BRIDGES ON THE EAST HUNGARIAN RAILWAY.

PLATE LXV.

ONE of the most fertile countries in south-eastern Europe has now been opened up by the construction of two main lines of railway, together with several branches to the secondary towns of the districts or communes. The East Hungarian Railway is the name given to the system of railroads which is to occupy Transylvania—or perhaps more properly now called Eastern Hungary. At the present time Transylvania is in a state not far removed from semi-barbarism, and, notwithstanding the efforts of the higher class of Hungarians, it progresses but slowly towards the goal of civilisation, although far in advance of the neighbouring states of Wallachia, Roumania, and Moldavia.

But a short time ago the only railroad that entered Transylvania, approached by way of Arad in Hungary, and taking a circuitous route, reached Karlsruhe, a small town of Roman associations, situated in the south of the kingdom; but no attempt was made to reach the more important, more populous, and industrious localities of Klausenburg and Hermannstadt—the former of which, containing the delegate public offices of the Government in Pesth, is created the capital of Transylvania. With the exception of these two larger towns, and a few others, as Mediasch, Varsahly, Distritz, and Kronstadt, there are no places which can be rated much higher than villages, yet it is a matter of surprise to note the large population which these small towns contain, and the amount and energy of their local trade.

Towards the end of 1870, however, there was opened a second line of railway into Transylvania. It enters on the north-western side through one of the rocky passes that cut the mountain range, separating Hungary from Transylvania, and proceeding into the heart of the country, terminates, for the present, at Klausenburg, thus giving a new and direct route to Pesth, via Gross Wardien and Vienna, transmitting the mails and all the luxuries of civilised central Europe into the capital. This railway has been constructed by Messrs. Waring Brothers, in conjunction with Mr. Eckersly, and its successful completion, notwithstanding many serious obstacles and unusually heavy works, does much credit to the energy and perseverance of the constructors.

The line commences at Klausenburg, by a junction with the Gross Wardien-Klausenburg Railway just men-