

General Hints on Vienna, its Suburbs, and Environs.

(The letters and Arabic figures in parenthesis behind the buildings or other objects indicate, where they are to be found on the annexed map of the town.)

Vienna, the great metropolis of the Austrian Empire, is situated at the foot of the Kahlenberg, on the southern bank of the Danube, at an elevation (near the gate of Mariahilf — B. 6) of 205 Metres 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 main stream of the Danube passes Vienna at a distance of half a german mile, but is actually being regulated at an expence of 25,000.000 fl. and will thereby reach the town; a vast enterprise, begun in 1870, very worthy looking at.

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

The most comprehensive and beautiful view of Vienna is indisputably to be obtained from the top of

St. Stephen's steeple, although surveyed from the Cupola of St. Charles, the town presents greater number of most picturesque groups of buildings. From the summit of the „Wienerberg“, upon which stands the 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“ and the „Leopoldsberg“, (three heights in the vicinity of *Grinzing*), the whole *ensemble* of the town may be obtained to great advantage.

The **circumference** of the town with its surrounding suburbs, amounts to 19.000 Metres and is precised by a wall 4 Metres high and a ditch extending as far as the Spittelau and Erdberg, where the soil at once declines rapidly towards the river.

The ancient or internal City occupies as nearly as possible the centre of the town and covers an area of more then 2,800.000 Metres. It was formerly separated from the suburbs by ramparts 16 Metres 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 promenaders, nurses, and frolicking children. — These fortifications have been done away with since 1857, and it is owing to this change, that Vienna has so recently been embellished and now possesses a street, the Ringstrasse, which, in regularity and magnificence, is certainly not surpassed by any other in Europe.

The Lastenstrasse forms the boundary of the town with the suburbs. The latter are divided into nine districts, viz: I, The City; II, the Leopoldstadt; III. the

Landstrasse; IV, the Wieden; V, Margarethen; VI, Mariahilf; VII, Neubau; VIII, the Josephstadt; IX, the Alsergrund. Each of these districts is recognisable by the special colour in which the numbers of the houses it contains are painted. The respective numbers of the houses run from Stephen's square, with Nr. 1 to the left and Nr. 2 to the right.

Of 12 old gates once belonging to the City, two only have remained: the Burgthor (gate of the palace) (D. 5.) and the Francis-Joseph gate (Franz-Josephsthor) (E. 4.) between the two buildings 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 135 Metres in length by 73 Metres in breadth. The most remarkable squares besides this are: The „Hoher Markt“ (High Market), the „Josephsplatz“ (Joseph square), the „Burgplatz“ (square of the Palace), „Neuer Markt“ (New-Market), „Graben“ (ditch), „Stephansplatz“ (Stephen's square), St. Michael's square, the „Judenplatz“ (Jews' square), the „Freiung“ etc.

Notwithstanding recent embellishments, the streets of the ancient town are generally narrow, but very cleanly kept. As regards public buildings in the gothic style we observe the Cathedral of St. Stephen's, the Minorites Church, and the Church of Maria Stiegen, which date from the middle ages; — 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 formerly so called suburb „Weissgärber“. The construction of these four churches, belongs to modern times, and

Vienna is 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 fifteen years, produced great numbers of public monuments and edifices worthy of a large Metropolitan town.

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

The most fashionable, lively and crowded streets of the town are: the *Ringstrasse*, the *Graben*, *Kohlmarkt*, *Stephansplatz*, *Rothenthurmstrasse*, *Kärntnerstrasse* and adjacent streets. It is there that the finest shops, the best-frequented cafés, the handsomest carriages, and the fashions of the day, are to be seen to great advantage; but it is in the *Praterstrasse* where, especially on sundays and holidays, the different classes of the people may be seen flocking to the *Prater*, the Hydepark of Vienna, and the circulation here can fairly bear comparison to the crowded thoroughfares of London or Paris.

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 *Neubau*, *Josephstadt* 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, is illuminated by thousands of lights.

The greatest industrial and commercial activity is to be found 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 Mariahilf; the manufactories of shawls, ribbons etc. in the Neubau, and on both sides of the Vienna Canal 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*. 9 bridges establish the communication between the two banks of the river. The principal of these are: The *Brigittabrücke* (D. 1.); the *Maria Theresibrücke*, (E. 3.) a new iron suspension-bridge leading to the *Augarten*; the *Carlsbrücke*, (E. 3.) a suspension-bridge for foot passengers; the *Ferdinandsbrücke* (F. 4.), leading to the principal thoroughfares in the Leopoldstadt. Between the *Stubenring* and *Leopoldstadt* is to be seen the *Aspern bridge* (F. 4.) constructed by the engineers *Fillunger*

and *Schnirch* on the plan of the latter, under the direction of professor *Rebhann*. Proceeding a little lower down, the stranger comes to the Francis bridge (G. 3.) constructed with iron-wire; between the Landstrasse and the Prater there are two other suspension-bridges lately constructed, called *Sophienbrücke* (H. 5.) and *Schlachthausbrücke* (I. 6.) and not far from the Francis bridge, is to be seen a beautiful suspension-bridge 83 Metres in length, which unites the Northern to the Southern Railway.

Among the most remarkable **bridges** across the „Wien“ are to be mentioned: the iron *Neville* bridge (C. 7.) uniting the two suburbs Mariahilf and Margarethen; the suspension-bridge between the suburbs Mariahilf and Wieden constructed in 1830; the Leopold bridge (of iron, *Neville's* system, 1860) in the proximity of the „Wien theatre“ (D. 6); the Elizabeth bridge (E. 5.), (stone) built by architect *Förster* between the years 1850 and 1854, is of a beautiful and at the same time massif structure. Its three arches present an opening 15 Metres wide, and are supported by pillars 8.5 Metres high. Another fine stone bridge of recent construction, the *Schwarzenberg-Brücke* (E. 5.), is thrown across the „Wien“, and unites the square of the same name with 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. A very fine iron bridge has been constructed in 1871, the *Tegetthoff-Brücke* (E. 5.), leading from the Johannessgasse, near the Town-Park to the Landstrasse. The *Stuben-Brücke* (F. 4.) (stone) between Wollzeile street and the suburb Landstrasse, built in 1400, is the oldest construction of that kind in Vienna. The last

bridge across the Wien is the Radetzky Bridge (F. 4.), a stone construction completed in 1855.

Besides the bridges already enumerated, there are some other wooden bridges of various sizes across the Wien, according to the importance of the streets between which they form communication.

The People of Vienna.

The population of Vienna and suburbs was in 1872 911.000 inhabitants, (about 18.000 houses.) The established religion is the catholic, but there are 20.000 protestants and more than 40.000 jews.

The Viennese were once noted as a more eating, drinking, good-natured and hospitable people than any other in Germany, and Vienna was long considered the „el Dorado“ of a careless race who liked „to enjoy life“ and had no objection to other people doing the same. The pleasures of the table, good music, and dancing, were highly prized. Vienna of former days has now greatly changed, and the Viennese have assumed as earnest and reserved a deportment as the inhabitants of most other large European Cities. There are, however, many places of amusement, especially in the suburbs and environs of Vienna, which enjoy great popularity.

Vienna is very commercial, its tradesmen being reckoned among the best in Germany; and the bustle in its streets is not equalled even in an English trading town. The art of effecting a safe passage through some of the principal thoroughfares on foot, amidst a crowd of carriages, hackney-coaches, loaded waggons, and other vehicles, there being in some instances but a very narrow