

**AUSTRIA-HUNGARY  
INCLUDING  
DALMATIA AND BOSNIA**

**HANDBOOK FOR TRAVELLERS  
BY  
KARL BAEDEKER**

**WITH 33 MAPS AND 44 PLANS  
TENTH EDITION, REVISED AND AUGMENTED**

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PREFACE.

The Handbook for Austria, which is now issued for the ninth time, and corresponds with the twenty-sixth German edition, is designed to assist the traveller in planning his tour and disposing of his time to the best advantage, to render him as far as possible independent of the services of hotel-keepers, commissionnaires, and guides, and thus to enable him the more thoroughly to enjoy and appreciate the objects of interest he meets with on his tour.

The Handbook has been compiled almost entirely from the personal observation of the Editor, and most of the country described has been repeatedly explored by him with a view to procure the latest possible information; but, as many of the data in the Handbook relate to matters which are constantly undergoing alteration, he will highly appreciate any corrections or suggestions with which travellers may favour him. Those already received, which in many instances have proved most useful, he gratefully acknowledges.

The districts described in this Handbook were formerly embraced in the Handbook for Southern Germany and Austria, which is now published in two separate volumes. The information in the present volume is, however, much fuller than that contained in the corresponding part of the older Handbook, and has been augmented by a short description of the Austrian Alps. Its contents are divided into Ten Sections

(I. Vienna and its Environs; II. Upper and Lower Austria, Salzkammergut, and Salzburg; III. Tyrol; IV. Styria, Carinthia, Carniola, and Istria; V. Bohemia and Moravia; VI. Galicia and the Bukowina; VII. Dalmatia; VIII. Hungary, Croatia, and Slavonia; IX. Transylvania; X. Bosnia), each of which may be separately removed from the book by the traveller who wishes to minimise the bulk of his luggage. A fuller description of the mountainous districts of S. Germany and Austria (Tyrol, Salzkammergut, etc.) has been published in a separate volume entitled 'The Eastern Alps' (10th Ed., 1903).

The Maps and Plans, on which special care has been bestowed, will, it is hoped, render material service to the traveller in planning his tour. Five new maps and seven new plans have been added in the present edition.

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#### VI. Post and Telegraph Offices.

POSTAL RATES. Austria, Hungary, and Bosnia each have postage-stamps of their own. Ordinary Letters within Austria - Hungary, Bosnia, and Germany, 10 h. per 20 grammes ( $\frac{2}{3}$  oz.). for foreign countries, 25 h. per 15 grammes ( $\frac{1}{2}$  oz.). Registered Letters 25 h. more. — Post Cards 5 h., for abroad 10 h. ; reply post-cards 10 and 20 h. — Letter Cards 6 h. (for correspondence within any one town), 10 h., and 20 h. — Stamps may be purchased at most tobacco-shops. Foreigners should be careful not to put Austrian stamps on letters mailed in Hungary, or vice versa.

TELEGRAMS. The charge for a telegram within Austria-Hungary, Bosnia, and Germany is 6 h. per word (minimum 60 h.). For each foreign telegram a charge of 60 h. is made plus the following rates per word: Great Britain and Ireland 26 h.; Belgium or Denmark 21 h.; France or Bulgaria 16 h.; Italy 8-16 h.; Montenegro, Roumania, Serbia, or Switzerland 9 h.; Netherlands 19 h.; Norway 32 h.; Russia or Sweden 24 h.; Turkey 28 h.

#### Abbreviations:

.R. = Room; also Route.	N. = North, northern, etc.
B. = Breakfast.	S. = South, etc.
D. = Dinner.	E. = East, etc.
A. = Attendance.	W. = West, etc.
L. = Light.	K. = Krone (crown).

pens. = pension.      h.      = heller.  
 rfmts. = refreshments. M      = mark.  
 M. = English mile.      pf.      = pfennig.  
 R., r., L., l. = right, left.      hr.      = hour.  
 omn. = omnibus.      min.      = minute.  
 ft. = English foot.      ca.      = circa, about.

The number prefixed to the name of a place on a railway or highroad indicates its distance in English miles from the starting-point of the route or sub-route. The number of feet given after the name of a place shows its height above the sea-level. The letter d, with a date, after the name of a person, indicates the year of his death.

Asterisks are used as marks of commendation.

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## **86. From Sarájevo to Mostar and Gravosa (Ragusa.).**

177 1/2 M. Railway (narrow-gauge and partly rack-and-pinion) to (84 M.) Mostar in 6 1/2-8 3/4 hrs. (fares 10 K. 80, 8 K. 10, 5 K. 40 h.; two trains daily); from Mostar to (93 1/2 M.) Gravosa, two trains daily in 6-8 1/4 hrs. (fares from Sarájevo to Gravosa 23 K., 17 K. 26, 11 K. 50 h.). This interesting line traverses a fine mountain-district. Enquiry should be made beforehand as to the connection of the trains with the steamers at Gravosa or Metković.

Sarájevo, see p. 430. — The railway runs for some distance near the Bosna Line (p. 430) and then diverges to the left, crossing the Miljacka, to (5 M.) Ilidže (branch of 1 3/4 M. to the baths, see above). It then crosses the Željeznica and the Bosna, which rises 2 M. to the S.W. We next proceed past the base of the Igmán (see above) to (7 M.) Blažuj, a group of houses with a large khan, and past the inn of Križanje (where a road diverges to Busovaća and Travnik, p. 442). Then through a beautiful wooded valley viâ (11 M.) Hadžići and (15 1/2 M.) Pazarić, whence the Bjelašnica (see above) may be reached in 2 hrs.' ride. — Crossing the saddle of Vilovac (2307 ft.), the train reaches (19 1/2 M.) Tarčin (2126 ft.), a military station, on the Lepenica. To the W. rises the Bitovnja.

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Here the line begins the ascent of the Ivan Planina, a transverse ridge separating the valleys of the Lepenica and the Narenta, and it is therefore provided at intervals with toothed rails (11 1/2 M. in aggregate length between Tarčin and Konjica), for which the locomotive is fitted with an adjustable toothed wheel. The gradient is still steeper between (21 1/2 M.) Rastelica (2295 ft.) and (24 M.) Ivan (2870 ft.);

Rail. Restaurant). The ridge of Ivan Planina (3172 ft.), the watershed between the Black Sea and the Adriatic, and also the boundary between Bosnia and the Herzegovina, is pierced by means of a tunnel 700 yds. in length, beyond which the train rapidly descends the wild and romantic valley of the \*Treščanica, traversing six tunnels and two large cuttings and passing the stations of Bradina, Brdjani, and Podorašac, to —

**35 M. Konjica** (924 ft.; Rail. Restaurant, with rooms), a district town of 2000 inhab., situated in a picturesque basin on the Narenta (trout), which is crossed by an old Turkish stone bridge. The temperature here is already about 10° Fahr. warmer than that of Sarajevo. About 12 ½ M. to the S.E. lies the Borke Lake (Boračko Jezero; 1330 ft.), ½ M. in length.

The railway now runs through the wild and romantic \*Narenta Valley, bounded on the right by the Čvrsnica and the Čabulja Planina, and on the left by the Prenj (see below), the Porim, and the Velež. To the left is the river. — 49 M. Rama, at the entrance to the valley of that name.

**53 ½ M. Jablanica** (665 ft.; government Inn, near the station), a military station with barracks on a height, is a good starting-point for mountain-tours and hunting-expeditions (numerous chamois). The \*Krstac, ¾ hr.'s walk to the E., commands a fine panorama.

Mountain Ascent. (Climbers should come provided with an alpenstock and nailed shoes; guides, 3 K. per day, should be engaged and paid through the landlord of the hotel; provisions should be taken.) The Prenj Planina (6276 ft.; 8 hrs.) is ascended to the S. viâ the village of Glogošnica, the (4 hrs.) Poldiruhe and the (2 hrs.) refuge-hut Idahütte (4266 ft.), whence the summit is reached in 2 hrs. more (extensive view of the mountains of the Herzegovina, Montenegro, Novibasar, and Bosnia); descent to Jablanica in 5 hrs. — The ascent of the Plassa Mts. (edelweiss; part of the way may be done on horseback), to the W., takes 6 ½ hrs., viâ the (4 ½ hrs.) refuge-hut to the (2 ½ hrs.) summit of the Veliko Sljeme (6890 ft.); descent in 5 hrs.

From Jablanica To Bugojno, 46 M., diligence (7 seats) twice a week from May till the end of Sept. in 8 ½ hrs., 8 K.; carr. about 25 K. Pedestrians, who require 2 days for this attractive excursion, find the best night-quarters at Prozor (provisions should not be forgotten). The road follows the railway almost to Rama (see above), then turns to the N.W., and ascends the valley of the Rama, with the slopes of the Bočina Planina on the left, and the river on the right. Farther on a stalactite cave is passed (right). — 19 ½ M. Prozor (Kraus, unpretending; ½ hr.'s halt), a Mohammedan town with 1100 inhab., is commanded by a ruined castle. — The road now winds

up to the Makljen Saddle (3685 ft.; fine view), whence it descends through wood to (34 M.) Gornji-Vakuf noted for Turkish coffee mills (3 K. each); thence across the plain to (46 M.) Bugojno, see p. 442.

The train crosses the Narenta, passes through a tunnel, and enters a most picturesque defile, on the opposite (r.) bank of which is the

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high-road. We then cross the Glogošnica Valley, with a beautiful view to the left of the Prenj Mts. (p. 434), and traverse the Glogošnica Tunnel. Below the road, on the right bank, the fine waterfall of the Praporac or Komadina descends into the Narenta, a little beyond which the railway and road change sides. From this point to Raškagora the narrow and wild rocky \*Gorge of the Narenta is known as the 'Great Defile'. 66 M. Drežnica, at the mouth of the Drežanka, which issues from a wild gorge; 72 ½ M. Raškagora; 77 M. Vojno. To the left are the precipices of the Velež (6450 ft.).

**84 M. Mostar.** — Rail. Restaurant opposite the station, with rooms at 1 K. 60 h. — Hotels. NARENTA, 7 min. to the E. of the station, on the left bank of the Narenta, R. 2 K. 40-6 K., D. 3 K. 40, omn. 40 h., very fair, with garden restaurant; POST, Rudolf-Platz. — Café Mikačić, Hauptstrasse; Café Stadt Wien, Sauerwaldgasse. — Cabs. Within the town, per ½ hr. 2 K., each addit. ½ hr. 1 K.; outside the town 2 K. 80 and 1 K. 40 h.

Mostar (194 ft.), with 14,400 inhab. (half of them Mohammedan), and a garrison of 2000 men, is the business centre of the Herzegovina, and seat of a Rom. Cath. and a Greek bishop. The town stretches from N. to S. on both sides of the Narenta between the hills of Hum to the W. and Podvelež to the E. Of the 30 mosques only the Karagjoz Mosque in the Sauerwaldgasse deserves a visit. — Turning to the right on quitting the station, we reach in 3 min. a cross-roads. The road straight on (S.), following the railway, leads to the (10 min.) Roman Catholic Church and Franciscan convent; the Stephanie Allée, with its villas, leads to the W.; to the left (E.) we follow the Franje Josipa Ulica, cross the Narenta (with the Hôtel Narenta to the left), and beyond the Sauerwaldgasse reach the (7 min.) Carina or main street. In the latter, to the right (S.) lies the Bazaar, which is inferior to that of Sarajevo, though oriental carpets, embroidery, inlaid silver-work from Livno, etc., may be obtained comparatively cheaply. We follow the main street (from which a street diverges on the left for the Greek Church; view) to a square beside the (10 min.) Telegraph Office, whence a \*Stone Bridge (15th cent.), with two gate-towers and a single span of 100 ft.,

crosses the Narenta (60 ft. below) to the Roman Catholic Church (see above) on the right bank. The main street leads on to the S. to the government Tobacco Factory (adm. on application) and the S. camp.

Pleasing view from the second or third bend of the Hum road (from the station by the above-mentioned Stephanie-Allée, thence across the bridge over the Radobolje stream, and ascend to the left); grander from the top of the hill (1430 ft.; 1 ¼ hr.), with its small fort, which may be entered with leave of the guard. — 1 hr. to the N.W. of the Radobolje bridge is the Source of the Radobolje (Inn), which yields the new water-supply; carr. there and back 4 K.

An attractive excursion may be made to the \*Source of the Buna (8 M. to the S.E.; best in the afternoon; carr. to Blagaj in 1 hr., 8 K. there and back). We follow the dusty road to the S. through a fertile plain surrounded by rocky mountains, past the S. military camp (see above), and bear to the left where the road forks. We now pass on the left a government Station for Fruit and Vine Cultivation and Jelačić's Wine Cellars, and reach (7 ½ M.)

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Blagaj, once a considerable place, now a Mohammedan village. Thence on a footpath between the considerable ruins of the castle of Stjepangrad (fatiguing ascent) on a rock to the left, and the Buna on the right, past a mill, to a half-ruined mosque, and the (10 min.) mortuary chapel of a Turkish saint; in front of this is a verandah (fee to attendant 50 h.), from which we obtain a view of the stalactite grotto close to us from which the Buna issues.

From Mostar to Avtovac, 59 ½ M., diligence (2 seats) to Nevesinje daily in 5 ½ hrs. (fare 6 K. 40 h.), thence to Avtovac thrice weekly in 7 ½ hrs. (fare 8 K. 80 h.). Beyond (7 ½ X.) Blagaj (see above) the road ascends in windings to a monotonous plateau, crosses it to the Grebak Saddle (3640 ft.), and descends to (25 M.) Nevesinje (Bilić), with a military station. — Skirting the left bank of the Zalomka, we traverse a solitary region to (46 ½ M.) Fojnica (military station) and cross the Gacko Polje, a plain 9 M. wide, to (56 ½ M.) Gacko (government inn; bridle-path to Foča, see p. 438); ½ hr. to the N. is the Klinje dam across the valley. — 59 ½ M. Avtovac (military station). Hence a road leads S. viâ (28 ½ M.) Bilek (p. 437) to (46 M.) Trebinje (see below).

The railway runs along the right bank of the Narenta at the foot of the Hum; to the left, near Blagaj, is the ruin of Stjepangrad (see above), The mountains become lower. 91 M. Buna (which lies

on the left bank), opposite the mouth of the Buna (see above). — 95 ½ M. Žitomislić (on the right bank), opposite the monastery of that name (founded in 1585). — 103 M. Dretelj, station for Počitelj, on the left bank, a little Mohammedan town with an interesting gold castle. — 105 M. Čapljina, 1 ¼ M. to the S. of which lies Mogorjelo, with the well-preserved remains of a Roman camp close to the Narenta (to the left of the railway).

**108 M. Gabela** (23 ft.), a little town, formerly fortified, between two hills.

A branch-line runs from Gabela in 11 min., crossing the Dalmatian frontier, to (2 ½ M.) Metković (p. 303). Above us to the left, as we quit the tunnel, are the dilapidated ramparts of the old Venetian frontier-fortress of Gabela (225 ft.)

The railway to Gravosa, opened in 1901, diverges to the left, crosses the Narenta and the Krupa, and ascends the N. slope of the Zaba (3127 ft.). Metković (p. 303) is visible on the right. Two tunnels, then a wide curve (view, on the left, of the line just traversed); and another tunnel. — 115 M. Dubravica (488 ft.), a village in a desolate karst-like plateau. — Seven tunnels. 119 M. Hrasno (813 ft.). — 122 M. Hutovo (1017 ft.), with the ruins of a castle above the station. To the left below us lies the Popovopolje, a valley intersected in summer by the scanty Trebišnjica, but under water in winter and spring. — The line now makes a wide curve, descends to (129 M.) Turković (924 ft.), then reascends to (138 M.) Ravno (1046 ft.; the village lies to the right). — Tunnel. 142 M. Zavala (882 ft.), with a Greek convent. — Beyond (149 M.) Poljice (896 ft.) the valley gradually contracts. — 158 M. Hum (895 ft.).

A branch-line runs to the E. from Hum viâ (4 ½ M.) Duži (925 ft.) to (10 ½ M., in ¾ hr.) Trebinje (915 ft.; Hôt. Naglič, Careva Ulica, R. 2-3, D. 3 K., with garden; Café Jubiläum, in the same street; cab within the town 1 K.). a little town of about 5000 inhab. in the Herzegovina, picturesquely situated on the right bank of the Trebišnjica. On the surrounding hills are forts. The old part of the town is surrounded by walls, and

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contains a powder-tower, a square clock-tower, and two mosques. In the new town, to the N., is the Kallay Park. The cigarette tobacco of Trebinje is noted.—About 3 1/2 M. to the E. of the town (carr. in 1/2 hr., 4 K. there and back) the Arslan-Agič-Most, a four-arched stone bridge dating from the Turkish rule. spans the Trebišnjica. The government station for fruit and vine cultivation at Lastva lies 5 1/4 M. farther to the E.—The Orijent (6217 ft.) may be ascended from Trebinje. We drive to the S.E. to the

(2 hrs.) village of Grab, and thence proceed on horseback viâ the (3 hrs.) gendarmerie barracks at Vrbanje, to the (2 hr.) saddle of the Orjent (5230 ft.; road to the summit under construction; view of the Adriatic Sea and of the mountains of Montenegro and Albania); descent in 5 hrs. to Castelnuovo (p. 309), or in 6 hrs. to Rignano (p. 310).—Diligence from Trebinje in 3 1/2 hrs. (N.) viâ (16 M.) Neu-Bilek, a fortified military camp, to (17 1/4 M.) Bilek (1562 ft.; pop. 2000).

The railway turns towards the S. 164 M. Uskoplje (1148 ft.; good inn behind the station). Branch-line viâ Castelnuovo to (48 1/2 M.) Zelenika on the Bocche di Cattaro, see p. 309.

Beyond a tunnel the Adriatic Sea at Ragusa Vecchia (p. 308) comes into view on the left. We cross the Dalmatian frontier. 168 M. Brgat (968 ft.; the village lies below, farther on to the left). The railway descends rapidly in windings to the Ombla Valley, and traverses several tunnels. 171 M. Šumet-Gionchetto (577 ft.). The source of the Ombla is visible in the distance.—From (174 1/2 M.) Rijeka-Ombla (335 ft.) a footpath descends to the (20 min.) road. The Ombla flows far below. Tunnel.

177 1/2 M. Gravosa (p. 305), 3/4 hr. to the N.W. (carr. in 20 min.) from the Domplatz in Ragusa (p. 306).

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