

Communications.

The General Post-office is situated in the old city, Postgasse 10. It has branch-offices in the Habsburgergasse 9; — Seilerstätte 22; — Landskron-gasse 1; — Maximilianstrasse 4; — Esslingerstr. 4, and in all the suburbs as well as at the general Exhibition. The letters received are distributed eight times during the day by the postmen, and numerous letter-boxes are distributed in the principal streets all over town.

The postage of a letter not exceeding 1 *Loth* ($\frac{1}{2}$ ounce) is 3 *krs.* within the district where the post-office is situated, and 5 *krs.* out of this district to any part of Austria and the German empire.

A letter that has not been prepaid is likewise forwarded to its destination, but whoever receives it must pay besides the proper postage, an extra fine of 5 *krs.* a *Loth*. The Post-office is open daily from 8 o'clock in the morning till 9 o'clock in the evening.

The Central Telegraph-Office, Renngasse 5; branch establishments: at the general Post-office and the branch offices of the Post; there is besides a **Private Telegraph-Office** especially for the local service. — More than 40 stations are within the lines and about 50 in the suburbs.

Railroads.

The Northern Railway (Kaiser Ferdinands-Nordbahn) dates from 1836. The terminus is at the left of the Praterstern (see p. 56). This is one of the

most frequented railway lines in Germany and which establishes communications between the metropolis and all the most important towns of Northern Germany, Poland and Northern Hungary. It runs in a straight line to Oderberg, where it joins the Prussian Railway (in Silesia). The Direction-offices are at the terminus; — the forwarding-office (for tickets and luggage), Zedlitzgasse 5.

The Western Railway (Kaiserin Elisabeth-Westbahn), inaugurated on the 15th December 1858 establishes a line of communication between Vienna and Upper Austria and between Southern and Western Germany. It is the direct road between Vienna and Paris. Central-office at the terminus, without the Mariahilf gate; — Forwarding-office, Seilerstätte 2.

The Southern Railway (Südbahn), dates from 1837 and communicates with the south of the empire and Italy. The art displayed in overcoming the difficulties with which the opening of this beautiful road over the Semmering was attended and its picturesque position, are sufficient attractions to invite the stranger residing in Vienna to make a day's excursion to this mountain.

The Southern Railway has branch lines between Mödling and Laxenburg, and between Neustadt and Oedenburg. Its terminus is outside the Favoriten-Linie (Wieden) where the Central Direction has its seat. — Forwarding-office: Kolowratring. Not far from the Southern Railway terminus is that of

The State Railway (k. k. Staatsbahn), communicates with Hungary on both shores of the Danube, and in northern direction with Moravia and Bohemia.

The office in the city is Schulhof 6, but no tickets are forwarded here.

The Austrian North-Western Railway (Nord-Westbahn), dates from 1872, communicates with Bohemia (the shortest way to Prague) and middle Germany. — The terminus is in the Leopoldstadt, near the Augarten.

The Francis-Joseph's Railway (Franz Josephs-Bahn), dates from 1871, communicates with Bohemia (Express-trains to the renowned bohemian Bathes) with middle and northern Germany. — The terminus is in the Alsergrund near the Canal of the Danube. —

Forwarding-office: Bäckerstrasse 7.

The junction of the Northern Railway to the Southern is established by a small branch-line which traverses the suburb Landstrasse, passes before the Custom-house, crosses one arm of the Danube and part of the Prater and enters the station of the Northern Railway. — Another branch-line starting at Hetzendorf and passing through Lainz and Speising unites the Southern to the Western Railway.

Steam-Navigation on the Danube.

The Central-Office and Direction, Landstrasse, Dampfschiffgasse 2, dates from 1830 when the company began active service with only one steam-boat. They now dispose of 120 paddle steam-boats, 30 screw steam-boats, 522 iron boats for the conveyance of goods, and 16 iron transport-boats for conveying cattle. — The service of the boats extends on the Danube from Donauwörth to Galatz, on the Theiss, from Tokay, on the Save from Sissek, and on the Drave from Esseg, to the very mouth of these various rivers.

The company has besides, in conjunction with the Austrian Lloyd and the Czernawoda-Kustendje line, organised a quick and direct line of communication

between Vienna, Pesth and Constantinople, and is likewise connected with the Russian company of steam-boats, which take up passengers at Galatz and conveys them over to Odessa.

Steam navigation on the Danube has, like the Austrian Railways, been got up by a company of Shareholders.

The landing-place for steamers sailing up the Danube is Nussdorf; — for those sailing down the river, it is at the Kaisermühlen. Passengers wishing to sail up the Danube are conveyed to Nussdorf on small boats that are stationed along the Franz-Joseph's quay. Passengers wishing to sail down the Danube are conveyed in small boats starting from the Weissgärber to the Kaisermühlen.

Since 1873, 10 small steamers are plying every hour between the Maria Theresiabrücke, and the Josepfsbrücke at the Prater. Every two hours a steamer plies between Klosterneuburg and Kaiser-Ebersdorf.

Hackney-Coaches, Cabs, Omnibuses.

Hackney-coaches (Stadt-Lohnkutscher), without a number, are to be procured at the society: Miethwagen-Gesellschaft, Giselastrasse 4. The charge for the hire of such a coach with four seats, for half a day is, within the town-gates, 5 flor.; outside the town-gates, 6 to 8 flor., and 1 flor. to the coachman.

The Vienna cabs enjoy, on account of their celebrity, no small celebrity, and the cabmen are not only most able drivers, but they are so well acquainted with the town and suburbs that the most implicit reliance may be placed in them. The cabs are numbered

and stationed at their respective stands along some of the principal thoroughfares from 7 o'clock a. m. till midnight. — Although a list of fares is affixed to the internal part of the coach, it is advisable to agree before hand with the cabman as to the amount of fare he will charge, particularly so when for a long drive.

The usual rate of fare charged is as follows:

An hour's drive 1 fl. — kr.
 For each extra half an hour's drive . . . — „ 50 „

This charge holds good for any time of the day between 7 o'clock a. m. till 11 o'clock p. m.

From 11 o'clock in the night till 7 o'clock in the morning the rate is the half more.

The one-horse cabs are termed *Comfortables* (they serve as a substitute for Hansome cabs). A list of fares is likewise (according to time, not to distance) affixed to the interior of the coach.

A quarter of an hour's drive 40 krs.

Half an hour's drive 50 „

For each extra quarter of an hour's drive 20 „

(at night, i. e. from 10 o'clock p. m. till 6 o'clock a. m. 45 kreuzers).

One minute past a quarter of an hour is considered as a new quarter of an hour, and must be paid consequently.

Whenever a cabman pretends more than his fare, uses coarse language, or in any way behaves rudely to a stranger, the best thing is not to pay him at all, but write down the number of his cab and cite him before the police (Petersplatz 10), where it is sufficient to reveal the number of the cab. The two parties are then summoned to appear the next day, and the cause of disagreement between them is amicably settled by the Commissary of Police.

Omnibuses traverse Vienna in all directions and are extremely numerous, perhaps too numerous for the comfort of loiterers. Therefore they are not allowed to halt in any of the narrow streets of the city in order to take up passengers, except at *Stephansplatz*, at the *Hof*, at the *Freiung*, and at the *Petersplatz*; — their fare is 12 krs.; — to the Exhibition 20 krs. — There are above 1500 omnibuses in Vienna. Those that ply between the town and the railway stations have their stand in *Stephansplatz*.

The omnibuses plying between the town and the beautiful environs of Vienna, which in summer are very much resorted to, are likewise very numerous and are stationed at the following places:

- For *Döbling*, at the Hof, Freiung.
 „ *Dornbach*, at the Hof, Judenplatz.
 „ *Gersthof* and *Pötzleinsdorf*, at the Freiung.
 „ *Grinzing*, at the Hof.
 „ *Hainbach*, at the Neumarkt.
 „ *Heiligenstadt*, at the Freiung.
 „ *Hetzendorf*, at the Lobkowitzplatz.
 „ *Hietzing*, at the Neumarkt, Stephansplatz, Peter.
 „ *Hütteldorf*, at the Neumarkt or Lobkowitzplatz.
 „ *Kierling*, at the Minoritenplatz.
 „ *Klosterneuburg*, at the Minoritenplatz.
 „ *Mauer*, at the Lobkowitzplatz.
 „ *Neuwaldegg*, at the Hof, Judenplatz.
 „ *Nussdorf*, at the Hof, Minoritenplatz.
 „ *Penzing*, at the Neumarkt and Peter.
 „ *Schwechat*, in the Johannesgasse.
 „ *Sievering*, at the Hof.
 „ *Simmering*, at the Stephansplatz and Wollzeile.

Von *St. Veit*, at the Neumarkt.

„ *Währing*, at the *Freiung*.

„ *Weinhaus*, at the *Freiung*.

The fares are affixed to the interior of each omnibus.

The **Tramway** plying between the *Praterstern* and *Hietzing*, *Dornbach* and *Döbling*, traverses the *Ringstrasse* and the *Franz Joseph's-Quai*. Since 1873 there are the following embranchements: from the *Stubenring* passing the *Radetzkybrücke* and *Sophienbrücke* to the *Rondeau* in the *Prater*; from the *Schwarzenbergplatz* to the *Terminus of the Southern Railway*; from the *Nussdorferstrasse*, passing the *Terminus of the Franz Joseph's-*, the *North Western-* and the *Northern Railway* to the *Praterstern*.

The waggons set off in very short intervals to all directions; the fare from the *Praterstern* to any point within the town-gates is 10 kr.; to *Hietzing* and *Dornbach* 20 kr.; to *Döbling* 15 kr.

Porters. At every corner of the main thoroughfares are stationed several of these men whose occupation it is to be sent on errands for the small retribution of from 20 to 40 kreuzers, according to distance. On being employed, they must give their employer a mark bearing a number and this number must correspond to that they wear on their coats. Twenty kreuzers is the usual charge for any message or errand within district. The offices of the chief institutions are: *Löwelstrasse 17 (Folkmann)*; — *Bäckerstrasse 14 (Express)*.

Porters attached to the different hotels (*Lohn-diener*) charge 2 fl. for half a day's attendance and 4 fl. for the whole day. Sent on an errand, the charge varies from 40 to 50 krs., according to distance.