

## General Hints on Vienna, its Suburbs, and Environs.

**V**ienna, the great metropolis of the Austrian Empire, is situated (lat.  $48^{\circ} 12' 30''$ , long.  $34^{\circ} 12' 35''$ ) at the foot of Mount Kahlenberg, on the southern bank of the Danube, at an elevation of 522 feet above the level of the sea, and at a distance of twenty (German) miles from the Hungarian frontier. The ancient city rises on a sloping plain which declines towards the river and extends along one arm of the Danube called the "Vienna Canal", whilst its suburbs mostly occupy a higher position. The Vienna Canal, in conjunction with another arm of the Danube called "Kaiserwasser" (imperial waters), forms an islet on which the suburb "Leopoldstadt" has its seat.

The situation of Vienna, in a great valley, between a northern and southern range of mountains, renders the town accessible to the unpleasant blast of high easterly and north-easterly winds.

The most comprehensive and beautiful view of Vienna is indisputably that obtainable from the top of St. Stephen's steeple, although surveyed from the Cupola of St. Charles, the town presents greater numbers of most picturesque groups of buildings. From the summit of the "Wienerberg", upon which stands a monument called

"Spinnerin am Kreuz", a general view of the town may likewise be obtained, and, viewed from different points of the Kahlengebirge, as from the *Klause*, near *Nussdorf*, the "Himmel", the "Krapfenwäldchen" und the Leopoldsberg", three heights in the vicinity of *Grinzing*, the whole *ensemble* of the town may be seen to great advantage.

The **circumference** of the town with its thirty-three suburbs surrounding it, amounts to 60.000 Austrian feet. The suburbs are enclosed within a wall 12 feet high and a ditch extending as far as the Spittelau and Erdberg, where the soil at once declines rapidly towards the river. Feefteen town-gates are established in this wall called by the Viennese "*die Linie*". These gates are closed at night, but are readily opened to any body wishing to pass either way. The two suburbs on the island of the Leopoldstadt, comprising the Taborgate, are girt and protected by the Danube. The different gates of Vienna are: The *Tabor* and *Nussdorf* gates to the north; the *Währing* gate to the north-west; the gates of *Hernals*, *Lerchenfeld*, and that of the Western Railway to the west; — the gates of *Mariahilf*, *Gumpendorf* and *Hundsthurm* to the south-west; those of *Matzleinsdorf*, *Favourite* and *Belvedere* to the south, and those of *St. Marx* and *Erdberg* to the south-east.

With its 35 suburbs, Vienna contains about 12.000 houses, 52 churches, 15 chapels, 26 monasteries and nunneries, and 2 synagogues; without taking into account its numerous warehouses and their dependencies.

The ancient or internal City occupies as nearly as possible the centre of the town and covers an area of

20,000 Aust. feet. It was formerly separated from the suburbs by ramparts 50 feet high, furnished with 11 bastions and a deep ditch surrounding them. Between the latter and the suburbs lay the *Glacis*, a vast space of open ground overgrown with grass and planted with trees, which was, in summer, a very pleasant place of resort for walkers, sitting nurses, and frolicking children. — These fortifications have been done away with since 1857, when a decree from Francis-Joseph was issued, ordering that the wall should be demolished, the ditch filled up and levelled, and the *glacis* built upon. It is owing to this change, that Vienna has so suddenly been embellished and now possesses a street, the Ringstrasse, which, in regularity and magnificence, is certainly surpassed by no other in Europe.

The Lastenstrasse is the boundary of the town with its suburbs. The latter are divided into nine districts, viz: I, The City; II, the Leopoldstadt; III, the Landstrasse; IV, the Wieden; V, Margarethen; VI, Maria-hilf; VII, Neubau; VIII, the Josephstadt; IX, the Alsergrund. Each of these districts is recognisable by the special colour in which the number of the houses it contains are painted. The respective numbers of the houses run from Stephen square with Nr. 1 to the right, and Nr. 2 to the left.

Of the 12 old **gates** belonging to the City, two only have remained: the Burgthor (gate of the palace) and the Francis-Joseph gate (Franz-Josephsthor) between the two buidlings of the Post-Office and the Custom-House.

An hour's walk will easily take the stranger through the entire "Ringstrasse", for the city contains only 1300

buildings, 140 streets and 20 squares, one of which the "Hof" is the largest and measures 426 feet in length by 231 feet in breadth. The most remarkable squares besides this are: The "Hoher Markt" (High Market), the "Josephsplatz" (Joseph square), the "Burgplatz" (square of the Palace), "Neumarkt" (New-Market), "Graben" (ditch), Stephansplatz (Stephen square), St. Michael square, the Jews square, the "Freiung", etc.

Notwithstanding recent embellishments, the streets of the ancient town are generally narrow, though very cleanly kept. As regards public buildings in the gothic style we observe the Cathedral of St. Stephen, the Minorites Church, and the Church of Maria Stiegen, which date from the middle ages; and the Church of the Redeemer (Votiv-Kirche), the Church of the Lazarists (Mariahilf suburb), the Church of St. Elizabeth (Wieden suburb), and the parish church of the suburb "Weissgärber". The construction of these four churches which, with the exception of the Lazarists' Church, is not yet completed, belongs to modern times, and we are indebted to the good taste and skill of architect *Fischer* of Erlach, for the many fine buildings in the Italo-French style with which, under the reign of Charles VI, he enriched the town. After a long series of years during which architecture was slumbering, it was at last roused out of its state of torpor and has, within the last ten years, produced great numbers of public monuments and edifices worthy of a large Metropolitan town.

Characteristic of the town are the many court-passages which establish shortnings between different streets, so that he who is acquainted with them can greatly abridge the length of his perambulations through the town.



Under ground, Vienna is provided with subterranean canals which greatly facilitate the maintenance of cleanliness in its streets; these canals are so vast that one may assert the nether town to be as large as that above. Many of them present cavities two and three stories high, and extend below the entire surface of one or two streets. The pavement of the town is very nice and smooth, the paving-stones being of hard granite. The usual places of resort for the fashionable people taking a walk through the town are: the *Ringstrasse*, the *Graben*, *Kohlmarkt*, *Stephansplatz*, *Rothenthurmstrasse*, *Kärtnerstrasse*, and adjacent streets. It is there that the nicest shops, the best-frequented cafés, the handsomest carriages, and the fashions of the day, are seen to greater advantage; but it is in the *Praterstrasse* where, on sun-  
days and holidays, the different classes of the people may be seen flocking together on their way to the *Prater* (a fine wooded public walk), where, after walking and loitering about for hours together, they finally settle down at some café, or ale-house, there to enjoy the luxury of Salami-eating, coffee or beer-drinking, while their ears are delighted with instrumental music, which by the by, whether military or private, is highly artistical.

The **suburbs** of Vienna are, to the north: the *Leopoldstadt* (town of Leopold) and the *Jägerzeile*, both situated on the islet formed by two arms of the Danube, the *Althangrund*, the *Lichtenthal*, the *Thury*, *Himmelpfortgrund*, the *Michelbeurischer Grund*, the *Rossau* with the cluster of new buildings called *New-Vienna* (*Neu-Wien*). To the West: the *Alsergrund*, *Breitefeld*, *Josefstadt*, *Strozzische Grund*, *Altlerchenfeld*, *Schottenfeld*,

Neubau, St. Ulrich, and Spittelberg. To the South: The Windmühle, Laimgrube, Mariahilf, Magdalenengrund, Hundsthurm, Reinprechtsdorf, Margarethen, Nikolsdorf, Matzleinsdorf, Laurenzergrund, Hungelbrunn, Schaumburgergrund, and Wieden. To the East: the Landstrasse and Erdberg. — These suburbs contain above 10.000 houses, though they are very far from having the same extent and importance; the Wieden for instance contains above 1000 houses, whilst the suburb Hungelbrunn has only 11, and Laurenzergrund only 16. The suburbs have all been rebuilt during the two last centuries (owing to their having been burnt down by the Turks during the siege of 1683); they are therefore more regular and their streets generally broader and straighter than those of the old city. The Schottenfeld, Breitenfeld and the principal street of the suburb Mariahilf deserve on that score to be noticed, and the traveller who, entering the town, chances to drive through the latter street, conceives, when he has reached the bottom of it, a very favourable notion of the general aspect of Vienna. The Palace gate stands straight before him and above this is to be seen the ancient Imperial Palace, the Mansion of Archduke Albert and, towering up far above the roofs of the adjacent buildings, the magnificent steeple of St. Stephen's Church. To the West in the background, mountains are to be seen; while to the east the beautiful and imposing Church of St. Charles closes a panorama which, after dusk, thousands of gas-lights illumine. The streets of Vienna are all lighted up with gas, and in summer this street-illumination extends till Schönbrunn, the summer residence of the Imperial Court.

The greatest industrial and commercial activity reveals itself in the three suburbs Wieden, Mariahilf, and Leopoldstadt. Here are to be seen vast numbers of shops and warehouses; but it is principally in the last suburb that are warehoused all goods arriving by water and by the northern Railway. The weavers and spinners have their seat in Gumpendorf (a suburb); the manufactories of shawls, ribbons etc. in Schottenfeld; the working-classes inhabit Erdberg, Altlerchenfeld, and Lichtenthal, and in the Rossau are the wood-yards, which supply the whole town with fire-wood.

In 1598 the Vienna canal, which originates in the great arm of the Danube at Nussdorf, was rendered navigable by Baron *Ferdinand Hoyos*. 8 bridges establish the communication between the two banks of the river. The principal of these are: The *Carlsbrücke*, a suspension-bridge 300 feet long by 13, for foot passengers; the *Ferdinandsbrücke*, leading to the principal thoroughfares in the Leopoldstadt. Between the suburbs *Weissgärber* and *Leopoldstadt* is to be seen the Aspern bridge constructed by the engineers *Fillunger* and *Schnirch* on the plan of the latter under the direction of professor *Rebhann*; this bridge is 198 feet long. Proceeding a little lower down, the stranger comes to the Francis bridge 222 feet long and constructed with iron-wire. Finally, between the Landstrasse and the Prater there is another suspension-bridge called *Sophienbrücke* 345 feet in length by 12 in breadth. Between the two last mentioned bridges, and not far from the Francis bridge, is to be seen a beautiful suspension-bridge 264 feet in length which unites the Northern to the Southern Railway.

From among the most remarkable **bridges** across the "Wien" must be mentioned: the iron-bridge (*Neville's* system, 1854) uniting the two suburbs *Gumpendorf* and *Hundsthurm*; the suspension-bridge between the suburbs *Laimgrube* and *Wieden* constructed in 1830; the *Leopold* bridge (of iron, *Neville's* system, 1860) in the proximity of the "Wien" theatre; the small suspension-bridge leading from the "Naschmarkt" to the suburb *Laimgrube*; the *Elizabeth* bridge, (stone) built by architect *Förster* between the years 1850 and 1854, is of a beautiful and at same time massy structure. Its three arches present an opening 48 feet wide, and are supported by pillars 27 feet high. Another stone bridge of recent construction, *Schwarzenberg-Brücke*, is thrown across the "Wien", and communicates between the square of the same name and the streets *Rennweg* and *Heugasse*, at the *Wieden*. This bridge was constructed in 1865 on the plan of architect *Hornbostel* and is remarkable both for its solidity and the elegance of its form. The stone bridge between *Wollzeile* street and the suburb *Landstrasse*, built in 1400, is the oldest construction of the kind in *Vienna*. The last bridge across the *Wien* is the *Radetzky* Bridge, a stone construction completed in 1855.

Besides the bridges already enumerated, there are yet other wooden bridges of various sizes across the *Wien*, according to the importance of the streets between which they communicate.