History oft he Klöntal

1300

Boundaries and ownership

The mountain valley was already used in the High Middle Ages as a route between Glarus and Schwyz with the other original cantons. Based on various incidents, it can be assumed that the people of Schwyz were more tightly organized than the people of Glarus due to their market communities.

On the other side of the Pragei, people developed a stronger sense of togetherness internally and a remarkable outward thrust. This explains, at least in part, the fact that the Schwyz crossed the natural boundary of the watershed at the Pragel Pass at an early date that cannot be precisely determined, occupied the rear Richisau and advanced over the Charetalp to above Rossmatt. On the other hand, there is documentary evidence that between 1322 and 1331 the people of Glarus sold parts of the Silberen Alp, which still belonged to Glarus at the time, to the Muotathal monastery. This all happened at a time when the increased production of livestock, hides, cheese and butter was of vital importance for trade and soon also for export. It is therefore not surprising that these transgressions of natural borders later gave rise to disputes. The Glarus Federal Charter of 1352 mentions the place "uf Bergern" - the Pragel Pass - for future arbitration negotiations between Glarus and Schwyz. Fritz Stucki documented the disputes over alpine rights in Klöntal in detail in Volume 1 "Die Rechtsquellen des Kantons Glarus" in 1983. In 1417 and 1418, the Tagsatzung even dealt with these border and alpine disputes. In the 17th century, the disputes over the fairy tales flared up again. After the arbitrators from Schwyz and Glarus were unable to come to an agreement, the Uri governor Johann Franz Schmid von Bellikon issued an amicable ruling in Einsiedeln in 1672 to either divide the Brunalpeli and Euloch Alps or to give them to Glarus in return for an annual rent. The Marchsteine of 1678 and the Marchenbrief issued in 1680 finally established the border. In addition to the Alps on Silberen, which have been recorded since 1322, the following Klöntal Alps are mentioned for the first time in documents and Alpine records: Aueren in 1350, Rossmatt in 1421, Vorauen with Chlüstalden and Schlattalpli in 1494, Richisau in 1531, Saggberg, Ochsenfeld and Dejen in 1547, Güntlenau and Seerüti in 1552, Herberig in 1567 and Planggenalpli in 1710. Since the time around 1300, when 25 Glarus alps were still owned by the Säckingen monastery and at least as many by the freemen, countless mutations have been recorded through property trading and exchanges, and a large number of the pasture areas, which had become extensive due to clearing, were divided into several alps. Today, the ownership structure is clearly defined: land in the Klöntal is owned by the municipalities of Glarus, Netstal, Riedern and

Ennenda as well as corporations, NOK, private individuals, foundations and the Swiss Confederation. Oberlängenegg, for example, with its combination of military and alpine farming, belongs to the Confederation, Vorderrichisau to the Melchior and Katharina Kamm-Menzi Family Foundation, and the former Hotel Klöntal became the Niederurnen school community's house for vacation colonies thanks to the generous Ida Foundation of Fritz and Caspar Jenny, Ziegelbrü- cke. The question of the allocation of the Klöntal to a municipality first came up in 1875, on the occasion of the intended revision of the cantonal constitution, but remained open with the constitutional revision adopted in 1887. The impetus for the current regulation came in 1899 with the formation of the Eggliruns Corporation ordered by the cantonal building authorities. It was determined that the unclear constitutional situation could only be resolved if the Klöntal was assigned to one day. After Riedern had renounced, the advantages and disadvantages of Netstal and Glarus were weighed up against each other. After a thorough legal examination, taking into account the previous administrative arrangements and the geographical location, the government council came to the conclusion that the Klöntal should be placed under the control of Tagwen Glarus and also the political municipality of Glarus. The people of Netstal could not accept this decision and lodged an appeal with the district council. The community at the foot of the Wiggis was furious and exclaimed: "Now the people of Glarus have stolen the Klöntal from us!" However, on October 15, 1902, the district council definitively and legally assigned the Klöntal to Tagwen Glarus by 37 votes to 16. On this occasion even today, even if only in a whimsical way, the Netstalers still refer to the legend of the "stolen Klöntal"

1322 – 1352

Borders and alpine disputes

The mountain valley was already used in the High Middle Ages as a route between Glarus and Schwyz with the other original cantons. Based on various incidents, it can be assumed that the people of Schwyz were more tightly organized than the people of Glarus due to their market cooperatives. On the other side of the Pragei, they developed a stronger sense of togetherness internally and a remarkable outward thrust. This explains, at least in part, the fact that the Schwyz crossed the natural boundary of the watershed at the Pragel Pass at an early, not exactly determinable point in time, occupied the rear Richisau and advanced over the Charetalp to above Rossmatt. On the other hand, there is documentary evidence that between 1322 and 1331 Glarus sold parts of the Silberen alp, which still belonged to Glarus at the time, to the Muotathal monastery. This all took place at a time when the increased production of cattle, hides, cheese and butter was of vital importance for trade and soon also for export. It is therefore not surprising that these transgressions of natural borders later gave rise to disputes. The Glarus Federal Charter of 1352 mentions the place "uf Bergern" - the Pragel Pass - for future arbitration negotiations between Glarus and Schwyz. In addition to the Alps on Silberen, which have been recorded since 1322, the following Klöntal Alps are mentioned for the first time in documents and Alprodeln: Aueren in 1350, Rossmatt in 1421, Vorauen with Chlüstalden and Schlattalpli in 1494, Richisau in 1531, Saggberg as well as Ochsenfeld and Dejen in 1547, Güntlenau and Seerüti in 1552, Herberig in 1567 and Planggenalpli in 1710.

Since the time around 1300, when 25 Glarus Alps were still owned by the Säckingen monastery and at least as many by the freemen, countless mutations have been recorded through property trading and exchanges, and a large number of pasture areas that had become extensive through clearing were divided into several Alps.

Today, the ownership structure is clearly defined: the municipalities of Glarus, Netstal, Riedern and Ennenda as well as corporations, NOK, private individuals, foundations and the Swiss Confederation own land in Klöntal.

Oberlängenegg, for example, with its combination of military and alpine farming, belongs to the federal government, Vorderrichisau to the Melchior and Katharina Kamm- Menzi Family Foundation, and the former Hotel Klöntal became the Niederurnen school community's house for vacation colonies thanks to the generous Ida Foundation of Fritz and Caspar Jenny, Ziegelbrücke. Fritz Stucki wrote in 1983 in volume 1

"Die Rechtsquellen des Kantons Glarus" (The legal sources of the canton of Glarus) the disputes about alpine rights in the Klöntal.

documented in detail.

1322 - 1352

Borders and alpine disputes I

The mountain valley was already used in the High Middle Ages as a route between Glarus and Schwyz with the other original cantons. Based on various incidents, it can be assumed that the people of Schwyz were more tightly organized than the people of Glarus due to their market communities.

1388

Schwyz, Russians and the Glärnisch combat group

It is known from the charter that on April 8, 1388, the people of Schwyz sent 30 reinforcements over the Pragel. A few hours after the night camp in Richisau, four of these first Klöntal soldiers, whose names are recorded, fell on the battlefield of Näfels: Ueli Watwiler and Gander from Uri, Rudi Schelbert and Jenni zum Bach from Schwyz. However, the much-described march of General Suwo- row's Russian army at the end of September 1799 made European war history. The Russians were only able to escape from the enemy's pincers in the Muota Valley via the Pragel Pass and the Klöntal, because their planned march to Schwyz was blocked. A report by the French General Mortier, who pursued Suvorov with his half-brigade on October 5, 1799 and captured around 100 Russians along the Klöntalersee, also found 1800 rifles, 8 cannons and a number of mules and horses that Suvorov's troops had left behind, shows just how gruelling the fighting in the Klöntal must have been. As late as 1894, large-caliber cannonballs with the tsarist double-headed eagle were discovered in Güntlenau. The Historical Association of

the Canton of Glarus wanted to use divers who had been trained in Lake Walen to search for cannons and, above all, Suvorov's war chest.

to try. Unsuccessfully, as it turned out. Possible and impossible stories about the legendary war chest still circulate today. What is certain, however, is that on August 13, 1857, one of the general's grandsons, Prince Suvorov, followed in his grandfather's footsteps and concluded his tour of the Klöntal with a visit to the Vorauen. The valley between the fortresses on the Gotthard and the Gonzen near Sargans always played an important role in Switzerland's national defense. Before the Second World War, Colonel Karl Brunner drew attention to the importance of a road link from the Muota Valley to the Linth Valley. When the redoubt was occupied after the Rütli report on July 25, 1940, the lack of this road became clear because a possible closure of the Linth plain would have made the connection from one part of the redoubt to the other much more difficult. In 1940, the Glärnisch combat group formed under Glarus Colonel Baeschlin built a cable car from Richisau over the Pragel to Gutentalboden as an emergency solution, which at least improved the supply of material and ammunition. With dynamic territorial defense as a core element of "Army 95", the idea of a reduit was no longer valid. The remains of the large cable car station in the rear of Ri- chisau still stand today as a kind of monument. New factors of military significance are the troop camp in Vorauen and the Oberlängenegg military firing range, which was acquired by the EMD and developed with a road.

1388

Annexation by the people of Schwyz

The Schwyz crossed the Pragel at an early, no longer clearly determinable time and occupied the rear Klöntal valley almost as far as Richisau. It is known from the charter that on April 8, 1388, the Schwyz sent 30 reinforcements over the Pragel. After camping for the night in Richisau, four of these first Klöntal visitors, whose names have been handed down, fell a few hours later on the battlefield of Näfels: Ueli Watwiler and Gander from Uri, Rudi Schelbert and Jenni zum Bach from Schwyz. They even advanced over the Karrenalp into the Braunalpeli above Dreckloch-Rossmatt and into the Euloch above the Brächalp. These takeovers by the people of Schwyz led to two lawsuits between the state of Schwyz and Glarus alp owners in 1421. It remains a matter of speculation as to whether these were payments to the people of Schwyz for their support during the Battle of Näfels against the Habsburgs in 1388. In any case, the lost territory is still in Schwyz hands today.

1468

First mention

The origin of the name "Klöntal" is still uncertain today. It was mentioned for the first time in 1468, in the chronicle of the county clerk Rudolf Mad, in which he reports on a harsh autumn and winter... and there was so much snow around the mountain that one could still be seen in Kloentel.

The name Klöntal was probably used at the time to refer to the region behind the lake, which was not of great importance until it was developed in the 19th century. The region in front of the lake was still called Klöntal until the early 20th century.

The name "Seerüti" was used in the 19th century. Around 1800 there was a district called "Seerüti-Klöntal" in the cantonal cadastre and as late as 1901 there was still talk of the Seerütistrasse, which was taken over by the state of Glarus at the time.

1468

Field and settlement names

The first written mention of the name Klöntal can be found in the records of the Glarus scribe Rudolf Mad. As a contemporary, he reported severe storms and heavy snowfall in the winter of 1468/69. The names "Clontal" and "Clontaler See" can be found on Aegidius Tschudi's map of Switzerland from 1538.

The spelling "Klontal" appears on the "Zürichgau" map in Johannes Stumpf's Swiss Chronicle of 1548. The two headwater tributaries of Lake Klöntal are called Klön or Chlön. The name "Klön" has not yet been classified linguistically, but is probably pre-German. It is possible, but not proven, that the High German sound shift from k to ch took place in the 7th and 8th centuries in the initial sound of Chlön - pronounced "Chlü" in Glarus. The outflow of the Klöntalersee is called Löntsch (Löneschen, Lönschen). This name - like all the more important rivers and streams in the Glarus region - is of Celtic origin. A few names such as Gampel (Lat. campus = field), Saas (Lat. saxum, Rhaeto-Romanic sass = rock) and Pragel (pre-Romanic bargia, Rhaeto-Romanic bargell = hay barn) are of Romansh origin. Alemannic field names occur frequently. Names such as Schlattberg indicate that settlers in early times opened up new living space with fire and axe; Schwammhöchi is the place where trees were "schwemm- te", i.e. caused to die by debarking. Other names such as Planggen, Dräggloch or Faulenkopf refer to the shape of the ground. Auli, Vorauen, Seerüti and Brunalpeli refer to the location by the water. Other property names are identical with the first owners, such as Güntlenau (Au des Gundilo) and Richisau (Au des Richwin). The typical Alemannic naming of individual farmsteads and treus settlements after the first or a later owner continued in the following centuries. The names of mountain estates such as Kubliberg, Lütschgenberg, Simmenberg, Hüsliberg and Hophanberg have also found their way into today's documents and national maps.

1468

The Klöntal as a hunting ground

Along with fishing, hunting has played an important role in the Klöntal since time immemorial. While it was initially a very important factor for feeding the people and for the trade in furs, it has evolved into hunting and sport in a process of development adapted to the times.

The first laws were passed as early as 1535, and protected areas were also created, for example in the Glärnisch area in 1560. The hunting grounds were also open to free citizens. In 1876, the first patent

The first hunting fee was introduced after the chamois population declined sharply. In earlier times, wolves and bears are also said to have existed in the Klöntal. The existence of the latter is supported by place names such as Bärentritt, and it is known from the chronicles that wolves killed people in the very cold winter of 1571. Red deer and ibex were also present in earlier centuries. In 1550, an ibex was shot in the Glärnisch area. After a long period of hunting mainly chamois, roe deer and marmots (also foxes, hares and badgers), red deer returned from the east at the end of the 1940s and beginning of the 1950s after a long interruption, with a large stag being shot again for the first time in 1956 on the Richisauer Schwammhöchi. Due to the operations in the canton of Schwyz in 1962, 1968 and 1971, the ibex also returned from there to the Klöntal. On

On May 12, 1968, a 9-year-old ibex was observed in the Oberlängenegg area. Today, large numbers of ibex can be found between Wannenstöckli, Ochsenchopf and Wiggis, depending on the time of year. Hunting and game populations have been subject to major changes at all times. The 13 km federal ban area on the Glärnisch, which existed from 1926 to 1963, played a not insignificant role in this. Poaching also had a certain influence, especially up to and during the First World War!

1538 – 1548

Field and settlement names

The names "Clontal" and "Clontaler see" appear on Aegidius Tschudi's map of Switzerland from 1538. The spelling "Klöntal" appears on the map "Zürichgau" in Johannes Stumpf's Swiss Chronicle of 1548.

1569

History of iron ore mining I

Towards the end of the 1560s, it was believed that promising layers of red iron ore had been discovered on the Glärnischwänden in Klöntal. A company was formed, headed by Michael Bäldi, who would later become Landammann, and his brother Fridolin. At their request, the mining freedom of 1527 was renewed for the area in Klöntal on April 24, 1569. Towards the end of the 1560s, it was believed that promising layers of red iron ore had been discovered on the Glärnischwänden in the Klöntal. A company was formed, headed by Michael Bäldi, who later became mayor, and his brother Fridolin. At their request, the mountain freedom of 1527 for the area in the Klöntal valley was revoked on April 24, 1569.

renewed. October 16, 1571: A concession contract is issued to the mining company and the very next day a letter of ban is issued to protect the majority of the Klöntal forests, because lessons had been learned from the time of the Guppen mine and people were aware of the large consumption of wood.

The mining and smelting of iron ore in Klöntal probably began in May 1572. In the very first year, 1573, the Isenherren paid 80 pounds pfennigs for the transportation of pig iron on Lake Zurich, while the freight charges for the iron extracted at Gonzen amounted to only 69 pounds. In 1582, however, Michael Bäldi complained that the three shipmasters of Zurich, Schwyz and Glarus, who were in charge of all freight traffic on the lake, had granted the Flumser Herren an exceptional tariff, while he and his partners had to pay the full price from Ziegelbrücke. However, the request was rejected because the Flums ships would always take grain as return freight. In 1584 Fridolin Bäldi filed a lawsuit against Melchior Suter, who had lost one of ten bales of iron during transportation to Ziegelbrücke. In 1584-86, Heinrich Schwogkoffner, a charcoal burner from South Tyrol, had to repeatedly assert his wage claims. For almost two decades, there seems to have been a lively industry until the ore deposits began to run out. There were disputes with "Master Hans the smelter", whose wages were withheld for alleged breach of contract, disputes arose with property owners, in short, there was a great deal of frustration and financial losses and the Bäldi brothers began to try to sell the ironworks. see Iron Mining II.

1572

Iron smelting

The iron ore was floated across the lake to the Pochwerk, where the ore chunks were crushed. The pothouse was located approx. 200m below today's dam on the right-hand side of the Löntsch. The lake was slightly dammed up in order to transport the ore to the ore-punching plant, probably with the help of wooden sliders in a dam wall. Remains of this dam can still be found today on both sides of the Löntsch, about 100 meters below today's Löntsch bridge. Three smelting furnaces were used to smelt the iron ore on the left bank of the Löntsch below the Pochwerk. Pieces of slag, which can still be found on the Löntschbord, bear witness to the operation of the smelting furnaces. Charcoal was used to operate the smelting furnaces, which was produced at various locations in the Klöntal, at so-called coal yards. One such coal yard was located directly above the site of the former smelting furnaces, on the meadow above the present-day road. The remains of charcoal that was produced over 400 years ago can still be found there today in mounds.

1611

History of iron ore mining II

On May 7, 1601, the entire company passed to the then governor Hans Heinrich Schwarz and his two cousins Leonhard Schwarz and Hans Stäheli. However, the new mine owners soon became aware of the unfavorable state of affairs. After Landammann Schwarz and Stäheli had withdrawn, Leonhard Schwarz looked around for a buyer, which he found in 1607 in the person of Baron von Mörsberg. He was prepared to pay the gigantic sum of 18,000 guilders. The Landsgemeinde of April 16, 1608 did not hesitate to approve the purchase. However, the Baron of Mörs- berg never took care of his mine in Klöntal and remained in debt for the vastly overstretched purchase price. As a result, the various mining facilities disintegrated and the legal relationships became increasingly entangled until it was finally no longer known to whom the mine and iron smelter belonged. And so the outcome of the affair and the date of the mine's closure remain unknown to this day.

1662

From the mule track to the road into Klöntal

Maintaining a public road connection was a difficult task, especially as the property owners were obliged to do so. But building and maintaining the bridges and footbridges was the responsibility of the Tagwen. According to a ruling from 1662, in addition to the Tagwen Glarus, Netstal, Riedern and Ennenda, the "Herren Alp- , Berg- und Rietgenossen im Klöntaler-Tal" also had to pay for the roads and bridges. Around 1750, the Seerütiweg Corporation was formed, which had to maintain the road over a length of 6.15 km until 1952. From 1867, the state transferred CHF 500 a year to the corporation (at a daily wage of CHF 1 to 1.50 at the time) "because of the carriage traffic". Additional contributions were subsequently made from the "ice duty", because the ice transport placed an extraordinary burden on the road. Despite the difficult topographical conditions and the eternal struggle against floods, avalanches, gullies and rockfalls, the mule track and road were constantly improved by the communities and private individuals who had joined together in the Seerütiweg Corporation. From 1841 to 1843 and from 1868 to 1872, the road was extended to Vorauen. Further extensions and the continuation to Richisau came in 1881, and in 1888 the Richisau Corporation, founded in 1880, received a state contribution of CHF 12,000 for the renovation of its section from the Sulzbach bridge to Richisau. In the meantime, applications for the canton to take over the Klöntalerstrasse were always rejected by the Landsgemeinde. With the triumph of the automobile after the Second World War, private transport increased more and more: in 1949, 700 motor vehicles rolled into the Klöntal on a summer Sunday, and the post office transported 630 people. Under these circumstances, the Seerütiweg Corporation finally wanted to get rid of its responsibility for the road. In 1952, forester Fritz Oppliger wrote: "This road is no longer able to cope with today's traffic conditions. The local population is annoyed by the dust from the many vehicles that are more or less suitable for the road and is no longer safe to live in".

In addition, in 1940 the Landsgemeinde had approved a loan of CHF 1,005,000 for the extension of the Klöntalerstrasse and the corporation had accepted the contribution of CHF 91,400 imposed on it. In 1953, the Landsgemeinde approved the takeover of the road by the canton. Since then, the canton has asphalted and constantly repaired the road. The[nbsp] schoolchildren also benefit from the year-round maintenance, as the school bus, introduced in 1955 as a practical aid to mountain farmers, takes them to Glarus and back every day. A traffic census from 1988 proves that the canton's decision to take over the road was justified: on a Sunday in June and August, 4500 and 5900 motor vehicles respectively passed Staldengarten in both directions. Since 1962, the hiking trail along the Löntsch has been extended by various organizations so that today it is possible to walk along an idyllic route away from the road into the Klöntal valley. Between 1911 and 1913, the municipality of Glarus built the Saggbergstrasse as a highly regarded model for modern forest management. This access road to the Klöntal was also opened up to tourists in 1920 and leads over what is probably the most beautiful vantage point, the Glarner Schwammhöchi. After a hike down to the lake, you reach the wonderful, romantic and, especially in summer, unique trail that leads via Güntlenau and Bären- tritt into the rear Klöntal. From the square, the Tschachenstrasse runs along the Chlön through the protected alluvial forests; this is still under the control of the corporation of the same name and can only be used with a special permit. The Tschachenstrasse ends at the bridge over the Chlön. A road to Chlüstalden and into the Rossmattertal valley to the Chä-seren hut village begins here. The military built the alpine road on the other side of the valley from Schwändeli via Ralli, Ratlis to Unter- and Oberlängenegg. A hiking trail designed by surveyor Wild and built by schoolchildren leads from the upper Schwändeli towards Richisau, restored as part of Sternenweg 91.

Responsibility for roads and bridges

Maintaining a public road connection was a difficult task, especially as the property owners were obliged to do so. But building and maintaining the bridges and footbridges was the responsibility of the Tagwen. According to a verdict from 1662, in addition to the Tagwen of Glarus, Netstal, Riedern and Ennenda, the lords of the alpine, mountain and reed communities in the Klöntal valley also had to pay for the roads and bridges.

1662

Discussion about Pragelstrasse. Is it coming or not?

The originals of Dettling's historical calendar are missing, which records the following for July 1, 1711: "The delegates to the annual accounts in Baden should inform the honorary envoys of Glarus of their intentions regarding the projected road over the Pragel into Welschland". The plans are also missing for the version of the Schwyz district clerk J. M. Schuler, who wrote in a submission to the Schwyz district council in 1947 that the first project for a Pragel road was drawn up in 1736. However, the Gla- rus State Archives hold the "Entwurf des Weegs und Situs von Schwyz über den Brägel nacher Glarus", which Captain Jost Rudolph von Nideröst drew on August 5 and 6, 1756. It is recorded that in 1766 the people of Schwyz made representations to the Glarus municipality and in 1854 the people of Glarus made representations to Schwyz about the Pragelstrasse. In 1860, 1864, 1872 and 1890, there were repeated attempts by one side or the other in this matter. They failed in each case due to the priority given to road construction within the canton - Axenstrasse and Gotthard for the people of Schwyz, Klausen and Kerenzer for the people of Glarus. A joint submission was made to the federal government on October 31, 1900. In the summer of 1902, the flag flew at the town hall in Glarus when representatives of the authorities from both cantons raised new hopes following a joint inspection. Cost estimates and projects were subsequently drawn up again, as well as in 1913, 1915 and 1927. In[nbsp] 1934, the attempt to include the Pragelstrasse in the Swiss Alpine road program failed. After a Pragel Railway had already been under discussion in 1906, there were proposals in 1911 and 1912 to run public transport between Brunnen and Glarus over the Pragel. Two concession applications were submitted to the Federal Council. One was for an electric tramway (E. Frote and Co., Zurich), the other was for a free highway to be operated by buses (Römer & Isler, Zurich). Despite a consultation process in which Glarus opted for the electric tramway, nothing more was heard of these projects. In 1939, when the federal government approved 70 percent subsidies for a Pragelstrasse, which the representatives of the cantons had lobbied for in Bern, the people of Glarus counted on the goodwill of their neighbors and extended the rear section of the Klöntalerstrasse to the cantonal border. On 30 November 1947, the people of Schwyz agreed to the construction and maintenance of a 4.6-metre-wide Pragelstrasse; nothing happened. From 1970 to 1974, Genie soldiers built the Schwyz Pragelstrasse. After the commander of Reduit Brigade 24 had instructed his staff in 1968 to examine a connecting road from the Muota to the Linth, Brigadier Claus Cramer initiated cooperation with civilian authorities based on the positive results of his internal feasibility study and in agreement with the commander of Geb AK3. The project for the 8.6 km long and 3.5 meter wide road, which was not intended for tourism, came from the Schwyz Road Construction Office. The client was the Oberallmeindkorporation, and the contractors were W K and EK Truppen. Head forester W. Kälin was in charge of construction management, while the brigade's chief of engineering, lieutenant colonel Härtsch, and the commander of engineering section 64, major H. Rauch, were in charge of operations.

In the four years, the military provided 102,914 man hours and 14,675 machine hours. the achieved. The Blick headline on September 18, 1974 read: "Pragel-

Road finished - and nobody wants it anymore!". On October 2, 1974, Corps Commander Fritz Wille handed over the road to Xaver Reichmuth, the mayor of Schwyz, on the Pragel Pass. In the same month, doctors from Schwyz, supported by their colleagues from Glarus, began to oppose the expected final expansion of the Pragel Pass and the subsequent "coffee tourism". From 1975, civilian authorities installed a tarred surface, and in 1976 the road over the 1550-metre-high pass was also opened to tourism. The people of Glarus were not at all in agreement with a continuous opening due to the constant increase in traffic. However, the Schwyz authorities were of the opinion that the neighbors were legally obliged to take over the pass traffic. An ETH expert opinion supported the Glarus position. Since 1978, the 800-metre stretch of road between the cantonal border and Richisau has been closed to motorized through traffic on Saturdays and Sundays. The federal court ruled in favour of this Glarus weekend driving ban on October 3, 1981.

1750

Seerütiweg Corporation

The Seerütiweg Corporation was founded around 1750 and was responsible for maintaining the Pragelstrasse over a length of 6.15 km until 1952. From 1867 onwards, the state paid the corporation CHF 500 per year (at a daily wage of CHF 1 to 1.50 at the time)
"because of the carriage traffic". There were additional contributions from the "Ice duty" because the ice transports put an extraordinary strain on the road.

1788

Logging and rafting

According to the Klöntal report by Franz Joseph Büeler from 1788, logging and rafting were a hard and dangerous trade. The felled trunks were sawn into three to four shoe (1 Glarus shoe = 30.68 cm) long Blütsche (logs) or 18 to 21 shoe long Trämmel. These were dragged down to the valley in winter with horses and mules. The Blütschen, however, were floated through the Chlön into the lake, over which they were hauled in a ring of logs up to a volume of 500 casks (1 old wooden cask = 2.91 m3). Then in Seerüti, with 50 men in the water, the wood had to be loosened and transported along its course from the then wild Löntsch to Riedern to the so-called Flözerplatz, to Netstal and partly into the Linth. Before that, the most gruesome work was in the narrow Büttenentobel, where the wood often got stuck in the Löntsch and a raftsman had to abseil down for double the daily wage... Because of this arduous transportation, felled wood was already burned into coal in the Klöntal and transported onwards in sacks. Individual field names still refer to this processing today. Charcoal burning continued until 1860 and rafting until 1886.

1799

General Suvorov's march through

As a schoolchild in Glarus, we learned that the Russian General Suvorov would have sunk his treasure in the lake at the Bear Ride in order to be able to move his weakened army on more quickly. The idea is romantic and has often led some people to try to find this treasure with diving goggles or an extra strong fishing rod. Treasure or not, one thing is certain: Suvorov never made it past the Bear Ride. The path led along the other side of the lake. Nevertheless, the historical memory of Suvorov is worth reading. After victories by French troops against the lords of old Bern and the central Swiss, the whole of Switzerland was occupied (or liberated - a question of political point of view) in 1798. The Helvetic Republic was proclaimed, which brought political equality, freedom of religion and freedom of the press for citizens. In the Second War of Coalition (1799 to 1802), Austria, Russia and Great Britain, together with other allies, attempted to put revolutionary France back in its place and reconquer territories (northern Italy, Switzerland, Belgium, the left bank of the Rhine) that had come under French influence in the previous years. The republican achievements in the heart of Europe were a thorn in the side of the monarchs. The allies were soon able to celebrate their first successes. In the first Zurich War, the French were driven out of Zurich by the Austrians and the Russian General Suvorov was able to record successes in northern Italy. In the second half of 1799, the battles of the foreign armies began to focus entirely on Switzerland. The allies' plan was for Suvorov to enter Switzerland from Italy, drive the French from the Gotthard and from the Uri region and then unite with the troops of General Hotze, a Swiss in Austrian service, and other allies in the Schwyz area in order to defeat the French army under General Masséna with concentrated force. On September 15, Suvorov reached the tavern south of Monte Ceneri in Ticino with around 21,000 men (number uncertain). From here, he set off with 650 mules, around 1,500 Cossack horses and 25 light mountain guns towards the Gotthard, where he met the French for the first time on September 24. Suvorov remained successful against the surprised French, but already lost 1,200 men here. His army continued to advance according to plan, repeatedly involved in battles with the retreating French. The Schöllenen between Andermatt and Göschenen, where a monument still commemorates Suvorov's Alpine campaign, was hard-fought. The Russian army reached Altdorf on September 26. The fastest connection to Schwyz from here would have been by sea. However, all the ships had been taken away by the French army, which dominated the lake basin with its flotilla. The Axenstrasse did not yet exist. Suvorov therefore decided to reach Schwyz and his allies via the Kinzig Pass and the Muota Valley. The army, severely exhausted after three days of fighting, set off the very next morning and, hungry and soaked by the rain, climbed over the Kinzig Pass to Muotathal. Here Suvorov learned from the cheese merchant Sebastian Schelbert, who had just returned from a business trip to southern Germany via Zurich, of the defeat of his allies in Zurich and on the Linth, where General Hotze had fallen.

Suvorov was in a hopeless situation. His army of less than 20,000 men, trapped in a valley, faced Masséna's army of more than 60,000 men. The prepared plan was no longer feasible. So the Russian general decided to advance to his allies in Austria via the Pragel Pass and the Kerenzerberg. The wounded were left behind in Muotathal. The shoes and stockings of around 1,000 captured French soldiers were taken from them and then carried over the Pragel through the rain and snow. But the French were already waiting in Klöntal. Again, fierce fighting ensued with heavy losses. A report by the French General Mortier, who pursued Suvorov with his half-brigade on October 5, 1799 and captured around 100 Russians along the Klöntalersee, as well as 1,800 rifles, eight cannons and a number of mules and horses that Suvorov's troops had left behind, shows just how exciting the fighting in the Klöntal must have been. The Russians were able to fight their way as far as Netstal in Glarus, but they were unable to break through the French barrier at Näfels. The Linth Bridge and the route over the Kerenzerberg were blocked. The Russian army lay on the ground, starved and without ammunition. The only option now was to retreat over the Pa- nixer Pass. The Russians fled, pursued by the French and entangled in battles, to Elm and from there in the early hours of October 6 over the already snow-covered Panixer Pass to Chur, where they finally found enough food again. 6,000 Russian soldiers perished that month. Many of the survivors arrived in Chur sick or injured. After the passage of the foreign armies, the Glarus region was plundered and without food reserves. The starving Russians stole fruit from the trees, dug for potatoes in the fields and stole pigs, cows and poultry. The pastor Marcus Freuler reports on the period that followed: "Many people were forced to leave their homes with the government's permission and to migrate to other parts of Helvetia with their starving, death-like bodies." Cantons that were spared took in Glarus children to recuperate. In the first five months of 1800, 1,200 children left their parents' homes and were taken to Basel, Bern, Solothurn and western Switzerland. Once they arrived in a town, the half-naked children were taken to the market square. Kind-hearted inhabitants chose a vacation child, and the others were led on until they were all cared for.

Restaurant in the Vorauen

On the western shore of the lake, the Glarus merchant Johann Rudolf Marty, who was active in Riga, had a brick-built restaurant built in Vorauen as early as 1810. In 1856, the municipality of Netstal acquired the restaurant in Vorauen.

1810 - 1856

1830

Inns and scheduled boats

Until the early 19th century, herdsmen and farmers' wives voluntarily or involuntarily provided Klöntal "visitors" with makeshift accommodation. This changed quickly, however, and most of the inns listed below can look back on a tradition of over 100 years. At the entrance to the Klöntal, Iwan von Tschudi also praised the Staldengarten inn in 1895 "with its lovely fresh spring". The inn appears on a postcard stamped in 1928 with the two-storey extension built shortly before. From the Saggberg, the Glarner Schwammhöchi was once dominated by the refuge built in 1908 as a concert hall and games room. The Schwammhöchi mountain inn, built by the municipality of Glarus, has stood here since 1959. And on the Obersagg, the Glarus-Riedern school community has been running its vacation home, built by architect Josef Schmid-Lütschg, since 1909. At the eastern end of the Klöntalersee, the municipality of Netstal built the Seerüti inn in 1862, which was rebuilt by the architects Streiff & Schindler in 1911 under the name "Rhodannenberg" after the lake was dammed. The new Gasthof-Hotel Rhodannenberg, designed by architects Zweifel + Leins, was opened in 1984 in a slightly elevated, recessed position. On the western shore of the lake, Glarus merchant Johann Rudolf Marty, who was active in Riga, had already built a brick-built inn in Vorauen in 1810. This, acquired by the municipality of Netstal in 1856, had to make way for the reservoir and was rebuilt further inland in 1913 by master builder Rudolf Stüssi-Aebli with the support of Motor AG. At the same time as the electrification of the Klöntal valley, the HotelRestaurant Vorauen was rebuilt in 1958 and extended with a pavilion designed by architect Walter Schlumpf. On On October 19, 1993, Netstal sold the restaurant to the long-time tenant Hans Peter Freuler. In 1870, the municipality of Netstal even built a spa hotel for bathing and whey cures in the rear Vorauen, run as a branch of the Hotel Glar- nerhof in Glarus. After the fire at the end of 1883, the house was rebuilt as the Hotel & Pension Klöntal. On behalf of the Ida Foundation, architect Hans Leuzinger oversaw the conversion of the hotel into the Niederurn vacation home, which opened in 1925. In 1885, Ernst Buss described the Gasthaus Klöntal in the square as a cozy guesthouse for ordinary people and an excellent base for mountain excursions. This inn has been owned by the Freuler family since 1924. During the summer, the Chäseren Alp is also used as an inn. This place is the starting point of the trail to the Glärnischhütte of the Tödi SAC section. The first shelter for around 10 people was built on the southern slope of the Usser Fürberg in 1867. In 1885, architect Hilarius Knobel again built the new Glärnischhütte in the Firenplanggen, which was extended by Hans Leuzinger in 1931 and rebuilt by architect Jakob Jenny in 1985. According to the historian Heinrich Spälti, a whey cure house is said to have existed in Ri- chisau since around 1830. In any case, in 1846 Oswald Heer mentioned the mountain house in Vorderrichisau, which was frequently used by the people of Glarn for Scottish cures. This was completely rebuilt in 1857 by the old Netstal master builder Jakob Stähli-Bauhofer. His son Fridli Stähli also managed the new Richisau spa from 1874. After the fire in August 1915, operations continued in the first spa building until 1986. In 1987, the new Gasthaus Richisau and in 1993 the staff house were completed by the architects Kamm + Kündig. With the advent of tourism, the Klöntalersee was also used for tourism. On June 30, 1889, the first steamboat for 12 people was launched here on July 7, 1889.

It belonged to M. Brunner-Legler, hotelier at the Glarnerhof in Glarus and the Hotel & Pension Klöntal. A one-way ticket from the Rhodannenberg to Vorauen or vice versa cost 50 centimes. In 1892, Alfred Strehler from Wollishofen announced that he would be sailing the lake every Sunday with an 18-seater Naphta steamer every day during the Swiss shooting festival in Glarus. Shipping was interrupted by the construction of the power station. However, on June 28, 1912, the 9m long motorboat Magda with 10 hp and a capacity of twenty people sailed on the reservoir again. In 1914, a boat operated by Anton Cavelti-Kohler from Riedern was also in operation. A one-way trip cost Fr. 1, a return trip

1.50. In 1917, the saloon boat Teil, which had previously cruised on Lake Lucerne - "a boat with double cabins and all the appropriate comforts" - was put into service. In 1929, C. Brandenberger from Glarus advertised, and in 1930 E. Gübler from Ennetbühl advertised motorboat trips. For a long time, Anna Leuzinger from Netstal also operated a scheduled boat, and at the end of the 1950s, Peter Pecka from Glarus was the last scheduled boat captain on Lake Klöntal with his motorboat Pragel. Today, the number of private boats has risen to around 150, and the speed limit of 15 km/h has been in force since 1962.

1830

Richisau Spa House

A small Scottish and whey spa was established in Richisau as early as the 1830s. It consisted of a simple alpine hut, which also provided accommodation for the predominantly local guests. The landlord was also a dairyman, an obvious combination. In the early days, it was mainly men who underwent such cures, staying for a few weeks and sharing a bed in the hay with the dairyman. As such activities were not appropriate for women, special mountain huts were later created for a number of spa guests and women also took part in such cures.

As the immediate surroundings, the maple trees, the alpine pastures and the view of Lake Klönta- ler lent the spa town a very special charm, guests from outside the canton began to arrive in increasing numbers around the middle of the 19th century. The journey to the resort was made much easier when the mule track was upgraded to a road in 1840 and 1853. As a result, the number of guests increased steadily and in 1856 a larger inn was built, which could accommodate around 50 guests.

The actual Kurhaus was then built in 1874. This was the heyday of the Richisau spa hotel. Guests came to the idyllic Klöntal valley from Palermo and St. Petersburg. Carriages were available at the railroad stations in Netstal and Glarus to transport spa guests to Richisau. At the turn of the 20th century, the spa hotel in Richisau was well equipped to meet the comfort requirements of the time. In addition to new bathrooms, there was a post office and telephone. Nevertheless, after the turn of the century, a steady decline in visitors became noticeable. Around the middle of the

In the 19th century, it became a kind of insider tip for nature lovers and connoisseurs, mainly due to its seclusion without the hustle and bustle of a large spa resort. If you were looking for a spa hotel with a swimming pool, tennis court, bowling alleys and large social events such as balls, spa concerts and the like, you went there to be seen,

was in the wrong place. The trend away from recreation towards entertainment may have contributed to the decline of the Kurhaus Richisau. In 1915, when the owner was away, a fire destroyed the house and sealed its fate. The cause of the fire remained unknown. Contemporaries rumored that an employee had set the fire on behalf of the absent landlord, as long overdue investments were no longer worthwhile, but collecting the fire insurance money was. The Richisau Inn continued to operate in the old building, built in 1856, until the 1980s. In 1987, under the direction of architect Peter Kamm, the community of heirs built the new Gasthaus Richisau, which is open during the summer months.

1841 - 1888

Richisau Spa House

From 1841 to 1843, the first extension of Pragelstrasse to the road to Vorauen took place. A second extension of Pragelstrasse took place from 1868 to 1872. In 1880, the Richisauer Corporation was founded to renovate its section of Pragelstrasse from the Sulzbach bridge to Richisau. Further extensions to Pragelstrasse and the continuation to Richisau came in 1881. In 1888, the Richisauer Corporation, founded in 1880, received a state contribution of CHF 12,000 for the renovation of its section from the Sulzbach bridge to Richisau. In the meantime, applications for the canton to take over the Klöntalerstrasse were always rejected by the Landsgemeinde.

1850

The largest ice stadium far and wide

Lake Klöntal forms an ice rink every winter. Ice sports have been popular here since the middle of the 19th century. Today, the lake is open for ice skating when the ice is at least twelve centimetres thick. In the winter years 1992/93 and 1994/95, ice skating on Lake Klöntal was even prohibited, whereas in 1989 it was permitted for nine full weeks. 1996 was a busy year from
January 15 to February 7: PTT extra courses from the Niederer company, sausage and raclette stand at the Rhodannenberg inn on the lakeshore, floodlights installed by lake warden Bruno Steiger from 7 p.m. to 10.15 p.m. In December 1949, the members of the Niederurnen Ice Hockey Club, founded in 1948, also traveled to Klöntal with bicycles and all their equipment for training, reinforced by a selection from the Glarus Ice Skating Club. Between December 26, 1971 and February 4, 1972, what Felix Stüssi described as the largest and most beautiful ice stadium far and wide allowed five championship games to be played and even the HCN to be promoted to the 2nd league.

1856

The Löntschwerk

Water power to drive the machines was a prerequisite for industrialization in Glarus. In order to achieve a regular flow of water in the Löntsch in winter, the Netstal spinning mill Spälty built a first canal at the outflow of Lake Klöntal from 1856 to 1859, which collected the water at Güntlenau and led it into the Löntsch. The Löntsch Corporation, founded in 1893, then built a second, deeper canal between 1895 and 1898 and a device that allowed the lake to be dammed by 45 cm. At the beginning of the 20th century, 18 companies were using this so-called Panama Canal. Since 1892, Gla- rus, Riedern and Ennenda had intended to use the gradient of the Löntsch to the weaving mill in Auli with an electricity plant. However, there was initially a lack of planning and financial resources for this municipal plant. The initiative committee formed in 1898 began clarifications and studies together with the Aktienge- sellschaft für angewandte Elektrizität Motor in Baden. Jakob Oberholzer was called in as geological advisor. Motor AG and its director at the time, engineer Agostino Nizzola from Lugano, presented the "ingenious" project in 1904:

1. at the Rhodannenberg, the largest possible damming of the Klöntalersee by a A 217-metre-long earth dam, overflow tower with bottom outlet tunnel into the Löntsch, 740 meters west of it at the Vorderer Ruestelchopf the water catchment, in the 4.13 km long pressure tunnel driven 7 meters below the original lake level into the Wiggis rock, operating water flows at 20 cubic meters per second to the surge tank, from where it flows in iron pressure pipes to the turbine house in Netstal 329 meters below. - 2. utilization of the entire gradient of the Löntsch from the lake to Netstal in a single stage and thus - in return for real compensation - the disconnection of the small waterworks and commercial operations. - 3. combination of the Löntsch plant as a peak power plant for winter operation (high-pressure storage plant) with the Beznau low-pressure plant on the Aare, also built by Motor AG and commissioned in 1902. On October 31, the municipalities of Glarus, Riedern and Ennenda granted Motor AG the concession to exploit the hydropower of the Löntsch. The water rights of the municipality of Netstal were transferred by contract on May 7, 1905, and the latter also granted permission to exploit the Klöntalersee lake as far as Kote 848.2

The largest accumulation plant in Switzerland before the First World War was built by Motor A G between 1905 and 1908, and work on the dam continued until 1911. The commissioning took place on July 1, 1908 by AG Kraftwerke Beznau-Löntsch. The plant was transferred from this company to the ownership of the newly founded Nordostschweizerische Kraftwerke NOK AG on October 1, 1914. In 1915, the Glarus cantonal council granted NOK permission to raise the water level by 1.5 meters. The usable lake capacity today is 39.8 million cubic meters. After more than 60 years of operation, the Löntsch power plant was rebuilt from 1971 to 1982, but without any significant changes to the overall concept from 1904. Part of the headrace tunnel, the surge chamber, pressure shaft and pressure pipes, the control center with underwater channel and the 50 kV outdoor switchgear were rebuilt. Two vertical-axis Francis turbines, each with an output of 30.7 MW (1 MW equals 1000 kW) and a capacity of 10 cubic meters per second, and a horizontal-axis Pelton turbine with an output of 4.4 MW and a capacity of 10 cubic meters per second are installed in the current control center.

1.4 cubic meters per second - the maximum possible generator output is 60 MW at full load of the two main machine groups. The technically modernized power plant is remotely controlled from the Grynau substation. A waiver of the right to repurchase the Löntschwerk was agreed with the concessionary municipalities until 2038. Peter Schlittler-Bartel © Baeschlin Bücher AG

1857

Suvorov's grandson visits the Klöntal valley

Possible and impossible stories about the legendary war chest still circulate today. What is certain, however, is that on August 13, 1857, one of the general's grandsons, Prince Suvorov, followed in his grandfather's footsteps and concluded his tour of the Klöntal with a visit to the Vorauen.

1862 - 1953

Glaciers from 1862 to 1953

When Gabriel Leuzinger from Netstal (1827-1891) sawed ice into square pieces for the first time in the winter of 1862 on the black frozen Lake Klöntal - which was not mixed or covered with a layer of snow - brought crystal-clear blocks of ice to Netstal and kept them well insulated until the summer, he was laughed at. But in the 1870s, Lake Klöntal was already considered the best ice reservoir in Switzerland. During longer periods of cold weather, ice could occasionally be broken from frozen ponds and lakes on the Central Plateau, but fluctuating temperatures made regular ice harvesting impossible. Lake Davos, on the other hand, also froze over every winter, and the ice, which was also clear and only rarely interspersed with snow, could be loaded onto the Rhaetian Railway close to the lake from 1890/91 onwards: there are records of commercial ice pulling for the period from 1878/79 to 1938. Glaciers on Lake Klöntal grew from a modest trade to an impressive industry. More and more people were involved in ice extraction, transportation and trade between autumn and spring. Large glacier huts along the lake, as well as in Glarus and Netstal, also served as storage facilities. The blocks of ice were brought to Netstal and Glarus on carts and transported by rail not only to Zurich and Basel, but also to Frankfurt, Cologne, Paris and Marseille. In March 1873, the Neue Glarner Zeitung reported: "This year's exceptionally mild winter has brought many of our workers plenty of earnings, because in the last three months, 100,000 hundredweights of ice have been shipped to all regions at a good price in Netstal alone. The Klöntalersee has become a veritable California. Everyone wants to get rich. Mr. C. A. Bauer in Zurich (an ice exporter) pays up to Fr. 6,000 a week in wages for work and transport in Netstal alone". In 1877 it was written: "Thanks to the persistently mild winter, ice exports have increased sharply... in Glarus alone, at least 2,000 wagonloads of 200 hundredweight of ice have been sent all over the world, resulting in a total income of over CHF 300,000". In the same year, on February 26, it was reported: 'According to a count carried out today, the enormous number of

of 306 carts, including 105 two-horse carts, on the road, several hundred workers are at work with ice saws and loading.

Thanks to the return of colder air, ice harvesting is continuing on a large scale. Last Thursday, 250 horses were in action... large rows of wagons can be seen from the Löntschbrücke bridge at the outlet of the lake deep into Güntlenau... for Glarus and Netstal together, over 500 draught animals were on the route. With such dimensions, the police ordered one-way traffic. A hundredweight of ice cream cost between 30 centimes and CHF 1.50 carriage paid to the station, depending on the quality. It is interesting to note that ocean steamer companies also used Klöntaler ice, as it is said to have been cheaper than ice from northern countries. The accounts of entrepreneur Thomas Hösli show that in 1898 it was not only the ice harvesters who earned a daily wage of Fr. 4 to Fr. 6 or the carters up to Fr. 15. In a single good winter, he made a net profit of CHF 22,000. The ice exporters also included Melchior Kamm in Netstal, Farbmüller Oertli in Riedern and Adlerwirt Streiff in Glarus. In between there was a regulation, and from 1877, in addition to the ice duty of 2 to 5 centimes per hundredweight, a road toll of Fr. 1 for one-horse and Fr. 2 for two-horse vehicles was levied. The distribution of this revenue - which amounted to CHF 11,676 from 1879 to 1895 - was the subject of dispute between the corporations and the state, as road maintenance cost several times as much. The damage was mainly caused by brake chains - the so-called Kretzer - which were attached to the sledge runners during the descent. A court case arose with the municipality of Netstal, which 'considered the lake and therefore also the ice to be the property of the municipality'; it issued legal bids, albeit unsuccessfully. After the damming of the lake and in the 1930s with the advent of ice machines and cold stores, the demand for Klöntal ice declined more and more. In 1940, 10,000 quintals of ice were still supplied, and in 1948, 5,000 quintals, mainly to the local breweries. From January 7 to 10, 1953, the last 3,000 kilo tons were delivered to the ice cellar of the Wädenswil brewery in Glarus.

Economy Seerüti - Rhodannenberg

The municipality of Netstal built the Seerüti inn at the eastern end of Lake Klöntal in 1862. After the lake was dammed, the inn was rebuilt by the architects Streiff & Schindler in 1911 under the name "Rhodannenberg". The new Gasthof-Hotel Rhodannenberg, designed by architects Zweifel & Leins, was opened in 1984 in a slightly elevated, set-back location.

1862

1862

The "glacier"

There is "a lively ice export business, which employs hundreds of horses and carters in favorable winters. Twice a day, 200-300 sledges travel empty from the stations of Netstal and Glarus up to the lake and then back down again loaded with blocks of ice, which are transported to all countries in hundreds of railcar loads." Ernst Buss, 1897 In 1862, Gabriel Leuzinger was the first person to use a saw to cut blocks of ice from Lake Klöntal, bring them to Netstal and store them there, well insulated, until the summer. He was laughed at. 10 years later, "glacier cutting" had become an important economic factor in the Klöntal. In good times, several hundred workers were busy cutting the ice with picks and saws, ropes and hooks and loading it onto horse-drawn carts. Over 300 carts were used to transport the ice to Glarus or Netstal, where it was loaded onto the train. Ice that had been stored in glacier huts up on the lake was still being shipped in the middle of summer. Breweries, hospitals, hotels, restaurants, confectioners and even ocean liners were customers. The frozen water was exported as far as Cologne, Paris and Marseille.¨
In 1873, the "Neue Glarner Zeitung" wrote: "Lake Klöntal has become a veritable California. Everyone wants to get rich. Mr. C. A. Bauer (ice exporter) pays up to Fr. 6,000 a week in wages and wagons in Netstal alone". 1877 was reported:
"Thanks to the persistently mild winter, ice exports have risen sharply...
In Glarus alone, at least 2,000 wagonloads of 200 quintals of ice were sent all over the world, resulting in a total income of over CHF 300,000." The invention of the ice machine meant the decline of the glacier. In January 1953, the last shipments were taken to the ice cellar of the Wädenswil brewery in Glarus. After the damming of the lake and in the 1930s with the advent of ice machines and cold stores, the demand for Klöntaler ice declined more and more. In 1940, 10,000 quintals of ice were still delivered, and in 1948, 5,000 quintals, mainly to the depots of local breweries. From January 7 to 10, 1953, the last 3,000 kilotonnes were delivered to the ice cellar of the Wädenswil brewery in Glarus.

1865

Glarus textile industry

The textile industry once dominated the economy of the Glarus region, employing up to a third of the entire population in its heyday. Crises and competition, which could produce much more cheaply, led to its decline and near demise. The Glarus textile industry emerged in the
The canton developed rapidly in the 18th century thanks to the large number of available workers, but also thanks to the large quantities of water needed to wash dyed and printed cloth and to power machinery. The peak was reached in 1865: almost a third of the canton's 35,000 inhabitants worked in 22 printing works and 24 spinning and weaving mills. Glarus trading companies and the manufacturers themselves ensured the worldwide distribution of the textile prints (=fabric prints) and continually opened up new sales areas. From 1870 onwards, the entire textile industry, but above all the

almost completely dependent on exports[nbsp].

Today, only a handful of weaving mills and a single fabric print shop remain in Glarus. The colorful printed Glarus fabrics were part of Eva Bärtschi's childhood on Burgstrasse in Glarus. She often stood on the footpath in the "Wuer", the riverbank embankment, and looked in amazement at the colored water - waste water that came from the fabric printing works: The Linth was once red, once blue, then green or even purple. Thanks to a new process that Paul Bättig, an employee of Mitlödi Textil AG, had told her about, fabric printing was to be awakened from its slumber and revived. She wanted to develop a textile product - "woven, printed, sewn and sold in the Glarus region". She found the ideal business partner in Elisabeth Knobel. Three local textile companies are working together to produce the new Glarus fabrics. The pattern used now comes from the Freulerpalast in Näfels, the museum of the state of Glarus. It can be found in the pattern book of the years 1832 to 1843 of the company Egidius Trümpy, Oberdorf, Glarus. The motif is a west-east liaison and shows native wild roses in combination with East Indian rolled palm leaves. Further information and sale of the collection at www.glar- ner-art.ch

1867

Club hut on the Glärnisch

During the summer, the Chäseren alp is also used for catering. This place is the starting point of the trail to the Glärnischhütte of the Tödi SAC section. The first shelter for around 10 people was built on the southern slope of the Usser Fürberg in 1867. In 1885, architect Hilarius Knobel built the new Glärnischhütte in the Firenplanggen, which was extended by Hans Leuzinger in 1931 and rebuilt by architect Jakob Jenny in 1985.

1870 - 1883

Kurhaus - Hotel & Pension Klöntal

In 1870, the municipality of Netstal had a spa hotel built in the rear Vorauen for bathing and whey cures, run as a branch of the Hotel Glarnerhof in Glarus. After the fire at the end of 1883, the building was rebuilt as the Hotel & Pension Klöntal. On behalf of the Ida Foundation, architect Hans Leuzinger oversaw the conversion of the hotel into the Niederurn vacation home, which opened in 1925.

1875 - 1899

Allocation of the Klöntal to municipality I

The question of the allocation of the Klöntal to a municipality first came up in 1875, on the occasion of the intended revision of the cantonal constitution, but remained open with the constitutional revision adopted in 1887. The impetus for the regulation in force today came in 1899 with the formation of the Eggliruns Corporation ordered by the cantonal building authorities. It was determined that the unclear constitutional situation could only be resolved if the Klöntal was assigned to a Tagwen. After Riedern had renounced, the advantages and disadvantages of Netstal and Glarus were weighed up against each other. After a thorough legal examination, taking into account the previous administrative arrangements and the geographic location, the government council came to the conclusion that the Klöntal should be placed under the control of the Tagwen Glarus and also the political municipality of Glarus. The people of Netstal could not accept this decision and lodged an appeal with the district council. The community at the foot of the Wiggis was furious and exclaimed: "Now the people of Glarus have stolen the Klöntal from us!"

1881

Historical gravestone

Markus Freuler, born October 9, 1868, died here on July 21, 1881, mourned in the waves by his foster parents and sister in distant Siberia. The gravestone is only visible when the sea is low (approx. April to mid-May).

1885

Klöntal Inn in Plätz

In 1885, Ernst Buss described the Gasthaus Klöntal in Plätz as a cozy guesthouse for ordinary people and an excellent base for mountain excursions.

1889

Course ships I

With the advent of tourism, the Klöntalersee was also used for tourism. On June 30, 1889, the first steamboat for 12 people entered the water here. It belonged to M. Brunner-Legler, hotelier at the Glarnerhof and the Hotel & Pension Klöntal. A one-way trip from Rhodannenberg to Vorauen or vice versa cost 50 centimes. In 1892, Alfred Strehler from Wollishofen announced that he would be sailing the lake every Sunday with an 18-seater Naphta steamer during the Swiss shooting festival in Glarus. Shipping was interrupted by the construction of the power station.

1893

First skis over the Pragel in 1893

Glarus is the cradle of Swiss skiing. Before the ski club was founded on November 22, 1893, Christof Iselin undertook a winter trip across the Pragel on February 28/29, 1893 with SAC companions from Glarus and Winterthur. Three of the pioneers were equipped with Norwegian snowshoes (skis), one with snow tires, which were common at the time. The test turned out in favor of the skis. In 1903, 1904 and 1905, the ski club even organized ski races from the Muota Valley over the Pragel and the Schwammhöchi to Glarus. In 1946, the editor-in-chief of Sport, Colonel Carl Erb, took up the idea. In 1947, the Pragel Run was held again - for the first time with the participation of military patrols. In 1949, 283 individual competitors and 16 patrols took part. The best time was achieved by Franz Regli from Ander- matter with 1 hour and 33.34 minutes, while the fastest military patrol, R. Zurbriggen from Valais, took 2 hours and 12.47 minutes, including the shooting competition on the Schwammhöchi. Celebrated in the press as the "biggest race in Central Europe", this ski competition was held five times, but had to be postponed six times due to lack of snow, too much snow, avalanche danger or heavy rainfall. This led to the definitive cancellation of the famous WinterPragellauf.

1894

Discovery of cannonballs from 1799

As late as 1894, large-caliber cannonballs with the Tsarist double-headed eagle were discovered in Güntlenau. The Historical Society of the Canton of Glarus wanted to use divers who had been trained in Lake Walen to search for cannons and, above all, Suvorov's war chest. Unsuccessfully, as it turned out.

1900 - 1981

Pragel Discussions II

In 1860, 1864, 1872 and 1890, there were repeated attempts from one side or the other on the "Pragelstrasse" issue. They failed in each case due to the priority given to road construction within the canton - Axenstrasse and Gotthard for the people of Schwyz, Klausen and Kerenzer for the people of Glarus.

A joint submission was made to the federal government on October 31, 1900. In the summer of 1902, the flag flew at the town hall in Glarus when representatives from both cantons raised new hopes after a joint inspection. Subsequently, cost estimates and projects were drawn up again, as in 1913, 1915 and 1927. In 1934, the attempt to include the Pragelstrasse in the Swiss Alpine road program failed. After a Pragel Railway had already been under discussion in 1906, there were proposals in 1911 and 1912 to run public transport between Brunnen and Glarus over the Pragel. Two concession applications were submitted to the Federal Council.
One was for an electric tramway (E.Frote and Co., Zurich),

the other "a trackless highway for operation with buses"
(Römer & Isler company, Zurich). Despite a consultation process in which Glarus opted for the electric tramway, nothing more was heard of these projects. In 1939, when the federal government approved a 70 percent subsidy for an expressway, which the representatives of the cantons had lobbied for in Bern, the people of Glarus counted on the goodwill of their neighbors and extended the rear section of Klöntalerstrasse to the cantonal border. On 30 November 1947, the people of Schwyz agreed to the construction and maintenance of a 4.6-metre-wide Pragelstrasse; nothing happened. Between 1970 and 1974, soldiers from the army built the Pragelstrasse in Schwyz. After the commander of Reduit Brigade 24 had instructed his staff in 1968 to examine a connecting road from the Muota to the Linth, Brigadier Claus Cramer initiated cooperation with civilian authorities based on the positive results of his internal feasibility study and in agreement with the commander of Geb AK3. The project for the 8.6 km long and 3.5 meter wide road, which was not intended for tourism, came from the Schwyz Road Construction Office. The client was Oberallmeindkorporation, and the contractors were WK and EK Truppen. Head forester W. Kälin was in charge of construction management, while the head of engineering of the brigade, lieutenant colonel Härtsch, and the commander of engineering section 64, major H. Rauch, were in charge of operations. Over the four years, the military contributed 102,914 working hours and 14,675 machine hours. The Blick headline on September 18, 1974 read: "Pragel-Strasse finished - and nobody wants it anymore!". On October 2, 1974, Corps Commander Fritz Wille handed over the road to Xaver Reichmuth, the mayor of Schwyz, on the Pragel Pass. In the same month, doctors from Schwyz, supported by their colleagues from Glarus, began to oppose the expected final expansion of the Pragel Pass and the subsequent "coffee tourism". From 1975, civilian authorities installed a tarred surface, and in 1976 the road over the 1550-metre-high pass was also opened to tourism. The people of Glarus were not at all in agreement with a continuous opening due to the constantly increasing traffic. However, the Schwyz authorities were of the opinion that the neighbors were legally obliged to take over the Pragel traffic. An ETH report supported the Glarus position. Since 1978, the 800-metre stretch of road between the cantonal border and Richisau has been closed to motorized through traffic on Saturdays and Sundays. The Federal Court ruled in favour of this Glarus weekend driving ban on October 3, 1981. Peter Schlittler-Bartel

1902

Allocation of the Klöntal to municipality II

The people of Netstal could not accept the decision of 1899, which subordinated the Klöntal to the municipality of Glarus, and lodged an appeal with the district council. The community at the foot of the Wiggis was furious and exclaimed: Now the people of Glarus have stolen the Klöntal from us! However, on October 15, 1902, the district council definitively and legally assigned the Klöntal to Tagwen Gla- rus by 37 votes to 16. Even today, the people of Netstal still refer to the legend of the "stolen Klöntal" on occasion, even if only in a humorous way!

1893

The Löntschwerk II

Motor AG and its director at the time, engineer Agostino Nizzola from Lugano, presented the "ingenious" project in 1904: 1. At Rhodannenberg, the largest possible damming of Lake Klöntal by a 217-metre-long earth dam, overflow tower with bottom outlet tunnel into the Löntsch, 740 meters west of it at Vorderer Ruestelchopf the water catchment, in the 4.13 km long pressure tunnel driven 7 meters below the original lake level into the Wiggis rock, operating water flows at 20 cubic meters per second to the surge chamber, from where it is pumped into iron pressure pipes. from where it flows in iron pressure pipes to the turbine house in Netstal, 329 meters below. 2. utilization of the entire gradient of the Löntsch from the lake to Netstal in one stage and thus - in exchange for real compensation - the shutdown of the small waterworks and commercial operations. 3. combination of the Löntsch plant as a peak power plant for winter operation (high-pressure storage plant) with the Beznau low-pressure plant on the Aare, also built by Motor AG and commissioned in 1902. On October 31, the municipalities of Glarus, Riedern and Ennenda granted Motor AG the concession to exploit the hydropower of the Löntsch. The water rights of the municipality of Netstal were transferred by contract on May 7, 1905, and the latter also granted permission to exploit Lake Klöntal up to 848.2 meters above sea level. The largest accumulation plant in Switzerland before World War I was built by Motor AG between 1905 and 1908, and work on the dam continued until 1911. Commissioning took place on July 1, 1908 by AG Kraftwerke Beznau-Löntsch. The plant was transferred from this company to the newly founded Nordostschweizerische Kraftwerke NOK AG on October 1, 1914. In 1915, the Glarus cantonal council granted NOK permission to raise the water level by 1.5 meters. Today, the usable lake capacity is 39.8 million cubic meters. After more than 60 years of operation, the Löntsch power plant was rebuilt between 1971 and 1982, but without any significant changes to the overall concept from 1904. Part of the pressure tunnel, the surge chamber, pressure shaft and pressure pipes, the control center with underwater channel and the 50 kV outdoor switchgear were rebuilt. Two vertical-axis Francis turbines, each with an output of 30.7 MW (1 MW equals 1000 kW) and a capacity of 10 cubic meters per second, and a horizontal-axis Pelton turbine of 4.4 MW at 1.4 cubic meters per second - the maximum possible generator output is 60 MW at full load of the two main machine groups. The technically modernized power plant is remotely controlled from the Grynau substation. A waiver of the right to repurchase the Löntschwerk was agreed with the concessionary municipalities until 2038. Peter Schlittler-Bartel

1909

Construction of Glarus vacation home on Saggberg

The school community of Glarus-Riedern has been running its vacation home, built by architect Josef Schmid-Lütschg, on the Obersagg since 1909.

"Rhodanneberg"

1911

The Seerüti inn, built in 1862, was rebuilt by the architects Streiff & Schindler in 1911 under the name "Rhodannenberg" after the lake was dammed.

Course ships II

1912

After the interruption of shipping due to power station construction at the end of the In the 19th century, the 20-seater motorboat Magda started operating on the reservoir again on June 28, 1912. In 1914, a boat from Anton Cavelti-Kohler from Riedern was also in operation. A one-way trip cost CHF 1, a return trip CHF 1.50. In 1917, the saloon boat Tell, which had previously cruised on Lake Lucerne, was put into service. Other captains tried their luck and Peter Pecka from Glarus put an end to scheduled cruises on Lake Klöntal towards the end of the 1950s. Today, the number of private boats has risen to around 150, and the speed limit of 15 km/h has been in force since 1962.

Restaurant in Vorauen II

1913 - 1993

The restaurant in Vorauen, acquired by the municipality of Netstal in 1856, had to make way for the reservoir and was rebuilt further inland in 1913 by master builder Rudolf Stüssi-Aebli with the support of Motor AG. At the same time as the electrification of the Klöntal valley, the Hotel-Restaurant Vorauen was rebuilt in 1958 and extended with a pavilion designed by architect Walter Schlumpf.
On October 19, 1993, Netstal sold the restaurant to the long-time tenant Hans Peter Freuler.

The post is here

1914

On June 15, 1914, two yellow stagecoaches left Glarus for Klöntal. "The post horn sounded and the first concessionaire, coachman Heinrich Marti, banged his goat's egg and called out: Hüpp, Hüpp, meine Liesel," the newspaper report read. Until September 15, it would have been possible to travel to Vorauen every day in an elegant Landau: Glarus from 09.15, Hotel Klöntal to 11.30, with taxi stops in Riedern, Staldengarten and Rhodannenberg. Price for the one-way trip: Fr. 3.
At the same time, in 1914, an accountable postal depot was opened in Vorauen with

Klönthal and a travelers' registration office was set up in Rhodannenberg. After mobilization, the post offices were closed at the beginning of August and horse-drawn mail was discontinued. In 1927, the mail coach service to Klöntal was resumed. Gottfried Büttler drove the first postbus, from 1928 a coach with 18 seats and a canvas roof. In the first year of operation, 4200 passengers were registered. Karl Enz took over the PTT concession in 1935, and in 1937 the total number of passengers was 4462. The post office in Vorauen was reopened in 1941 with the now common spelling Klöntal, supplemented in 1964 with the zip code 8750 and then unfortunately closed on October 16, 1993. The Postbus has been running to Richisau since 1948. The PTT concessionaire from 1969 is the Niederer company from Filzbach. The number of daily services from June to October has increased enormously, especially during the summer vacations. Martin Oswald has been as much a part of Klöntalpost for 29 years as the lake is to the valley. Together with his colleagues, who relieve him or reinforce the routes with additional vehicles, he transported a total of 31612 passengers there and back in 1995 without any accidents and on time.

1921

Fishermen and friends of the Klöntal

The increasing problems of fish management after the lake damming, the fishing methods and fishing gear as well as the changing legislation encouraged the fishermen to form an interest group. The birthplace was the fishing lodge built between Sulzbach and the lake in 1921. This wooden house was the first non-commercial building in the entire Klöntal valley, still stands behind the campsite today and triggered the construction of vacation homes, which was stopped when the Spatial Planning Act came into force. However, the "Association of Klöntal Fishermen" was not born until June 17, 1928 at the Rhodannenberg Inn. The first president was Hans Wild, the first actuary was municipal clerk Jean Müller. They had hatched the plan for a merger with gut merchant Adolf Graf, factory owner Heinrich Streiff-Vögeli from Bleiche and director Schaffner from Therma im Fi-scherheim. 24 men decided to promote fishing in the Klöntal and to represent the interests of fishermen and boat owners vis-à-vis the canton, the municipalities and the NOK. Over the years, tens of thousands of whitefish, trout, pike and pike fry were stocked, with whitefish and trout coming from the hatchery established on the first floor of the town hall in Glarus in 1893 and pike from Gäsi and the Weesen hatchery. The catches fluctuated greatly. Between 1934 and 1994, the extreme values were: Fish species: Trout Pike Whitefish Relig Total pcs. min. 32 74 50 1070 1226 kg. min. 60 174 29 190 453 pcs. max. 245
216 8237 3816 7114 kg. max. 245 331 778 422 1776 With the large increase in
With the rise of fishing as a leisure activity, the emergence of mass tourism and the expansion of campsites, the association has been responsible for keeping the waters and landscape clean since 1961. In 1965, the statutes were changed and the association was renamed "Fischer und Freunde des Klöntals".

The lively activity for "The Klöntal, today, tomorrow and in the future" caused the number of members to grow to 300 by 1969. The canton was persuaded to limit the speed of boats to 15 km/h. The greatest success is the "Clean Klöntal - help!" campaign, which has been running from 1970 to the present day. The association procured signs and litter bins to encourage people to do this, together with the "lake clean-ups". The number of members has now grown to 600. For the 120 or so active fishermen, the problems with the tourist and electricity-related use of the lake are still the same today as they were in the past. For example, the goals set with the renewal of the concession regarding dam heights were not achieved because ecology and economy could not be reconciled. Other postulates were fulfilled or are still points of contention today. There are also constant differences of opinion among fishermen and experts about management, for example pike or trout lakes.

1940

Loan for the expansion of Klöntalerstrasse

In 1940, the Landsgemeinde approves a loan of CHF 1,005,000 for the construction of the Klöntalerstrasse and accepts the corporation's contribution of CHF 91,400.

1940

Cable car construction from Richisau to Gutentalbogen

The valley between the Gotthard and Gonzen fortresses near Sargans has always played an important role in Switzerland's national defense. Before the Second World War, Colonel Karl Brunner drew attention to the importance of a road link from the Muota Valley to the Linth Valley. When the redoubt was occupied after the Rütli raid on July 25, 1940, the lack of this road became clear, as a possible closure of the Linth plain would have made the connection from one part of the redoubt to the other much more difficult. In 1940, the Glärnisch combat group formed under Glarus Colonel Baeschlin built a cable car from Richisau over the Pragel to Gutentalboden as an emergency solution, which at least improved the supply of material and ammunition. With dynamic space defense as a core element of "Army 95", the reduit concept had become obsolete. The remains of the large cable car station at the rear of Richisau still stand today as a kind of monument.

1943

Hunting shooting

Since the 1930s, the Diana Hunting Society has held practice shoots behind the Vorau. In 1943, in the middle of the Second World War, some Nimrode people with strong roots in the Klöntal founded the Glarus Hunting and Shooting Society. On specially equipped shooting ranges between Sulzbach and Cholrain, clay pigeons, gemsbok and running boar are shot at, as well as a deer target set up on the hillside. The shoot, in which around 200 hunters from the canton, the region of Eastern Switzerland and guests from neighboring countries take part every year, is not only popular as a practice opportunity, but also as an individual and group competition. For many years, these hunting days have been given a very special touch by the participation of the hunting horn group in their traditional uniforms.

1948

The largest ice stadium far and wide

Lake Klöntal has formed an ice surface every winter since time immemorial. According to oral tradition, ice sports have been popular here since the middle of the 19th century. Today, the lake is open for ice skating when the ice is at least twelve centimetres thick. In the winter years 1992/93 and 1994/95, ice skating on the Klöntalersee was even prohibited, but was permitted for nine full weeks in 1989. 1996 was a busy year from January 15 to February 7: special PTT trains from the Niederer company, a sausage and raclette stand at the Rhodannenberg inn on the lake shore, floodlights installed by lake warden Bruno Steiger from 7.00 pm to 10.15 pm. In December 1949, the members of the Niederurnen Ice Hockey Club, founded in 1948, also traveled to Klöntal with bicycles and all their equipment for training, reinforced by a selection from the Glarus Ice Skating Club. Between December 26, 1971 and February 4, 1972, what Felix Stüssi described as the largest and most beautiful ice stadium far and wide enabled five championship games to be played and even the HCN to be promoted to the
2nd league.

1950

Campsites Vorauen and Güntlenau

Around 1950, loners set up their tents at the back of the Klöntalersee to enjoy weekends or vacations in the great outdoors. The number of simple gable tents quickly increased. In 1951, the owners of the open-air dwellings organized themselves by founding the Glarnerland Tent Club. A groundsman ensured the best possible order in the Vorauen. His most difficult and most criticized task was the maintenance and relocation of the latrines. The Sulzbach stream served as a washing area. The increasingly modern and feudal tent sites, to which caravans were added from 1964, occupied more and more space in front of the fishermen's home and the adjacent vacation homes. On the initiative of the "Association of Fishermen and Friends of the Klöntal" and with the support of Glarus, Netstal and Riedern, a new fishing area was built in 1962 - mainly by

A modest toilet and washing facility with a septic tank was built thanks to the voluntary work of the tent club members and an interest-free loan of CHF 10,000 from the municipality of Glarus. The infrastructure was constantly improved and a kiosk was set up. Finally, the current house with sanitary facilities was built in the forest behind the campsite. The connection of the wastewater pipeline to the sewage treatment plant built by Gla- rus for the lower part of the rear Klöntal in 1993 was a major step towards water protection. Since 1949, Güntlenau has also developed from a sparsely frequented campsite located directly on the lake to a larger facility affiliated to the camping club. For many users, this place below the Chalttäli is considered a special oasis of peace, although here and there the rivulets roar and during thunderstorms the elements of nature break through more strongly than in Vorauen. The infrastructure has also been constantly improved, and instead of simple gabled tents, today there are perfected tent structures around a purpose-built campsite house during the season. Modern camping has become an important part of the Klöntal recreation area, even if, as in all areas of tourism in the Klöntal, capacity utilization is high at certain times.

1952

Fishing in "the most beautiful fjord in the world"

"This is the most beautiful fjord in the world!" This exclamation was made by a well-traveled Polish general in exile as he looked down on Lake Klöntal from the Glarus Schwammhöchi in the late summer of 1952. Originally, the Klöntal was said to have been home only to grop and trout. Later, pike, burbot, bream, perch (Relig), whitefish, whitefish, greenling and minnows (Butzli) were added through fishing. The pike shooting mentioned in the Trümpy chronicle in 1774 was permitted until the end of the last century. The fish were not killed by the bullet but stunned by a bang and a jet of water and then pulled ashore. Larger fish were lured in the dark with light sources, stabbed with a fork or hung with a noose (erlätscht). Fishing and dragging were also practiced. The bottom line was used less frequently; fish traps and bait nets were banned. With the damming of the lake from 1908 onwards, the nutrient-rich ground that had been submerged caused the number of pike and reels to increase incredibly. However, the very good catches soon declined. Bream and burbot disappeared, while the other fish species are still present today, albeit in fluctuating numbers. Fishermen and friends of the Klöntal The increasing problems of fisheries management after the lake damming, the fishing methods and fishing gear as well as the changing legislation encouraged the fishermen to join together to form an interest group. The birthplace was the fishing lodge built in 1921 between Sulzbach and the lake. This wooden house was the first non-commercial building in the entire Klöntal valley and still stands behind the campsite today. It triggered the construction of vacation homes, which was stopped when the Spatial Planning Act came into force. However, the "Association of Klöntal Fishermen" was not born until June 17, 1928 at the Rhodannenberg Inn. The first president was Hans Wild, the first actuary was municipal clerk Jean Müller.

They had hatched the plan for an association with gut merchant Adolf Graf, factory owner Heinrich Streiff-Vögeli from Bleiche and director Schaffner from Therma in the Fischerheim. 24 men decided to promote fishing in the Klöntal and to represent the interests of fishermen and boat owners vis-à-vis the canton, the municipalities and the NOK. Over the years, tens of thousands of whitefish, trout, pike and pike fry were stocked, with whitefish and trout coming from the hatchery set up on the first floor of the town hall in Glarus in 1893 and pike from the Gäsi and Weesen hatcheries. With the great increase in fishing as a leisure activity, the emergence of mass tourism and the expansion of campsites, the association has been responsible for keeping the waters and landscape clean since 1961. In 1965, the statutes were changed and the association was renamed "Fischer und Freunde des Klöntals". The lively activity for "The Klöntal, today, tomorrow and in the future" caused the number of members to grow to 300 by 1969. The canton was persuaded to limit the speed of boats to 15 km/h. The greatest success is the "Clean Klöntal - help!" campaign, which has been running from 1970 to the present day. The association procured signs and litter bins to encourage people to do this, together with the "lake clean-ups". The number of members has now grown to 600. For the 120 or so active fishermen, the problems with the touristic and electrical use of the lake are still the same today as they were in the past. For example, the targets set with the renewal of the concession regarding dam heights were not achieved because ecology and economy could not be reconciled. Other postulates were fulfilled or are still points of contention today. There are also always differences of opinion among fishermen and experts about management, for example pike or trout lakes. Peter Schlittler-Bartel

1955

Introduction of the school bus

In 1955, the school bus is introduced as a practical aid for mountain farmers. It takes schoolchildren to Glarus and back every day.

1958

Electricity at last

There had been telephones in the valley since 1889, initially in the spa houses. But: "It may be interpreted as an irony of fate that where the waters of an entire valley flow together in a clear mountain lake and from there are chased, gushing and foaming, through the pressure pipe into the turbines of the Löntschwerk in Netstal to generate electricity, an entire section of the valley lived for 50 years without the product that is produced from its water". This was written in 1958 by the then editor of the Neue Glarner Zeitung, after many personalities from politics and business had gathered in Vorauen the day before.

In three restaurants, 14 farms, 25 stables and 26 vacation homes, the oil lamps and stable lanterns were finally replaced by electric light.

1960

Mountain chilbi on the Schwammhöchi

In 1960, the Glärnisch Yodelling Club held its first mountain chilbi in the Rhodannenberg. "Miserable weather. Nothing but expenses!" is written in the club's history. Nevertheless, in 1964, the board took courage and continued to participate in the Rhodannenberg Bergschwinget and also organized a mountain chilbi on the Schwammhöchi. This Chilbi day on the idyllically situated fairground south of the mountain inn has become a festival with a rustic, folk character in the middle of a unique landscape thanks to country music, alphorn players and flag-wavers. The ecumenical church service, during which children of club members are also baptized, lends the Berg- chilbi a special solemnity and the character of a big family celebration. Peter Schlittler-Bartel, Andre van Sprundel

1962

Hiking trail along the Löntsch

Since 1962, the hiking trail along the Löntsch has been extended by various organizations so that today it is possible to walk along an idyllic route away from the road into the Klöntal valley.

2000

Agriculture

The remoteness in winter is a characteristic feature of farming in Klöntal. The climate is also much harsher than in Glarus, for example. There is more precipitation. In winter, many buildings lie in the shadow of the Glärnisch for several months. From November 1 to February 10, not a ray of sunshine reaches the warden's house on the Rhodannenberg, where the NOK weather station is located. The farmhouses in the rear Klöntal are slightly elevated above the valley floor. But even they have little sun in winter. Livestock farming is practiced in the Klöntal. Milk is brought to the milk center in Glarus twice a day in summer and once a day in winter. Today there are still six farms that farm in the Klöntal all year round. Two other farms are based here. In addition, three valley farms use larger areas in the Klöntal. A total of 200 ha of land is still used by these farms in the Klöntal, 10% of which is used as pasture, the rest is mowed and for the most part grazed in between. If the areas are calculated proportionally, 260 livestock units are kept on the 200 ha of usable land in the Klöntal (one livestock unit corresponds to a 600 kg cow). The Alps are a

an essential part of Glarus agriculture.

The possibility of summering a large proportion of the animals relieves the burden on the home farms. The fodder yield from the meadows can be fed in winter and the animals on the alp do not burden the valley farm during this time. Without alpine pastures, around 15% fewer animals could be kept in the canton of Glarus. The income base of the farms would be correspondingly smaller. According to the 1,962 Alpine register, a total of 8,515 kg of butter and 12,389 kg of raw cheese were produced on the Alps in the Klöntal. In 1995, the Klöntal Alps produced 10,606 kg of butter 8 and 11,010 kg of Ziger. The changes are remarkably small, although much else has changed in agriculture. The Planggenalpli is a special kind of alp. It is a hay meadow in the Herbe- rig area. The land is mowed and not grazed. Until around 1,770, 36 cows were driven onto the alp, since then it has been used for cutting. The hay is lowered into the valley with hay bales on ropes. In the Alpine register of 1,962, the Heualp is listed with an area of 265 ha (it should probably be 26.5 ha). In a survey of the Heualpen commissioned by the Cantonal Office for Environmental Protection in 1,990, an area of 25 ha was assessed as still mowable. Of this, 8 ha are still regularly mown today.

Peter Zopfi © Baeschlin Bücher AG