

Communications.

The General Post-office is situated in the old city, Postgasse 10. It has branch-offices in the Wollzeile 6, and in every suburb. The letters received are distributed several 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 *kr.* within the district where the post-office is situated, and 5 *kr.* out of this district to any part of the empire. — Letters weighing more than 1 *Loth* and not exceeding 2 *Loths* pay a double postage at the above-mentioned rate, and those weighing 3 *Loths* have to pay three times the simple postage. Letters that are sent pre-paid must be stamped; news-papers, printed publications, and other small parcels not containing written documents, pay 2 *kr.* a *Loth* to any distance. Postage stamps are to be had at most tobacconists' as well as at the various Post-offices.

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 *kr.* a *Loth*. The Post-office is open daily from 7 till 9.

Posting. Travelling in one's own carriage and with post-horses is termed in Austria travelling by *extra-post*. To obtain post-horses it is necessary to apply at the Poststallamt, Bäckerstrasse 20. Strangers wanting to defray before-hand the whole expense of post-travelling should apply at the Forwarding-office of the "*Eilpost*", Postgasse 10.

The Stage-coach (Eilwagen), corresponds pretty well to the French Diligence, travelling at a fixed speed.

The Central Telegraph-Office, Renngasse 5; Direction-office, Herrengasse 7; branch establishments, Taborstrasse 18; Mariahilf, Stumpergasse 10; Neubau, Dreilaufergasse 8.

Railroads.

The Northern Railway (Kaiser Ferdinands-Nordbahn) dates from 1836. The Railway station is left of the Praterstern (see p. 50). 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 station; — the forwarding-office (for tickets and luggage), Bauernmarkt 4.

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 station, without the Mariahilf gate; — Forwarding-office, Bauernmarkt 4.

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 station is outside the Favoriten-Linie (Wieden) where the Central Direction has its seat. — Forwarding-office: Kärntnerring No. 1, Seilerstätte No. 2, and Jakobergasse No. 10. Not far from the Southern Railway station is the station of the Railway between Vienna and Raab.

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.

Offices of the different Railways in Austria.

The Bohemian Western Railway, Wipplingerstrasse 16.

„ Galician Carl Ludwig's Railway, Kärntnerring.

„ Graz-Köflacher Bahn (Railway), Elisabethstrasse 24.

- The Elizabeth Western Railway (at the station).**
 „ Ferdinand's Northern Railway, Nordbahnstrasse 3.
 „ State Railway Company, Minoritenplatz 2 and 4.
 „ Lombardo-Venetian Railway, Kärntnerring 1.
 „ Southern and Northern United Railways, Gonzaga-
 gasse 4.
 „ Theiss Railway-office, Parkring 2.
 „ Vienna and Raab Railway, Lugeck 3.
 „ Wolfsegg - Traunthaler-Kohlenwerks Railway-office,
 Wallfischgasse.
 „ Lemberg-Czernowitz Railway, Kärntnerring 12.
 „ Kärntner Railway-office, Minoritenplatz 7.

Fare of the Various Conveyances which Ply between the Different Railway Stations and the Town.

A cab (2 horses) from the Northern Railway station
to the suburb Leopoldstadt, Praterstrasse fl. 1.— krs.
to the town „ 1.20 „
to any other suburb from 1 fl. 45 krs. to „ 2.— „
according to distance.

A one-horse hackney coach (there are no Hansome
cabs) to any of the 3 above-mentioned suburbs. 50 krs.
to the town 70 „
to any other suburb to fl. 1.— „

Omnibus fare from any given gate of the town to
the city 10 krs.
to the Southern Railway station 15 „
to the Public baths in the Prater 15 „
to any given place after the close of the theatres 15 „

A cab (two horses) from the Southern Railway
station to town fl. 1.20 krs.

to the suburbs Wieden and Margarethen	fl. 1. —	krs.
to the suburbs Mariahilf, Landstrasse and Weissgärber	„ 1.20	„
to any other suburb	„ 2.—	„
A one-horse coach to the suburb Wieden	60	„
to any other suburb and the town	fl. 1. —	„
Omnibus fare to any suburb	— „ 15	„
A cab (2 horses) from the Western Railway station to the suburbs of Mariahilf and Neubau . . .	fl. 1. —	krs.
to the town and suburbs of Wieden and Margarethen	„ 1.20	„
to any other suburb	„ 2.—	„

Light luggage such as travelling-bags etc. may be taken into the coach or omnibus, no extra charge being made for it; if the luggage however consists of portmantaux, valises, or trunks of so large dimensions as to cause inconvenience, they will be placed on the roof of the carriage and the charge of 35 krs. per trunk is to be paid to the cabman, 20 krs. to the coachman of a one-horse coach, and 5 krs. to the coachman of an omnibus.

The Fare of a *Fiakre* (a two-horse cab) is for an hour fl. 1, of a one-horse cab for a $\frac{1}{4}$ hour 30 kr.; for each following quarter of an hour 20 kr.

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 have 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 quay. Passengers wishing to sail down the Danube are conveyed in small boats starting from the Weissgärber to the Kaisermühlen.

Hackney-Coaches, Cabs, Omnibuses.

Hackney-coaches (Stadt-Lohnkutscher), not numbered, are to be procured at *Wolf's*, Kurrentgasse 5, and at *Geigritsch's* in the Weihburggasse 18. The charge for the hire of such a coach with four seats, for half a day is, within the town-gates, 4 flor.; outside the town-gates, 5 flor., and 1 flor. to the coachman.

The Vienna cabs enjoy, on account of their celerity, 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 some 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:

Half an hour's drive — fl. 53 krs.

An hour's drive 1 " 5 "

For each extra half an hour's drive — " 35 "

This charge holds good for any time of the day between 7 o'clock a. m. till 10 o'clock p. m.

Driving to the theatres in the town, a short drive in the town or to the nearest houses in the suburbs 1 fl. 5 krs.

A drive to a distant suburb 1 " 40 "

Driving to one of the theatres in the suburbs, according to distance, from 1 fl.

5 krs. to 1 fl. 40 krs. and 1 " 75 "

The one-horse cabs are termed *Comfortables* (they serve as a substitute for Hansom 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 30 krs.
(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, 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 10 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, Fischmarkt.
 „ *Dornbach*, at the Hof, Judenplatz.
 „ *Gersthof* and *Pötzleinsdorf*, at the Freiong.
 „ *Grinzing*, at the Hof.
 „ *Haimbach*, at the Neumarkt.
 „ *Hetzendorf*, at the Lobkowitzplatz.
 „ *Hietzing*, at the Neumarkt, Stephansplatz, Peter.
 „ *Hütteldorf*, at the Hof or Neumarkt.
 „ *Kalksburg*, at the Neumarkt.
 „ *Kierling*, at the Freiong.
 „ *Klosterneuburg*, at the Minoritenplatz.
 „ *Lainz*, at the Stephansplatz.
 „ *Mauer*, at the Lobkowitzplatz.
 „ *Neustift*, at the Freiong.
 „ *Neuwaldegg*, at the Hof.
 „ *Nussdorf*, at the Hof.
 „ *Penzing*, at the Neumarkt and Peter.
 „ *Rodaun*, at the Neumarkt.
 „ *Schwechat*, in the Johannesgasse.
 „ *Sievering*, at the Hof.
 „ *Simmering*, at the Stephansplatz and Wollzeile.
 „ *St. Veit*, at the Neumarkt.
 „ *Weidling*, at the Schulhof.

A Tramway plying between Vienna and Dornbach has lately been instuted and has its station in the proximity of the Schottenring. — It traverses the suburbs Alsergrund and Hernals and will shortly be extended so as to ply between the different suburbs and the Ringstrasse.

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 10, 20, 30 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. Ten kreuzers is the usual charge for any message or errand within the town. The offices of the direction are: Strauchgasse 1 (*Folkmann*), and Singerstrasse 14.

Porters attached to the different hotels (*Lohndiener*) charge 1 fl. for half a day's attendance and 2 fl. for the whole day. Sent on an errand, the charge varies from 20 to 40 krs., according to distance.