättan, but have not the light-green, transparent colour, peculiar to those.

A branch-line, 2 km. long, issuing from the Bergslagen-line goes from Deje to the loading-place Mon on the Klarelfven from where steamers run past Ransäter to the large iron-works at Munkfors, situated at the southern terminus of the Nordmark—Klarelfven railroad. These iron-works belong to the Uddeholm company, and comprise 2 lancashire-forges, 2 furnaces, steel-foundry, mechanics-shop, wire- and rolling-mill, saw-mill etc.

The surrounding country is very picturesque and frequently visited by landscape-painters.

It is difficult to get any lodgings at Deje, so travellers better return to Kil and put up at the good hotel there.

A pleasant way to continue the journey is to take horses at one of the farms close by and drive from Deje to Mölnbacka, the next station further up the line. You ought to stop on the way at Nedre Ullerud church, and view this ancient structure; all about it bears the stamp of age, the altarpiece with its carved figures, the epitaphs and coats-of-arms on the walls, the sacristy and the quaint old belfrey, covered with shingles. The prospect from the church-yard is also worthy of your attention; beneath you see the Klarelfven winding its way, to the left spanned by a magnificent railway-bridge, to the right disappearing behind the wood-clad hills, bordering it on both sides.

The country grows more interesting as you approach the Mölnbacka-works, which get their motive power from a small river, coming out of Lake Örten and running
into Lake Lusten, which is connected with Klarelfven; the latter finally flows into Lake Venern.

The Mölnbacka works with forge, hammers and rolling-mills, woodpulp-factory, dairy and water-mill, extensive farms, nurseries for young trees etc., belong to the Mölnbacka—Trysil company, among whose other possessions are to be mentioned Trysil in Norway, Trekärn in Dalarnè, Qvarntorp and Skäre in the neighbouring parishes.

You have now the longest and may be the most beautiful part of the way, about 5 km. ahead of you, before you reach the

254 km.

Mölnbacka station, named after the works.

The line between Deje and Mölnbacka is short but very interesting; you cross Klarelfven twice by means of two bridges, one resting on but two trestles, the other on 4; it was exceedingly difficult to build these, on account of the unsafeness of the riverbed. Later the train has to pass a tunnel before it reaches the Mölnbacka station.

From the elevated position around Kil the railroad slopes down to Deje, where it turns from northeast to east; going from Mölnbacka through tracts of ever-changing aspect, it passes over the now cultivated bottom of the former lake, Björklången, and stops at
264 km.

Molkom, one of the loveliest spots on the whole line; the traveller ought to rest here a few hours and visit the Molkom agricultural institute, and a school for young farmers who desire a more extended education than that which the common parish-schools afford; girls may also attend this school and get instructed on various subjects, useful to the young house-keeper.

These scholars have to undergo practical training in the art of weaving, washing and ironing; needle-work and other domestic work (sloyd) is also taught.

The view from the spacious two story school-house is most charming; it is not out of the way to make an excursion to the old cross-aisled and redpainted church at Nyed, 2 km. from the station, situated very picturesquely on a headland between the two lakes, Molkom and Borserud.

Those, who do not wish to walk can get horses from the inn at Ottersäng, where plain meals also are served; there is telephone-communication between the school and the inn.
At the upper end of Borserudsjön is the famous hill, Valserudshöjden, celebrated for its view and rare flora, a botanist ought surely to extend his excursion to this place before returning to Molkom station by way of the Ottersäng inn.

Valserudshöjden is seen to best advantage from the train as it runs along the shore of the Borserud lake; on approaching the hill you begin to realize its great dimensions and the fertility of its soil, capable of producing such a variety of plants and so many different species of trees.

In Värmland the vegetation is uncommonly rich, especially with regard to trees; the birches are there very tall and straight, and adorned with the richest foliage.

Near to the railroad are the Blombacka wire-mills, where the wires from the Degerfors and Hellefors mills are reduced to a thinner and finer gauge.

271 km.

When Lindfors is left behind, the way goes through a barren moorland, where the trees are small and crippled.
led for want of nourishment, the scenery all around is desolate and unattractive.

The moorlands extend beyond

279 km.  
Geijersdal almost up to

293 km.  
Dagløsen, most prettily situated on a lake, bearing the same name.

Railroadbridge at Dagløsen.

A branch, 8 km. long, connected with the Bergslagen line, goes from Dagløsen to Filipstad in the heart of the Vermland mining-district.

Filipstad, privileged as a town 1726, was destroyed by fire both in 1760 and 1785, and not until after 1835 did the town make any decided progress towards the importance it enjoys in our days; its situation on either side of Skillerelfven, where the latter flows into Lake Dagløsen, is one of the finest imaginable.
Closed in by wood-clad hills and a network of lakes, this little town, embellished too by fine plantations, has nothing of the vulgarity about it, so common to other country-towns. Several large and handsome buildings, such as the mining-institute, the board-school, the electric works, the bank and the hotel give to the town quite an air of distinction, contrasting with other parts of it where small, irregular houses please the eye by their picturesque quaintness reminding one of mediaeval times.

In 1775 the ancient wooden-church, together with 29 houses, was destroyed by a fire; a new church of stone, designed by Tessin, was later erected, and completed 1785; this edifice is imposing not only by its fine situation on a slope near Lake Daglōsen, but still more by its architecture, a combination of renaissance and rococo.

From the terminus of the quay at Vikgatan, the road runs its course round the Daglōsen Cove to the new cemetery (Nya kyrkogården) by American journalists called »the most beautiful resting place in the world». On a promontory, projecting into the lake, the graves are placed amphiteatrically in a natural grove of leaf- and firtrees, in-

FILIPSTAD FROM SPÅNGBERGET.
terwoven by pathways leading to the top of the hill on which stands the greatest ornament of the place, the sepulchre of John Ericson, raised by his country-men and bearing the following inscription:

"Fädereslandet åt John Ericson".

(John Ericson from his native country).

In all its simplicity, this is the most noble and the most honourable epitaph, human achievement can obtain.

On the top of the sepulchre, of granite, designed by that clever architect, Yngve Rasmussen of Gothenburg, hovers the American eagle, depositing the laurels of peaceful labour.

The situation of the monument as well as the purity, grandeur and harmony of its design is quite worthy of the great deceased, who once uttered that he would rather rest under a heap of gravel in Sweden than under a marble-monument in a foreign country.
Those, who wish to see the interior of the sepulchre should apply for the key at a cottage near the churchyard.

This resting-place, so nobly adorned with floral wreaths from many different countries, bears witness that a genius, who gives himself up to the service of humanity, belongs to all the world.

You will scarcely find anywhere a more beautiful promenade than Strandvägen at Filipstad; it goes from Spång-bergsbron and the bathhouse, along the shore to »Gröna plan».

The hotel (stadshotellet) is good in every respect, and keeps moderate prices. On a hill, where there used to be a forge, called »Spångens smedja», is now an inn, surrounded by tall, weeping-birches; from here is an extensive view of the town, the cemetery, the John Ericson monument, woods and lakes. From the Daglösen station you can get to Filipstad by crossing the beautiful lake, Daglösen.

Steam- or petroleum-boats are constantly running back and forward, and travellers can easily secure one by telephoning to the Daglösen station. It costs 3 or 4 kronor to hire a boat that can hold 8 to 10 persons.
Among the most famous views near the town is that of Hasteberget; the way there goes past the hospital, situated in a fine park, and past the villa, Hasteberg, belonging to the artist Kristoffer Vallroth, whose home is a most artistic one, and always open to visitors from far and near, who are received there with wonted hospitality.

The mountainpath along which The Swedish Tourist Association (Svenska turistföreningen) has had a number of guide-posts placed, is steep and toilsome to ascend, but the exertion is amply rewarded by the sight that meets the eye when you get to the top.

To the east are visible many a glittering lake, among which Aborrtjärn; Lake Daglösen with its many coves and bays, the town and the church; to the west Fernsjön and the Kalhytte-mansion; to the north the long lake, Lersjön, and around all this, embracing it like a frame, radiant shores and wood-clad hills, losing themselves in the blue of the horizon.

Filipstad is connected with the Swedish railway-system by three different lines, Bergslagsbanan, Filipstads Norra Bergslags- and Östra Vermland'sbanan, by which latter the traveller should visit the Persberg miningfields.

In remote antiquity, as far back as before the time when the plague raged so terribly in these districts that, according to the legend, only one woman survived, the minerals of these mines have been utilized.

Tradition says that these ores were first discovered by a knight, called Peder Pors who, persecuted for manslaughter, fled to the Vermland forests, but was afterwards pardoned after having discovered the immense wealth of the place.

Not until the middle of the seventeenth century the mining work became conducted on a regular system; at first the metal was burned out of the rock, but after 1730 it was extracted by boring or blasted with gunpowder; now a days dynamite is always used for that
purpose. Between 40- and 50,000 tons of ore of the finest quality are annually brought to the surface from the several mining shafts. A descent into these mines ought to be made, and is not very difficult owing to a convenient elevator that goes about 100 meters down into Alabamagruvfvan from where the way runs through a long tunnel, named Nordostpassagen (the northeast passage) to the other mines »Stor-, Skärstöte- and Krangrufvorna».

A drive from Filipstad to the Persberg-mines is done in two hours and costs kr. 3.90 for one person. Horses are to be had at the hotel. At Persberg is a good inn and a railway-restaurant.

From Persberg the journey may be extended to Långbanshyttan, the birthplace and early home of John Ericson, and known for its splendid surroundings, a rare flora and great abundance of different minerals.

By taking the Nordmark— Klarelven railway you get most conveniently to Uddeholm on Ufån (a small river) the centre of the Uddeholm Co., which next to the Stora Kopparberg Co. is the richest and largest in Sweden.

After having left the station at Dagløsen, the Bergslagen railway goes across the Asphytte-sound, connecting Lake Aspen with the Dagløsen.

The train, after having passed through pretty woodlands, again approaches a large and fine lake, Östersjön, makes a curve in a northern direction, goes past Kroppa church and arrives at

304 km.

Herrhult, where the Bergslagen- and Mora—Venern railroads intersect each other.

South from Herrhult, on the Eastern Vermland railway-line are the Ny-Kroppa ironworks, with smelting-house, Bessemer-rollingmills for coarser and finer work;
north from here on the same railroad-line is the Gammalkroppa smelting-works with a loading-place, necessary barge-traffic across Lake Yngen to the Persberg-mines.

On the other side of Herrhult the country assumes a more bleak and desolate character; the fact is that you are now leaving beautiful Vermland behind you and turn to other sceneries. After having passed across the lakes, Svartsången and Långkärn, on embankments made for that purpose, the train passes through a tunnel, 156 meters long, enters Örebro »län» (county of Örebro) and runs across the Skärjen lake to the stopping-place

315 km.

Loka. About 3 km. from the station are the celebrated Loka mineralsprings; these springs have been known for many years, but did not become really famous until after 1720, when a paralytic person was completely cured there.

In the years 1761 and 1762 the place was visited by king Adolf Fredrik and queen Lovisa Ulrika, and since then the springs have become a fashionable watering-place; king Gustavus III also sought relief at Loka, which is now owned by the state.

The surroundings of the baths are quite beautiful but rather limited, closed in as they are between two lakes, Norra and Södra Loken, with their mountainous shores.

Though the springs were known in olden times, it was not until the mudbaths came in use, that the place became famous; a great many invalids go there every year to get their health restored, and a number of crutches, left at the bath-house by people who have been cured, testify to the healing power of the springs.

The baths are old, but kept in good repair; comfortable lodgings in nice cottages, good board can also be obtained. The meals are served at 2 different tables; a first-class one at kr. 2.75 a day, and a second-class one at kr. 1.75 a day. A first-class room costs between 30 and 40 kr. for the season; a second class one may be
had for 15 or 20 kr. In a newly built and magnificent villa rooms with balconies are to be hired but at considerably higher prices.

The average number of bathers are 500 a year, and about 100 of these pay first class. People of limited means can be accommodated at much lower rates (third-class.)

Carriages are generally waiting at the station when the trains arrive, but the safest way is to order one beforehand by writing to »Brunnsmästaren, Grythyttehed, Loka«. The carriage-fare is kr. 1.25 for one person.

VIEW AT TORRVARPSUND.

From Daglösen the Bergslagen railway goes some distance at a considerable gradient, then it slopes somewhat downwards and takes a northerly direction and there reaches the loading place Skatviken near Lake Torrvarpen. Torrvarpsund is then crossed by means of an immense embankment and a suspension-bridge.

Near the next station,

226 km.

Grythyttehed, is a large church village (kyrkby) of the same name, which for years back has been the main centre of the surrounding district; here are post- and telegraph-offices, hospital and shops etc.
The station at Grythyttehed contains rooms for travellers and are recommended to those who want to stay over and make excursions into this neighbourhood where scenery typical to »Bergslagen« meet the eye everywhere.

The Svartelf railwayline, 38 km. long, goes from Grythyttehed, past Elfvestorp and Rockesholm to Kortfors, where it meets the Nora—Karlskoga railway. Travellers going south have to take the Svartelf-line if they do not prefer hiring horses.

After a journey of 10 km. you get to the Elfvestorp »bruk«, situated where Torrvarpen empties its waters into Lake Halfvar-noret, forming several small falls as they fall, from a considerable height, into the lake below. The country around here is beautiful in its way, and made still more impressive by the aspect of grave severity, here and there perceptible.

Taking a western course from Loka, the Bergslagen railway leaves the county of Örebro and passes into Vestmanland; the bordering districts of these counties is duly called »Jernbärlaland« (the iron carrying land) for in few pla-
ces are the mining-fields more numerous or closer together, more extensive or richer in ore, than here.

Innumerable are all the rivers and streams, that run through this part of the country. A great richness in iron-ore, to some extent copper, also silver and lead, an abundance of forest, and all the waterpower, necessary for the manufacturing and improvement of these products, has caused quite an extensive mining- and timber-industry to spring up here.

From Grythytttehed the train at first runs along Lake Torrvarpen, to the left of which the big mountain Saxenknut presents itself to view.

Leaving the lakes behind the train takes a northward course and proceeds to

334 km.

Hellefors, where the traveller will have an opportunity of seeing the Hellefors rolling-mill situated quite near the station; it is exceedingly interesting to watch the smelting process in all its details; more especially if you are fortunate enough to have the proceedings explained to you by a person, familiar with the matter. To Hellefors, situated on the river Svartelfven, whose waters drive the works, also belongs a steam-saw-mill and a wood factory.

In former days the inhabitants of these districts were quite hot-tempered and ungo vernable, so the proprietors of the works found it impossible to do anything for the improvement of their manners and habits; to effect this however a special
place of entertainment was finally established, and controlled by the authorities; the place with its theatre and dancing-hall was later abandoned, and is now quite out of repair, not having been used for the last 40 years.

The works have a narrow-gauge railway of their own running down to the Norrelgen loading-place and to the silver mines belonging to the works.

341 km.

The Sikfors station, the smeltinghouse close by and the Sikfors iron-works 1 km. south from here, have all a very picturesque situation.

The railroad now takes a more strictly eastern direction, runs past Lilla and Stora Sirsjön (two lakes) across the high Lafall-embankment, through parts quite void of woods to the

352 km.

Bredsjö station, named after the neighbouring iron-works.

From Bredsjö in a strictly southern direction a narrow-gauge railway runs, called the Bredsjö—Degerfors railway.
The Bergslagen railroad proceeds past Björksjö by and the Flacken junction crossing extensive, bleak moorlands to Nitelfven, which is passed. On a large embankment the train now reaches the north end of Lake Ljusnaren past Skäret, loadingplace to the Stjernfors works, and the lovely lake, Olofssjön, to

372 km.

Bergslags-Ställdalen, so called to distinguish it from the Ställdalen station, close by, on the Frövi—Ludvika railway.

The station-master of the Bergslags-Ställdalen has laid out a small park on the other side of the track, and from there you get the best view of the surroundings. Near the station are the Ställdalen smelting-works and papermill.

The view of the country around here is of a lovely description and the tourist ought to prolong the journey by 8 km. and go from Ställdalen to Nya Kopparberg. One can get there by using the Frövi—Ludvika line driving along the highroad, which runs parallel to the railway through a fertile and well cultivated district, inhabited from time immemorial; one of the prettiest spots on the way is the sound between Björken and Olofssjön, where the railway- and highway-bridge, are side by side; if you have good luck you will also see the Bergslagen railway train steaming past on the other side of Olofssjön.

Many an ancient mansion (»bergsmansgårdar«) is passed.

Through a broad

HIGHROAD AT STÅLDALEN.
valley, at some distance from the highroad, flows the river, Hörkselfven, abounding in crayfish surrounded by wooded banks and nice prim farms, all testifying to the prosperity of these parts. Hörkselfven several times changes its name; at its outflow into Lake Hjelmaren it is called Arbogaån.

Kopparbergs »kyrkby», the centre of the Kopparberg or Ljusnarsberg, parishes, originally peopled by Finlanders, emigrants to these parts, now contains 1,400 inhabitants, and, besides, a bank, hospital, schools, post- and telegraphoffice etc. It has two good hotels, the Laxbro and the railway hotel.

The Kopparberg courthouse was built 1758 and restored 1893; the interior, as well as the exterior of this building is very handsome and quite unique. The church, rebuilt in keeping with the architecture of the courthouse, is not less interesting and attractive, and many relics from earlier days are preserved within its walls, which are richly decorated with flower designs in painting and gold.

Among estates in the neighbourhood may be mentioned: Abrahamsgård and Löfnäs.

Quite close to the church are the Kafveltorp mining works with shafts and smelting houses; these mines contain copper, lead and zink; special refining-furnaces for perfecting of these metals as well as for silver and gold, are also erected here.

Opposite is the Ljusnarsberg colour-works for red paint and cupric colours; the works look picturesque, set off by the wood-covered mountain ranges, rising behind.

About 4 km. south from here, surrounded by scenery
of a grand and beautiful kind are the Bångbro works for the manufacture of pig-iron, bessemersteel, machines and implements for mining as well as pipes.

After having left Ställdalen, the Bergslagen railway pursues its course at a considerable gradient, through very beautiful parts; at some places the Frövi—Ludvika railway is running almost parallel to it. The next station is 384 km. Bergslags-Hörken, situated on a headland between the lakes, Norra and Södra Hörken, quite close to the Hörk smelting furnaces. The Säfsnäs narrow-gauge railway, 47 km. long, connects this station with the Gravendal and Frederiksberg iron-works in south Dalarne.

The names of some of the places around here, such as Virkolax and Perrabackarne tell of the Finnish origin of the population.
Having left Bergslags-Hörken, the train goes on a swing-bridge across the Hörk canal, built to facilitate the shipping of ore from Grängesberg, and afterwards runs along the southern shore at Norra Hörken to a point called Hviludden, where the Bergslagen-railway by a viaduct cuts the Frövi—Ludvika line.

At Lomberg, the highest point on the railway, the train passes across the border of Vestmanland and Dalarn and stops at

392 km. Bergslags-Grängesberg.

The environs of the station present a picture of intense activity, and the traveller soon becomes aware, that he has arrived at a great industrial centre — is in fact in one of the richest iro-nore districts of Sweden.

Opposite the station is a fine mountainridge, covered with leaf- and firtrees, and a great many houses and buildings of various descriptions are scattered on the slope; to this place the traveller ought to betake himself, for the very Grängesberg-mines are situated here, comprising many remarkable points, such as Risberget, Sandberget, Sjustjernan, Östra and Vestra Ormberget etc. extending through Grangärde parish, where no less than 400 mines have been opened out.

Red flags and horns signals soon announce that the blasting has commenced; about 100 dynamite charges are fired every day.

The work goes on, day and night alike, and after dark the whole mountain is resplendent with electric light, making the shafts look still more imposing than by daylight. The largest shaft is that of »Skärningens», in which the extent of ore reaches 90 meters. Among the shafts adjoining should be mentioned: »Källargruvan» and »Välkomman».

Here and there large, red steeples not unlike belfreys
are seen; these contain the machinery, used in extracting the ore. Down in the mines the broken ore is put on trolleys, running on tracks to the elevator; the winch is set going and the load is hoisted up to the tower, put on a bridge with rails and conveyed to the railroad where it is tipped into empty tracks, waiting to receive it.

When the ore is broken it is picked over and all stone taken away; quite young people and old men are employed to do this work. An electrical apparatus for this purpose is now being built.

It is very interesting to descend into the mine, which may be done quite conveniently by using the elevator.

A large system of pumping engines, about 40 km. in length, are at work to drain the mines.

One fourth of all ore in Sweden is raised from the Grängesberg mines, and one half of that exported comes from here.

Upwards of one million tons of ore are yearly exported from Grängesberg, and forwarded on the Frövi—Ludvika railroad to Oxelösund on the Baltic shore.

About 1,400 persons are employed in the mines, and the best terms prevail between the employers and the workmen; the good dwellings and schools, provided for the people by the company give ample evidence of this fact.

At Grängesberg is one hotel.

Making a deep incline the Bergslagen railway now goes through these woods down to

399 km.

Klenshyttan, so called after the furnace close by.

The view here is uncommonly fine. The train proceeds along a large embankment at Klenshyttan to

408 km.

Bergslags-Ludvika.

The Ludvika railway hotel is one of the best on the whole
line, and travellers should stay here for some days and see the surrounding scenery, the loveliest in Dalarne.

Ludvika is surrounded by miningfields; to the north the Håksberg and Gräsberg, to the south the Byberg and Grängesberg mines, besides many others, scattered about the neighbourhood.

By the Wessman—Barken railway Ludvika is in communication with the steamboat traffic on the Mälaren.

The Ludvika station is one of the most important points in the Swedish railway system; the Bergslagen line has here one of its main stations, and likewise the Frövi—Ludvika and the Wessman—Barken. A more splendid view than the one you get from the Ludvika hotel can scarcely be imagined; Lake Wessman spreads before you, unfolding the shifting beauty of its shores and at a distance rise the blue Grangärde mountains; this amply justifies the reputation of beauty, for which the province of Dalarne has always been famous.

Near the station is the Ludvika-works, known for the picturesqueness of their situation.
The mansion belonging to the Ludvika-estate, is quite oldfashioned, but well-built and beautifully situated in an ancient park, enlivened by the play of a rippling waterfall, foaming under bridges and bending around islets, adorned with temple-like summerhouses.

One of the loveliest prospects is obtained from Burbacken, an eminence in the neighbourhood, all tourists ought to walk or drive the short distance to it.

A pleasant excursion is to go by the Wessman—Barken railway, through the most charming landscapes to Smedjebacken, on lake Barken; the railway station is quite close on the quay from where steamers run up to Stockholm by way of the Strömsholm canal, with its splendid environs.

The Smedjebacken kyrkby and loading place has 1,800 inhabitants, is well-built, and by many considered one of the finest spots in Dalarne.

Slipstens-forsen, furnishing the motive power of a large rolling-mill and other factories, forms several rapids in its course, and constitutes an interesting feature in these parts, rendered still more charming by a rich vegetation.

The surrounding country with its lakes and waterfalls is seen to best advantage from Ufberget close by. If you have gone to Smedjebacken by railway, you should drive back. The 16 km. between Smedjebacken and Ludvika offer a beautiful drive, especially during the early summer, when hills and meadows abound in lillies of the valley, filling the air with their fragrance.
An exceedingly fine point on the way is Norsbron, between Öfre and Nedre Hillen, and Norsberget, which should be ascended.

A pleasant trip is to go from Ludvika in a north-western direction to Grangärde «kyrkby»; during the summer these places are kept in constant communication with each other by means of steamboats, running across the beautiful Lake Wessman, around which large mining-fields, rich in ore are here and there to be seen.

Stensbronoret (a sound) connects Lake Wessman with Lake Björken, which latter by Kapplanoret is connected with Bysjön; the fairway to Grangärde goes through these lakes and sounds, rendered extremely beautiful by their soft, winding curves.
There is a good hotel here and the traveller should stay a few days and at least ascend some one or other of the wood-clad hills, and enjoy the grand view from the churchsteeple.

In the vicinity is the Norsån ironworks and smelting furnaces, and the Nyhammar bessemer-works.

A drive of 21 km. between Ludvika and Grangärde is also very pleasant and full of varying views; then comes the trip across the lake; the scenery that surrounds you here is considered among the most beautiful in Dalarne.

At Lomberg the Bergslagen railroad reaches its highest elevation, but makes a deep incline before it gets to Ludvika; when the train leaves this station, it proceeds at a steep gradient along the slope of a high wood-covered hill, presenting on its way grand and extensive views of the surrounding country.

When the Håksberg loading-place with its fine environs is passed, you get to a large wooded valley, Persbodalen, and embedded in it, the village Persbo, with its pleasant farms and green fields; beneath all is lake Öfre Hillen, spreading its bright surface, splendidly set off against the background of mighty blue mountainridges, making this place one of the loveliest on the whole line.

The train hurries on, however much the traveller
may wish to catch another glimpse of the beautiful scenery, and soon reaches

417 km.

Gräsh Berg, so called after the extensive mines of the neighbourhood.

Three km. to the east is the Skisshytan »bruk« and mount Stolln, from where silver was extracted even at the time of Gustaf Vasa.
From *Hillklinten*, close by, is a grand view of many streams and mighty wood-clad hills (»klackar»).

Through desolate forest-districts relieved only by the small lake, Maljsjön, the road goes on across a long embankment, called *Jerichobanken* to the next station.

420 km.
*Rämén*, situated at the lovely lake of the same name.

At about 5 km.’s distance is the Räm-furnaces and the Tuna-Hästberg iron-mines.

After having left the station and passed through a short tunnel under *Sångberget* the train proceeds through rugged, unattractive and desolate forest-districts to a lake, called *Skräcksjön* and stops at

435 km.
*Ulfshyttan*, named after the neighbouring smelting-furnace and bessemer-works.

From Ulfshyttan the train continues its way, at a low gradient, through desolate, uninhabited forest-regions, until the view suddenly expands and the train steams on towards *Tuna-slätten*, »the granary of Dalarne».

On the border between the forest-districts and this plain is the

455 km.
*Sellnäs* station and village, to the right of which at some distance rises the mighty mountain, *Solklinten*.

Ever varying as is the scenery here, and always affording new surprises, this fertile plain becomes doubly charming on account of the sudden change from poverty...
darkness and desolation to light and life. Indeed your eye cannot behold a more fascinating picture than this well-populated plain, intersected by deep wooded ravines, bordered by blue hills and bathing in sunlight.

We found Verrnland the home of lore and legend; in Dalarne we thread on historical ground, telling of noble struggles to free the country from oppression and foreign misrule.

The climate in Dalarne is severe, with an early autumn, late spring and long winter; in former days, when the country was badly drained and badly cultivated, failure of crops was common, and the people had to make their bread from bark, with but a slight mixture of flour in it; however these times are fortunately now past and gone and the common wealth increases in every direction.

A touch of sadness, often spreading like a veil over the scenery of Dalarne, you even see reflected in the eyes of the people. May be too, that hard times and an incessant struggle for an existance, full of hardships, have set a stamp on the character of the Dalecarlian, and made him the strong, trustworthy and industrious being he is, endowed too with uncommon intelligence, proud selfreliance and a strong feeling of independance. Living in the most romantic part of the country, legend and song is greatly appreciated by these people, and their sense of beauty is much developed.

The haughty pride, peculiar to the Dalecarlian, has its root in ancestry, and in the consciousness of having played a more prominent part in the history of his country than any of his countrymen. A certain fear of being looked down upon on account of the humble conditions in which he lives often makes the dalecarlian diffident before strangers, but if you treat him with sympathy and frankness, none can be more affable and easy to talk with.

The farmsbuildings are not scattered around here
as elsewhere; the farmers live close together in villages (»bylag») and sometimes their lands are quite far off; that is the reason why you see so many small grey barns all over, which are used for storing of the crops, until they can be brought the long distance home. Ere long

\textbf{455 km.}

\textit{Borlänge} is reached, where travellers, wishing to get more acquainted with the country should stay for some days.

Two hotels — Jernvägshotellet and the Norrlund — provide good rooms and good meals.

Near the station is the \textit{village of Borlänge}, properly considered one of the main centres in the Swedish railway-system; outgoing from here to the north is the Siljan-railroad, terminating at the lake, Insjön, whence the journey is continued by steamer on Lake Siljan to the beautiful places around; southward goes the Södra Dalarnes railroad as far as Krylbo, where it meets the main-line (Stambanan.)

Tourists whose object is to visit the shores of celebrated Lake Siljan, should before going there make a trip by the Södra Dalarnes railway to Säter and Säterdalen. The first station on this road is \textit{Stora Tuna}, near the magnificent gothic church of the same name, built in the middle of the 15th century; outside this church is a monument raised in honour of the late archbishop, Johan Olof Wallin, who was born in the parish.

\textit{Stora Tuna} church, like so many other in Sweden, has more than once been destroyed by fire, hence the reason for the many changes it has undergone in course
of time; the steeple, burnt 1790, is altogether a work of later years.

The church is in possession of many costly relics and treasure.

Not far distant is the beautiful watering-place, called Frisk- or Frossbrunn with its inexhaustible supply of water, clear as crystal.

Connected with this place is the history of a sad event, forming, as it were, a dark stain on a bright shield.

A strong feeling of independance, blended with a temper, congenial to that of the old Vikings, has always prompted the Dalecarlian to take up arms, mostly for the benefit of his country, but sometimes also in mutiny against lawful authority, if obnoxious to him. The governor (»Dalfogden«) Jacob Naef became a victim to the hatred of the people who, after having tortured him in the most horrible manner, killed him and dragged his body to Forsbrunn, and there left it unburied, until a son-in-law Riksrådet (king's councillor) Johan Skytte, caused it to be interred.

The journey now goes through lovely parts to the station and church of Gustafs; on the way you pass by the
camp of the «Dal»-regiment, Rommehed, with its large complex of buildings.

To the left, set off by a background of wood-covered hills, the glittering waters of Dalelfven come into view, like a wavy blue ribbon.

On the other side of Gustafs the train passes a branch of Säterdal at Solfvarbo, and shortly afterwards reaches Säter, with only 650 inhabitants; it is certainly one of the smallest, but also prettiest towns of Sweden.

![View of Säterdal](image)

**VIEW OF SÄTERDALEN.**

Around the large square, shaded by trees and overgrown with grass, where the cows are grazing, stand the pleasant little houses, all in a row, looking as empty and devoid of life as toy-houses. In more than one place the barns face the street, while the dwelling-houses are hidden behind.

Taken as a whole the town is a lovely idyl.

At the inn and at Mrs. Emma Lundgren's travellers can be accommodated with rooms and board.

Quite inviting is the old inn, situated at the side of the square, surrounded by a fine garden, with a splendid view of Lake Ljustern and its pretty environs, the church
near the shore not to be forgotten; an interesting relic from the past is the old vestry-hall, built in the 16th century. From the station to Säterdalen is only a short walk. Between the wood-clad slopes of a mountain-glen runs the rivulet Ljusterdn, under bridges and around islets, forming neat little rapids on its way. The wind may rustle through the trees on the hill-sides while in the valley it is calm and warm as in a hothouse. The vegetation is also quite remarkable.

Exceedingly lovely is the time when the lillies of the valley are in bloom; the ground is then literally white with these sweet flowers, that grow in such profusion in Dalarne; around Lake Siljan they are called "hvitkullor", on account of their likeness to the white headgear, worn by the married women in these districts.

The valley is the pride of the Säter-people and it is considered the duty of the farmers to keep it in good order.

It does not take more than half an hour to walk from Säterdalen to the old Bispberg-mines, so rich in ore; to get the water out of these mines the system, invented by that well-known mechanical genius Kristoffer Polhem, is still in use.

Those who are able to make mountainexcursions should ascend the Bispberg-klack. On the bend of the highroad and the way that leads to the mountain is a cottage upon which is posted a warning to travellers against using the belvédère, which is old and rickety and consequently dangerous to ascend; it will probably soon be pulled down, and a new one erected in its place. It takes about 30 minutes to walk from the house, above mentioned, to the top of the mountain. Those who have but little time to spare better take a guide, as there are no marks to show the way.

A grand and extensive panorama spreads before you when you get to the summit. Large, cultivated plains, and no end of woods, changing in all colours, like so many fields; a charming contrast to the green colours, so conspicuous everywhere, is formed by the bright blue
waters of Dalelfven and the several lakes, such as Runn, Ljustern and Häfran, each having its town — Falun, Säter and Hedemora — all plainly seen, and so are also the churches at Tuna, Husby, Skedevi, Torsång and Gustafs. The frame of the picture is composed of high mountain-ranges, veiled in ethereal blue peculiar to Dalarne, that

never fails to impart to the viewer a feeling of sadness in spite of its attractiveness.

A true impression of the bold outlines and imposing formations of the mountains is best obtained from the train, when passing between Säter and the next station, Kullsveden, on the Södra Dalarne railroad.
Travellers who wish, direct and without delay to reach the most prominent and famous points in Dalarne ought to leave the Bergslagernas railroad at Borlänge and take the Siljan-road instead, which leads through parts of exquisite beauty to its terminus — Insjön.

At first the railway traverses the northern part of Tuna-slätten to the Tjärna stopping-place, but gradually approaches Dalelfven, which it reaches at the stopping-place Lennheden.

From here the line passes along Dalelfven, and across the lake Långsjön on an embankment, 150 meters long, arriving at Dufnäs, the prettiest point on this way; a railway-bridge is suspended across the river, and the naked peaks of the Gimsberg- and Djurmo mountains are seen, rising above the treetops.

Even at Borlänge you meet among the ordinary passengers country-people in their national costumes, but when the train enters Österdalrne or Gagnef-parish where the national costume is in general use among the population, you see it everywhere.

From Djurås station, in the neighbourhood of which
the rivers, Öster- and Vester Dalelfven join, the train enters the fertile plain, Gagnefs—slätten», stopping at the Gagnef station; the traveller will not regret breaking his journey here and stay for a while in this interesting place.

The best way is to write before hand to the station-master and order horses, which may also be obtained by writing to »Patron Larson, Östanfors», who is always willing to order rooms at Marielund, if desired; during the summer it is however rather difficult to get rooms at this excellent boardinghouse.

The road, leading up to Marielund, is very bad, but the grey houses standing by it, so much more interesting, and it pays to leave the carriage and more closely inspect the quaint provision-houses (»visthus») built on posts, some of them more than 300 years old. In Norway these structures are called »stabur», in Dalarne »härbre».

Marielund has a charming situation, overshadowed by weeping birches, close to where Dalelfven foams past, forming grand rapids in its course and carrying with it masses of timber-logs, that often get into the back-water of Svartviken, which is soon filled by the ever infloating timber.

On the opposite side of Dalelfven, a little further up, is Lexands-Grådan, one of the oldest and most interesting villages in all Dalarne, this of course must be visited.

After a short walk to a point on the river, somewhat above the waterfall, you nef with her sheep.
start on your trip, which is performed in a rickety punt making its way across the river, encumbered by floating logs, which are in constant motion down stream. If you are unaccustomed to such a manner of conveyance, you feel a little nervous at first, but the steadiness and skill with which the boat is piloted between the timber, will soon restore confidence.

The way up to the village goes through a short,

steep glen, where the grey farmhouses, all covered with hop-vines, stand so close that they seem almost wedged into one another, each surrounded by ‘härbre’, barns, gateways and passages, leading to the neighbour’s.

We have before mentioned a certain suspicious fear of being looked down upon, peculiar to the people of Dalarna, and it is this feeling in the peasant that makes it so difficult to get inside their characteristic homes, especially interesting to students of ethnography. Here are houses from even the 14th century; the ceilings and walls of these look almost ebonized with age; the coping of the hearth is provided with steps or shelves and the kettle, suspended on a hook with pulleys to it, is swinging to and fro over the fire.
One wall of the room is occupied by the beds, built against the wall after the manner of berths, generally consisting of four compartments, two below and two above, concealed behind many-coloured curtains; outside the beds are a so called »tarrbänk», a bench or box with a cover to it, in which the family keep their clothes, and to sit on when dressing. Wooden benches, large, heavy tables and a cupboard, painted and adorned with big, gaudy flowers, complete the furniture; the room is often ornamented with polished tin-cups and china, arranged on carved shelves.

Next to the living-room is the clothes-room, (»klädstugan») where rich supplies of clothes and woven tapestry-hangings, used for decorating the walls, are kept.

The visitor here stands face to face with times gone by, never to return, times when plain customs produced contentment and strong characters, that cannot be too deeply respected and honoured.

The Gagnef costume is very gay-coloured, and rather gaudy, than pretty. Both men and women use for everyday-wear red knitted woolen sleeves with black stars and borders. The women wear green bodices, ornamented with knitted borders and showy gilt buttons, a heavy homespun black skirt and a cap with ribbons in front, or a gay headcloth, edged with a woollen fringe of the most glaring colours. The headdress and apron serve as a kind of label, indicating whether the wearer is married or unmarried or a widow, the same if it be Christmas or Easter, sunday or a weekday, etc. The ordinary red-striped apron is however exchanged for a black one on Good Friday and emberday; on Christmasday a yellow one is worn; widows also wear yellow aprons. When the women partake of the holy communion they wear a piece of starched white cloth underneath their caps, which for girls are red and for the married women white.

The men wear elkskin kneebreeches, strong enough
to last a lifetime — white stockings, red sleeves, green waistcoat and a large leather apron; the women also use such aprons — even on holidays: in the winter they also wear a jacket of sheep-skin.

Before they begin to go to school, the children wear long yellow frocks which make them look funny but quite picturesque.

From a hill above Lexands-Grådan you get the best view of the village, Dalelfven and the plain with surrounding mountains, on the slopes of which several villages with their shingled roofs, glittering in the sunshine, appear conspicuous among the rich verdure around.

Beautiful as the summer in Dalarne is, quite as glorious is the winter also; the air is light and clear, the hoarfrost spreads a glittering veil over the twigs of the leaf-trees, while the branches of the pine are drooping beneath their burden of snow, which soft and of bluish-white covers the ground, making the large plain sparkle in the sunlight; the sun does not rise far above the horizon, but displays a magnificence of colours that baffles all description; one must see it to get an idea of what it is like.

It is customary among tourists if possible to leave a place by another route than the one arrived by; so on leaving Marielund you should go to the Djurås station, not to that of Gagnef, though by doing so you go a step backwards on the same road.

Drives can of course also be made in the reverse direction, from Djurås to Marielund and Gagnef, but troubles may then arise with regard to conveyance.

From Marielund the course has first to be directed to the grand cataracts Grådafallen at Östanfors, and then to the pretty Gagnef-church with its costly old altarpiece.

If the traveller can manage to visit Dalarne during Whitsuntide he will have an opportunity of witnessing the confirmation of the children; a ceremony that affords a very impressive sight; all the population is dressed in
holiday-attire, and the churches are more richly adorned than at any other time.

The journey now goes on from Gagnef church across a perfectly smooth plain, of which one part is called »Digeråkern», another »Himlaslätten», down to the Djurås floatbridge, where travellers should stop for a while and ascend a high sandhill, from which an excellent view is obtained; you can see »Elfmötet», the place where Öster-

and Vester-Dalelfven, calm and smooth like mirrors join in quiet embrace not in any way suggestive of the giddy recklessness, marking their course elsewhere.

When the float-bridge is passed and the station reached, this little roundabout trip is at an end, and you again go on in the train, past Gagnef station, through Åls parish to Insjön.

Near the station is a good hotel. Convenient and fast steamers with good restaurants, go from Insjön to Leksand, every day at 12 o'clock, and at 7.45 p.m. The trip takes half an hour; first class tickets at 75 öre, II class d:0 40 öre. Boats leave Leksand — by way of Rättvik and Mora — at 12.45 p.m. The trip takes 2 3/4 hours. I class tickets: 3.25, II class: 1.35. Returns can be had at a somewhat cheaper rate.
Around Insjön you see wooded hills with bold outlines rise everywhere. The steamer leaves the lake for Öster-Dalelfven, which here forms a sound between Insjön and Lake Siljan.

Before long you arrive at the large village (»kyrkby») Leksandsnoret, not unlike a small town.

Near the steamboat-pier is a pretty large hotel and an excellent inn with a good restaurant.

The church, beautifully situated, where the river flows into Siljan, will hold 5000 persons, and like the Russian churches, it is ornamented with an pear-shaped cupola; it is generally believed that it was built by some architect, returned from imprisonment in Russia; this suggestion seems quite probable, for the church was erected during the reign of Charles XII, whose monogram mounted with a golden crown adorns the spire.

From Barkdalen, north of the church, as well as from the bridges near the hotels, you can see the church-people pass in long, narrow boats, rowed by as many as twelve pairs of sculls, and holding about 50 persons. Twenty years ago, before the two parishes, Leksand and Siljansnäs, were separated, it was a far grander and brighter spectacle to see the churchpeople in still greater number pass across the lake.

The peasant costumes of Leksand are plainer and therefore more picturesque than those of Gagnef. The men wear white stockings, knee-breeches of elk-skin, long black coats and round hats and have something quaker-like in their appearance, greatly contrasting with the
women who look bright and gay in their capes, neckcloths, bodices and aprons with red and yellow stripes.

It is necessary to ascend one of the surrounding hills to get a proper impression of the beauty of the sceneries at Leksand. The nearest point to go to for this purpose is *Källberget*; it takes 20 minutes by way of the floatbridge over the sound.

The key to the belvédère can be obtained at the hotel or at a cottage on the way to the mountain.

![Churchboat at Leksand](image)

*Churchboat at Leksand.*

Three parishes, Ål, Leksand and Siljansnäs appear before your enraptured eye with their wealth of lakes, sounds, dark forests, fields, groves of leaftrees, villages and farms. *Käringberget,* (the old woman's mountain) so called because in time of obscurity and superstition the people used to burn »witches» there, is also a point worth seeing, and it only takes 15 minutes to reach it from the hotel.

Other points, where splendid views can be enjoyed, are: *Tibbleberget,* 3 km., *Åsledsberget,* 5 km. and *Bergs-
A drive to these hills is recommended.

_Plintsberget_, 11 km. distant, affords one of the most fascinating prospects of Siljansdalen; you can drive the best part of the way; tourists who make the journey on foot between Leksand and Rättvik should always visit Plintsberget.

From Knutberget, 15 km, the view ranges as far as Elfdalen to the northeast, and the environs of Falun to the southeast. The best plan is to drive to Söder Lindberg, from where it takes half an hour to walk up to the summit and the belvedère. Those who want to extend their journey as far as Rättvik can go by the Gefle—Dala railway to the Vestgärde station, but 5 km distant.

Travellers who do not prefer to walk the pretty road between Leksand and Rättvik, or find it too expensive to drive, can make the trip by water, which is very pleasant.

From Leksand the steamer passes into Österviken, and thence to Byviken; on the north shore of this bay is Siljansnäs church and »kyrkby», beautifully set off by the dark forests on the hills behind; cattle-sheds (Säter) are to be seen scattered everywhere on
the mountain slopes, giving a special colouring to the scene. It is generally in the beginning of June that the cattle are removed to the sheds on the mountains; such a removal is quite onerous owing to the great distances — from 12 to 24 English miles — and the roads are rather no roads at all, only narrow paths, that mark the cattle track. This free life on the mountains generally lasts till in the middle of August, everything however depending on the weather, and how early autumn sets in.

Up here, where the sun hides his burning disc but for a short time in a sea of purple, and after a while spreads again a golden shimmer on the mountaintops — where night seems only like a dreamy, majestic bridge between evening and morning — up here the lover of Nature should go, and he shall see her in all her majesty.

Siljansnäs is an ancient community with a peculiar language; the wealthiest village is Alviken. A view of the scenery is best taken from Björkberget.

When the steamer has left Siljansnäs it proceeds up Österviken, which widens more and more to give room to the bright surface of the Storsjön, the largest part of Siljan. The prospect, spreading before you is one of the most magnificent grandeur, especially towards the west, where the mountain Gesundaberget raises its beautiful, domelike peak, 351 meters above the level of the sea. The beauty of this mountain, like that of all natural scenery, does not quite assert itself, until the sun throws light and shade upon it. In strong sunlight it looks plainly grey and green, and seems to shrink in dimension, but when the mist is hanging on its top, your fancy endows it with far larger proportions. When the rays of the evening sun plays upon it, and makes it stand out, purple-coloured, against the pale blue sky slightly tinged with yellow, you cannot possibly turn your eye from this fascinating picture. The island Sollerön looks green and bright in front of the dark mountainside. Turning to the
east, your glance meets villages and farms fertile plains, meadows and groves, spreading down the slopes of the two mountains Bergsäng and Plintsberg. The district round Lake Siljan is rightly considered the most picturesque in Dalarne.

When Laknäsudden (a headland) is passed, the steamer enters the bay at Rättvik, which is quite shallow, so that a long embankment has had to be built with a landing stage far out in the water. Near this place is also a large bathinghouse.

With regard to luxury and comfort the hotels at Rättvik, built in old Scandinavian style, can fully compete with any first-class hotels both of Sweden and the continent; this is also the case with the bathing establishment, which belongs to the Gefle—Dala railway Co.

One of the two hotelbuildings comprises dining-rooms with glass-verandas, 23 bedrooms, belvedere and bathrooms. The other house, connected with the former, has a magnificent entrance-hall, extending through both floors, 30 bedrooms, most of which are supplied with balconies. The furniture is very tasteful; in the bedrooms it generally consists of birch, twisted and curved in imitation of bamboo-cane. Considering the excellent quality of the rooms as well as the board, the charges are quite moderate.

A little further off is the Karlsvik hotel of smaller pretensions, but very nice and comfortable, and keeping a good board.

The number of travellers is very considerable, and many board at the hotels for a longer time, in order to become familiar with the surroundings, or to enjoy the forest-air, and regain strength by using the pine-needle-or mudbaths at Rättvik, situated on the pretty rivulet Enän.

Rättvik — »the Arcadia of Dalarne« — is the most fertile part of Siljansdalen; the farms, large villages, and hillsides, cultivated up to the very top, give ample evidence of the fact.

From the hotel belvedere you obtain a splendid view of the well-cultivated, and densely populated valley, Lerdal, Lake Siljan and Gesundaberget, the church and the grand forest-panorama, without the least exertion.
The landscape here is much brighter and more cheerful than for instance that of Lexands-Gråda, and nothing sad is mingled in its beauty.

Those who have no time for long excursions need merely cross the Draggån, go past the Lerdal inn towards the village in order to behold scenery, never to be forgotten.

The traveller should make a point of stopping at Rättvik on a Sunday in order to attend church-service, and see the peasantry in their holiday attire.

The people of this district are of striking stature and strong built. The men especially are remarkable for their elastic, well-knit frames, set off to great advantage by their handsome costume, consisting of elk-skin knee-breeches, blue stockings with black bows and red tassels at the knees, a long blue coat with red cuffs and borders, and a blue waistcoat with a red stand-up collar. Covering the typical head with its straightcut hair, a round hat is worn, underneath which an intelligent, often good-looking, but grave face, is seen. The women's costume differs from the Leksand dress merely by the pointed cap, made of blue cloth with red braid to the seams, and is very pretty.
During the act of confirmation the young maidens use white, pointed caps; when going to communion they wear caps of blue velvet with a frill of fine white cloth around the edge, and over the common red apron with stripes of different colours a white one of thin figured cloth is worn.

The church, which according to tradition was built by the Norwegian king Olof Haraldson, in the year 1030, but altered and enlarged in course of time, looks very aged. The key to it can be obtained at the school close by. On the altar-piece are quaint old paintings, representing episodes from the bible, quite characteristic, and certainly well worth seeing.

The altar is adorned by a cloth of purple velvet, trimmed with embroideries in gold, and with carved images, ornaments and silver vessels, reminding of the rich appointments of the Roman catholic church.

On the beach, close to the church, where the large boats (kyrkbåtar) are pulled up on rollers a great many small, grey stalls are seen, looking almost like a village; these are the so called churchstables where the horses are stabled during service and where the people give the finishing touch to their toilet, the women by putting on their best neckclothes and caps, the men by smoothing their hair before a small looking-glass, hid in the lid of their snuffboxes.

The Rättvik churchyard rivals that of Filipstad in beauty.

On a small eminence by the shore is a monument of rough-hewn granite, called »Vasastenen», with old-style ornaments engraved upon it, bearing the following inscription:

»Outside the church of Rättvik did Gustaf Ericson Vasa for the first time publicly urge the Dalecarlians to deliver their country from foreign bondage and rule. Here he fought victoriously against king Christian's army 1521.«
This achievement which commenced the war of independence was solely accomplished by Rättvik men, who through all controversies remained faithful to Gustaf.

The king and people of Sweden erected this monument 1893.

Above the inscription is the Dala-arms, two crossed arrows surmounted by a crown.

On a hill near the rectory is another monument erected 1896 in memory of Johan Stiernhöök, »the father of Swedish jurisprudence», who was born here 1596.

It is truly said that Dalarne more than any other Swedish province has reared great men in her bosom. Among those should be mentioned Engelbrekt Engelbrektson, the pioneer of Gustaf Vasa, who like the latter delivered his country from foreign oppression and misrule. Later researches have shown that Engelbrektson was not born within the district now called Dalarne, but in Norbergs bergslag, then belonging to Dalarne. Other prominent men from this province are: Georg Stiernhielm, »the father of Swedish poetry», Jesper Svedberg, Johan Olof Wallin and Hans Järta.

The great inventor Kristoffer Polhem, though not born in Dalarne, passed his life here.

One of the most prominent Swedish inventors of our present day, Gustaf de Laval, is also a son of Dalarne.

A number of distinguished bishops, statesmen, poets and artists are also born here.

From the parsonage at Rättvik is a splendid view of Lake Siljan; the countless visitors, who have entered this humble home, and signed their names in the traveller's book, certainly treasure in their hearts a lasting memory of the place.

Pleasant walks or drives can be taken to Hedåsaberget (5 km.) which is cultivated all over, and to Vikarbyn, situated at about the same distance away. The Kungshol-mill (5 km.) may be reached by walking down a pretty village-road. Its situation is most ro-
mantic, near the dark green water of Enån, closed in by precipitous hills.

Travellers who are especially interested in visiting the historical places of these districts should extend their journey to Nedra Gårdsjö where Gustaf Vasa, according to tradition, hid himself in the cellar of Brogården, and to the village of Born on Lake Ljugaren, in which a rock called »Svenskskär» is said to have been his hidingplace when journeying from Svärdsjö to Rättvik.

Very interesting is an excursion to Boda chapel and Ofvanmyra inn (a good boardingplace) and from there to Styggforsen which, from a height of 36 meters, rushes forth among wild, woody surroundings.

At about 6 km's distance from Boda chapel is Osmundberget 377 meters above the level of the sea; its rich and varied flora offers much of interest to the botanist.

Climate as well as vegetation vary of course a great deal in Dalarne, whose northern districts form regular alpine landscapes with mountainpeaks as high as 1,185—1,265 meters, while the southern part is gradually sloping into the more level districts of Vestmanland.

Mountains and hills, generally overgrown with pine and firtrees are in the north quite bare; the birchtrees are mostly seen near the houses and in the cultivated parts where they lose in height and beauty.

By the joint effect of the short, but warm summer and the protecting cover of deep snow during winter, a rare and rich flora is developed, and springs up as if by magic beneath the rays of the enlivening sun.

It is very difficult for flowers and plants to find room when they want it, for no sooner has the primrose drooped, than millions of lillies of the valley make the grass look white, and are in their turn succeeded by manycoloured orchids, harebells, daisies and trefoils, while in the warm moisture of the pinewood where the sun-
beams only sparingly make their way, the lovely Linnea borealis spreads her pink and fragrant cover over the moss, until the Pyrola and Trientalis europæa make their appearance.

* * *

People who can afford to drive all the distance from Leksand by way of Rättvik to Mora will get a more perfect idea of the beauty of these districts. Another way to get around the lake is to go by rail to Mora and Orsa; the railroad runs all the way along the shore of Siljan, and passengers should get their seats at the left window of the carriage.

Far more charming however than to go by train is to take the steamer at Rättvik and continue the journey up lake Siljan, the largest and most beautiful lake in Dalarne, 40 km. long and 11 km. wide.
Siljan is not «dead» like so many other lakes, for a great many vessels of different descriptions pass over it, and now and then large timber-rafts, tugged by small steamers, give life to the scene. Between Leksand and Orsa you can sometimes see floating timber to a value of more than two millions kronor.

When the steamer has passed Sollerön, the home of the Siljan boatbuilders, where the church (Sofia Magdalena) from its elevated position is looking down on the light-green trees, which abound in the island, the fairway grows narrower and narrower as it passes between Tingnäsudden and Klubholmarna by a narrow sound up to Mora Strand, situated on a headland between Saxviken and Dalefven, which, augmented by a smaller river coming from Orsasjön, flows strong and wide into the Siljan.

At Mora-Noret station, close on Mora Strand, the river is crossed on a magnificent bridge, built for both the highway and railway combined.

Mora Strand is connected with the Swedish railway system by the Mora—Venern and the Gefle—Dala lines. Mora Strand has two hotels, The Mora and The Gustaf Vasa.

The situation of Mora Strand is low, and for that reason it ought to be seen from a distance or from one of the neighbouring hills, in order to come forth in all its beauty.

There are two sawmills in the village, a foundry and a mechanic shop, factories for the manufacture of wood-goods and for the manufacture of weavers' reeds.

What at first attracts the traveller's attention is the church, built 1655 after the design of Tessin; its tall, slender steeple is seen from most places on and around Siljan; it was built later than the church and bears the following inscription: To the glory of God this steeple was erected in the year 1673 by king Charles XI.

Quite unique is the ancient belfrey holding three
bells, one of which is among the largest in the country. These bells, known for their harmonious sound, are covered all over with inscriptions and ornaments in relief; on the largest you find the year 1671, on one of the others 1484. From the loopholes there is a splendid view over the country. Near the church is a memorial stone, indicating that Gustaf Vasa here addressed the Mora-men 1520.

Another thing worth seeing in the neighbourhood of the church is a villa in old Scandinavian style, belonging to the artist Leonard Zorn, who, with piety and love of antiquity, has collected in his home, what he has been able to rescue of antique furniture and household-implements, peculiar to his native district.

About 2 km. south of Mora Strand at Lisslebyn is the most precious historical relic, Utzelandsklällaren, with a monument, designed by Prof. Scholander, and raised 1860 by general subscription.

The frieze of this magnificent monument is adorned with the coats-of-arms of the Swedish provinces; above the portal is the arms of the Vasa family and king Gustaf's Latin device: »Beatus qui timet Dominum«. The interior of the monument is even beautiful; on shields,
supported by genii, are engraved the names of those who played a prominent part in the life and fortunes of the hero-king, especially relating to his achievements in Dalarna; the walls are moreover decorated with three large paintings: »view of Ornäsa«, by Edvard Bergh, »Gustaf and Margit«, (the woman who saved the king's life by concealing him in the Utmeland cellar) by Höckert and »the village of Sälen«, painted by the late king Carl XV.

This grand monument however does not by far impress the visitor so pathetically as does the narrow unadorned cellar-vault, where by the presence of mind of a dauntless woman, the future king of Sweden was concealed, and thus rescued from his pursuers.

Points of interest are the belvédère of Katrineberg — between Mora Strand and the monument — and that of Risaberget, 8 km. Gesundaberget should also be ascended from here; the excursion takes altogether a day, and is made in a row-boat to the Gesunda cattle-sheals, thence the traveller will have to walk about 4 km.

The Mora people are handsome, and their costumes very tasteful although plain. The women generally wear cream-coulored leather-jackets and the men long coats of the same material; it is a pity that these costumes are gradually falling into disuse.

That stately race, living around the shores of lake Siljan, is a fine and typical remnant of a time when strength, love of liberty, and self-sacrifice had not yet yielded to effeminacy and pleasure-seeking, resulting in common discontent.

When the steamer leaves Mora for Orsa it has to pass the combination bridge, before mentioned, which belongs to the Gefle—Dala and Mora—Venern railroads.
Formerly Österdal-elfven emptied its waters into Orsa-lake, but in the night of the 8th of May 1659 it suddenly changed its course and with such violence that a whole village was submerged.

The journey now crosses the Orsa-lake, past Kråkberga, Bondå, Storbyn and Kummelnäs to Våmhus where the steamer makes a short stoppage and then takes an easterly course arriving at Orsa.

Here is an inn and an excellent railway-hotel.

Owing to judicious management of the woods Orsa has become the wealthiest community in Dalarne; during the last years a great number of roads have been built here; an undertaking partly supported by government.

The people at Orsa is considered very handsome; the men in this district wear long coats, leather kneebreeches, and black stockings; the women's costumes have a more quiet colour than in other places, their headdress is white and very becoming.

The mothers generally carry their babies on their backs in a kind of bag. The language spoken here is not unlike that of the Scotch Highlanders.

The mountain-sides are cultivated up to the very top; how laborious such an undertaking is, may be seen from the number of piles of stones that lie along the
ditches and the innumerable small stones that still remain in the fields.

When, from an elevated position, you glance over the valley with its extensive woods, changing in all colours, its many villages where the shingled roofs glitter alike in rain or sunshine, its bright lakes and the bluish mountain peaks, looming dreamlike in the distance — you learn to love the country and become attracted to it, feeling a desire to become more familiar with it, penetrate more deeply into the dark, mysterious woods, and to ascend the mountains to revel in freedom among sunlight, fragrance and untamed nature.

Places of interest in the neighbourhood are: Stenberg, Stockmora and Stättberg, all 3 km. distant.

At a distance of 5 km. are the Bäcka works for polishing of porphyry; the way to this place runs along the lakeshore; the works are however no longer shown to visitors, who have to content themselves with looking at the long rows of rough blocks lying outside, but the surrounding scenery is so beautiful that it pays to walk or drive to the place.
From a prospect-hill in the vicinity the cattle-sheals at Fryksåsen are seen, glittering in the sunshine; the way up the mountain that goes through the woods from Bäcka, is 6 km. long, and very plainly marked out by »Svenska Turistföreningen«.

The cattle sheds (Säterne) at Fryksåsen are better known and frequented by tourists than any others in Dalarn; the view is glorious; there is a good telescope on the place, and plain lodgings to be had if desired.

To the east, 16 km. from Orsa is Skattunge chapel and village, which should be visited on account of the grand, but rugged scenery; here begins the so called 72 miles' forest (English miles), through which Oreelfven dark and mysterious flows until it reaches Orsasjon.

The roads are very good and Skattungbyn has postoffice and relays.

At some distance from Österdalelfven and the conic-shaped mountain, Gophusberget, the way goes to Elfdalens »kyrkby« and famous porphyry-works, established 1778 in order to provide work and wages for the poor population in that district.

Great quantities of porphyry, changing in all colours are found here. Among the most remarkable things made at these works are the vase at the palace of Rosendal and the sarcophagus of king Carl XIV Johan, in Riddarholmskyrkan.

At Kallmora and in several other places within the parish of Orsa is found the rough material for grindstones; these rough blocks are afterwards prepared and finished in the so called »hackstugor«; the work is very heavy and even dangerous to the health of the workmen.
The general tourist-stream seldom goes farther than to these places, but those who want to ascend Städjan, 1159 meters above the sea, can, with Orsa as starting-point, continue the journey by way of Elfdalen, Bunriksbodarna, Särna (with a good inn) Heden and some other places until they reach Idre; Städjan is 10 km. distant from here, and can only be reached by walking or riding on horseback.

From the summit of Städjan you get a magnificent view of endless forests and mountaintops extending far into Norway; in clear weather Dovresjäll in Norway is visible.

Formerly Städjan was considered the highest mountain in Dalarne, but later researches have shown that Nipfjället and especially Stovätteshågna, situated between the sources of Österdalelfven, Storån and Gröfvelån, are considerably higher.

About 30 km. from Särna kyrkby the Fulufjället towers with the Njupeskärscataract — the highest in Sweden — thundering down the mountainwall from a height of 125 meters, and presenting an aspect, that amply rewards the traveller for the time and pains he has taken to go there.
From Orsa one can return by the Mora—Venern railroad to *Brintbodarna*, where those who desire to see Vesterdalärne should take the branch line to Malung and further southward to Vermland and the most interesting points there, such as Vermland’s Rämen and Långbans-

hyttan to Herrhult where the Bergslagen-railway is again met.

Another way of returning is to go by the Gefle—Dala-railway to Falun, from where one can go either northward to Norrland or to Borlänge and proceed from there
by way of Krylbo to Stockholm, — or else by the Bergslagenline southward. A third way of getting from Orsa to the south part of the country is again to pass across lake Siljan once more, which no one will regret and from there by the Siljan railway to Borlänge where all roads lie open to you.

By whatever means the traveller reaches Borlänge coming from the south, he should go the short distance to Falun, the terminus of the Bergslagen-railroad, as this little trip affords too much of interest to be neglected.

What first of all must be seen is Domnarfvet, 1 km. above Borlänge on the Bergslagen-road; it is the largest ironworks in Sweden; may be in all the world of its kind there certainly are no works so large as these, run by means of charcoal.

It is only exceptional that visitors are permitted inside the works, because it might hinder the work and perhaps
cause accidents, but the mere outlines of this gigantic establishment is too interesting not to be seen.

The charcoal used at the smeltinghouses and at the works, are carried on hawselines, one of which is suspended across the Dalelfven, fetching the coal directly from the charcoal furnaces.

Another hawse-line brings the coal from a storehouse, holding 70,000 cubic meters of coal, or from the railway-tracks which in their turn fetch it from the 10 coal sheds round Siljan, that belong to the works, or from the Bergslagen saw-mills, Skutskär, where charcoal-furnaces are in operation to furnish Domnarfvet.

The works own 156 mine claims, supplying the smelting furnaces with ore. Viewing the works from outside your attention is immediately attracted by the seven caloric-engines, large conical cylinders of sheet-iron, lined inside with brickwork and arranged all in a row.
To the Bessemer-works there belong 5 converters, in two of which the iron is prepared with acids to reduce the quantity of coal in it and thus harden it; in the 3 other converters on the so-called Thomas principle are used for lessening the percentage of phosphorus in the iron, which by this process is converted into steel.

Domnarfvet is the only ironworks in Sweden where the Thomas-process is used.

A steelfoundry is connected with the Martinworks that have 4 furnaces and yearly produce 30 tons of steel-castings.

The iron when ready, is hoisted by winches up to the railway, belonging to the works, and from there forwarded directly to the Bergslagen station.

When in full operation the 10 different rollingmills present a grand aspect. A large mechanic shop and a manufacturing forge belong to the works. Very interesting is a visit to the nail-forge, where horse-shoe nails as well as finer nails are manufactured.
The works are driven by waterpower, taken from the falls, by means of 23 turbines.

The largest waterwork of its kind in Sweden is a tunnel, blasted through the mountain, 300 meters long and 7 meters wide at the entrance; through this tunnel the water from Dalelfven is led far down beneath the floor of the works where it moves the turbines, that set the machinery in motion.

Forty-nine electric motors, representing 900 horsepowers are used for conducting and distribution of power within the works.

In order to get to the saw-mill, on the opposite shore of Dalelfven one has either to pass the wedgeshaped bridge, connecting the iron-works with the wood factory, or go across the railway-bridge; from the former a fine view is had of the rapids, precipitating the timberlogs, but far grander and wider is the prospect from the railroad-bridge, stretching across Dalelfven; this bridge has a length of 115
meters and an elevation of 17 meters above the waters surface.

Whether looking right or left you will find the view of this mighty river equally grand; your glance is everywhere met by the changing aspect of the woodclad shores, now rugged, now radiant, charmedly set off against mountains and sombre forests.

DALELFVEN AT DOMNARFVET.

From the railway-bridge the hawse-lines can be plainly seen, with full and empty coalbarrels passing another on their way to and from the smeltinghouses.

The nearest way to the departments for wood-improvement and char-coal burning goes across the bridge at the works. The eight-large coaling-furnaces, which constantly are at work, produce about 120,000 cubicmeters of char-coal a year. The wood, used, consists of waste-wood from the saw-mills and damaged trees, the removal of which is of great use in the economy of the forests.

Near the char-coal furnaces is the "tower-system"
condensing of gases and preparing of methylalcohol, wood-vinegar and tar. The quantity of wood used for charcoal amounts to 200,000 cubic meters a year.

The works, which are in constant operation day and night, change relays of workmen every 8 hours and are lit up by 40 electric arc-lights and 700 incandescent lamps.

The gigantic furnaces where iron-ore and charcoal — placed in layers — are rapidly transmuted by the fire, have continually to be opened and recharged, spreading myriads of sparks, pink, blue and yellow, that fill the air with bright, fantastic light making a strange and lasting impression on the beholder who in an autumn or winter night happens to pass on the Bergslagenroad between Borlänge and Falun.

This spectacle is beautiful to watch from a short distance, but looks still grander from the train, the flames are then seen, surrounded by a column of sparks rising against the dark sky, while the electric and countless other lights of all colours are reflected in the rippling waters of the river.

The glare from the flames can be seen even as far as Falun.

Six thousand persons, including women and children, are employed at these works; there are good dwellings, schools and a hospital; the principal needs of the workmen have been well provided for.

456 km.

The ground on which the Domnarfvet station and the residence of the manager now stand, was once the scene of bloody strife.

The old fortress of Borgnäs, built by queen Margaretha stood here, and was once upon a time occupied by that hated governor Jösses Erikson. On midsummersday 1434 however the castle was stormed and razed to the ground by Engelbrekt Engelbrektson.
The view from the managers residence, Villa Borganäs, built in old Scandinavian style, is charming.

The ramparts, still remaining, of the old castle are now changed into a beautiful park beneath which the river flows through the tunnel down to the works at Domnarfvet. A little further up the river is Bullerforsen to which a pretty pathway leads.

The river is not so wide here as at Domnarfvet, but the cataract is somewhat higher; preparatory arrangements are now being made for the construction of a woodpulp- and paper-mill. By transmission of electric power the water from this cataract will soon be utilized at Domnarfvet.

461 km.

Near the next station, Ornäs, is »Ornässtugan», one of the few remnants of ancient Swedish architecture such as it was for wooden houses.

A short path through the woods leads from the station to the Ornäs saw-mill, from there the walk may be continued under
shady birches along lake Runn to a point, projecting into the lake, on which is the above-mentioned Ornässtugan; one can also drive to this place from Borlänge.

Coffee may be had at Korporal Blom's, who is in charge of Ornässtugan; dressed in his Rättvik costume he looks a proper guardian of the ancient place.

Ornässtugan is preserved in memory of an important event in the history of king Gustaf Vasa, whose life was here saved by the plucky Barbro Stigsdotter, though her husband had betrayed the king to the Danes.

In »Kungskammaren« (the king's chamber) is still preserved among other relics the coarse bed on which King Gustaf slept, when he was awakened by Barbro, who let him down into the back-yard from where the serving man, Jakob, drove him on a sledge across the frozen lake Runn.

The Bergslagen-railroad runs along this fine lake with its many islets until it reaches

470 km.

Hinsnoret, from where it pursues its way first through leaf-
woods, then through parts, thinly covered with small crippled firs and shrub-pines, till it enters a bleak stony district, devastated by the cupriferous air, where all vegetation ceases and every inch of the ground is taken up by piles of cinders, giving the country a very peculiar aspect and indicating the proximity of the well-known copper-mines.

On a long embankment, solely made of cinders, the train crosses the small lake *Tisken* up to 478 km.

**Falun**, the terminus of the Bergslagen-railway.

People, who in one day have travelled the long distance now described from the startingpoint to the terminus of the railroad with the only object of getting to the end of the journey as soon as possible, will surely breathe a sigh of relief when this tiring trip is accomplished. Those however, who have travelled slowly, stopping here and there, and made excursions to places directly or indirectly touched by the railway, will feel strongly impressed by the beautiful scenery they have beheld, and the memory of the journey will become so much more lasting from the fact that it has been a very instructive one and has made the traveller acquainted with many things, quite strange to him before.

Falun, originally owning its existence to *»Kopparberget*», situated to the west of the town, has quite a pretty situation on a river, which through the small lake Tisken carries the water from lake Varpan to Runn.
Across this river no less than 6 bridges are suspended, most of them very ancient; these bridges form the connection between the old town with its many red-painted cottages, and the eastern part of it, further removed from the mines, and consisting of more fashionable buildings, embedded among gardens and magnificent alleys of birches, giving this part of the town a cheerful and pleasant look.

Now a days when the copper is extracted by water-power, the fume of sulphur, so destroying to all vegetation is done away with, but it will last long before the ground in the immediate vicinity of the mines — about 700 acres — will be cultivable, saturated with vitriol as it has been for centuries.

Falun privileged as a town 1641, but far earlier an important trading place, gives visitor an idea of olden-times, and you indeed find houses there from the 16th century.

In the eastern part of the town near the large square, Stortorget, stands one of these ancient buildings, called »Kopparvågen«, preserving within its walls important contributions to the history of the civilization of Sweden. Here are kept models of flood-gates, reigles for the washing of ore, treadwheels, forgehammers, mining-apparatuses etc. This collection of models is as a whole the oldest in the world.

The above mentioned miniature-machines, which can be put in motion, so as to give an idea of their manner of action, are all invented by Kristoffer Polhem, and constitute the original type of the machines, now used for mining.

Besides accountbooks and deeds, relating to the history and development of the Bergslaget and Stora Kopparberg stock company, making an archieve of 20,000 volumes, a lot of curiosities, ancient and modern, implements for mining-work, different samples of ore and minerals, there is
a complete collection of Swedish copper-coins, and especially a series of coins issued by the company.

»Dala fornsal*, the museum of the province is certainly worth seeing.

Kristina church in Stortorget is undoubtedly the handsomest building in Falun; it was consecrated 1655 and named after queen Kristina, in acknowledgement of the munificence with which she supported its building. It is built after the design of Tessin senior, and considered the seventh in size among the churches in Sweden. The steeple which is said to have been still higher in former days, was like so many other church-steeples in the country destroyed by lightning 1711.

The interior of the church, consisting of three naves and a three-cornered chancel with lofty vaults, that rest on slender pillars, is very imposing.

The altarpiece, which in height occupies the greater part of the chancel is composed of five large oil-paintings, surrounded by magnificent ornaments and a great many carved images. The doors of the pews, and especially the pulpit, are profusely carved.

The church, being very much out of repair, will be submitted to a complete restauration which, it is to be hoped, will not deprive the building of its noble cast.

In the northeastern part of the town is the ancient Kopparberg-church, consecrated 1471; the old steeple of this church has also been destroyed by lightning.

Kopparberg-church is not so fine and interesting as Kristina-church, but it contains many more relics and remains from antiquity, among which the cryptlike sacristy.

The comfort of the traveller is attended to in the best manner at the Stadshotellet and Nya Hotell. Near the railway-station is a nice inn called Kullen which is recommended to summervisitors. Horses can be had at the hotels.
In Falun there also is the head-office of the Stora Kopparberg stock-company which is one of the oldest trade-corporations in the world. Its early existence is wrapped in the twilight of legend, but it is considered that the company was formed between the years 1200 and 1250, or simultaneously with the first working of the Falu or Stora Kopparberg mines, from which the company got its name and wealth.

But for these mines — »The treasure-house of Sweden« — the country would have been unable to pay the war-expenses of its days of glory and at that time they were rightly considered among the richest mines in the world. The total amount of ore, extracted from them is estimated at 500 million kilogram, representing a value of more than one milliard kronor.

At first the mining was done quite arbitrarily, every one taking what he pleased, so that large deep cavities (»Stötar«) were formed, and gradually extended into the interior of the mountain, where shafts (»orter«) were made at different levels, thus lessening the sustaining power of the remaining parts.

On midsummersday 1687 a terrible collapse occurred, caused by the unmethodical digging; the three largest buttresses broke down and the whole became one yawning chasm.

By other downfalls, the most serious ones of which occurred 1833 and 1876, the large abyss, »Storgrufvestoten«, commenced 1687, has got its present appearance. The size of this chasm can be estimated by the fact that what is seen of it comprises almost 12 acres, and though its depth is only 70 meters it measures 3 million cubicmeters.

The deepest of the 3000 compartments of the mine is 354.5 meters; but mining-work has been done still deeper down; by means of diamond bores samples of mineral have been extracted from a depth of 410 meters; in Sweden no mining-work has been attempted at a greater depth. In
1876 the levels of the mine had a total length of 33 km., with 14 perpendicular shafts, of which »Fredriksschakt« is the deepest — 373 meters.

In 1881 gold-nuggets were for the first time found in the mines; about 100 kilogram have since then been extracted, and on this extra product the existence of the mine is said at present to depend.

Those who desire to descend into the mine have to telephone to the mining-office at 8,30 a. m. or be there in person at that time. The passenger-elevator is in operation from 9 a. m. to 1 p. m. and from 4—6 p. m. except on sun- and holidays and saturday-afternoons. Visitors pay the foreman from 1—3 kronor according to their number.

When the visitor has put on an »over-all« (»kittel«) of thick wool and a hat to match, as a protection against the vitriol-water, constantly dripping from the walls, the descent begins, which can be done by elevator from Fredriksschakt or by going down 400 dirty wooden steps in zigzag; to a depth of 65 meters. When the steps cease, ladders will take plucky people still further down; the foreman's torch lights up the place and shows the way. However dark many of the passages are, through which you have to walk, and however black the deep shafts, for a moment lit up by the torch, this subterranean ramble has nothing ghastly about it as most people may be inclined to suppose.

In the deepest parts of the mines the humidity is changed into crystals of ice. A strange effect is produced when some blasting is done and a hollow thunder-like sound reverberates through the vaults, repeated by the echo, or when the yawning chasms are lit up by magnesiumlight, which makes them appear still more fantastic and mysterious.

The workmen's lamps, shining forth here and there make a pleasant and quieting impression.

The levels (»orter«) traversed by plankwalks (»vandringar«) have all different names, such as »Droppstens-
tunnels where the walls are supported by pitprops. When a new shaft is opened an old one is generally filled up to prevent collapse.

An exceedingly large vault, supported by a single pillar is called »Allmänna Freden«. Until nine years ago the Bergslagen company had their dinners served here, when down in the mines on visits of inspection. The vault was on such occasions illuminated by torches and lamps, and great good humour prevailed. At the journalists' convention, connected with the last exhibition at Stockholm, a dinnerparty was again given here in honour of the journalists that visited the mines.

Of the 500 workmen, employed at the mine 150 are occupied in boring; all blasting is done with dynamite.

The »dead« rocks from which the ore is extracted are hoisted up by winches, driven by waterpower in the same way as are the pumps. In ascending you sometimes see the daylight piercing through crevices, caused by former thrusts. The miners' lamps are extinguished, the visitor puts down his name in a book, presented to him, and perhaps feels as content at having seen the famous mine, once called a »marvel« as he is at again seeing daylight.

The prosperity of the coppermine reached its climax in 1650, since then the proceeds have gradually decreased, so the company had to bring about other means of income, resulting in the establishment of several large sawmills and ironworks, to which Domnarfvet belongs.

The Skutskär saw-mills on the bay of Gefle above the outlet of the Dalelfven in the gulf of Bothnia, belongs to the company and is the largest saw-mill in Sweden.

Places worth seeing in the neighbourhood of the town are: Grufriset, Hästberg, Hälla and Hötägt; from
the latter is a grand view of lake Runn, and the bluish mountains in the parishes of Skedevi, Gustafs and Säter.

Besides Ornässtugan another historical relic is to be found on the shore of lake Runn, namely Rankhyttan, where Gustaf Vasa, disguised as a peasant boy, was thrashing corn for Anders Person, but for fear of being detected, had to repair to the north part of the country.

Rankhyttan can be reached either by driving or by one of the small steamers, daily trafficking the lake. A drive there is of course to be preferred as it leaves one more independent of time.

In the latter case you first reach the great saw-mill, Korsnäs with three large and three smaller steam-saws, furnace, smeltingforge, rolling-mill and foundry, all of which should be seen; from there the way goes to Sveden, an estate situated 2 km. from Korsnäs, on a lake, called Hosjön. Emanuel Svedeborg's father, Jesper Svedberg was born here, and the wedding of Linné to Sara Elisabeth Moræa was celebrated in this old mansion, where wall-paintings from that time are still preserved.

At Vika the church should be visited, and from there is but a short distance to Rankhyttan with the historical barn, made of rough-hewn logs.

From Rankhyttan the trip ought to be extended to Torsång with its ancient and very interesting church.

Another nice drive that can easily be done in a day is to the Borgårde inn (26 km.) and from there to Isala lada (Isala barn) (5 km.) in the parish of Svårdsjö, also a relic from the time of Gustaf Vasa.

In the immediate vicinity of Falun the ground is stony, the stems of the firtrees blackened by vitriol, and the vegetation very much crippled, but not far off is the fertile and well-cultivated Sundborn with its extensive fields and meadows with well-built farmhouses, all sur-rounded by green pinewoods and blue mountainridges.

Here the artist-painter Carl Larsson, born in Dalarne, has made a charming home for himself and his family,
whose domestic life he has portrayed in a most lovely manner.

The roads are splendid and as soon as Sundborn is left behind the parish of Svärdsjö is entered, where the mountains rise higher and the forests seem nearer; the church is very prettily situated near the lake, Svärdsjön, with its mountainous wood-clad shores.

Before reaching the church you pass Borgärde, an excellent specimen of a good comfortable inn. People should order dinner when passing, and make excursions while it is being prepared. In the lakes and currents around are plenty of large cray fish, which are caught directly if desired.

THE ISALA BARN.

From the church at Svärdsjö is 5 km. to the Isala barn to which the road runs through very fertile parts; a floating bridge has also to be crossed before the historical place is reached, where Gustaf Vasa was rescued from the Danes, in whose presence Sven Elfson's wife gave him a blow with her bread-peel telling him to go out into the barn and thrash. Outside the barn, which is still
preserved is a memorial stone of porphyry with the following inscription:

»Gustaf Ericson, chosen by Providence to deliver his country, was once thrashing in this barn. His descendant in the sixth degree, Gustaf III erected this monument.«

Journeys can be extended infinitely and so even this; there still remains much worth seeing in Dalarne, as well as in other districts touched by the Bergslagen-railway, and it depends on the travellers themselves whether they want to see more or less, change or extend their journey.

The northern summer is bright and cheerful, the winter long; often dark and dreary, hence the importance of gathering from the former as many pleasing impressions as possible, so that the memory thereof may throw a brightness over the dark dull winterday, so apt to be depressing to the mind.

Funds to live on are necessary in an intellectual sense as well as in a material one, and the reminiscences of a journey, the insight in nature and in the different conditions of life, the development of one’s intellect, result in a sum total of wisdom, love of life and cheerfulness that will not easily dwindle away — like so many other funds — but the more it is used the more interest it will yield.
Plan öfver Bergslagernas jernvägar.