

HUNGARY

Budapest, Friday, May 15, 1908.

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Hungary and Its People.

The History of Hungary.

Ezeréves . . .
. . . Magyar-
ország . . .

THE HUNGARIAN Parliament in its turn modified in a constitutional manner those statutes among them which did not correspond to the new state of affairs, and regulated the legal relation of Hungary to Austria in all respects by statutes.

The Compromise, Francis Deák's immortal creation, restored its independence to Hungary, and defined its rights and obligations in the monarchy of the Habsburgs. This monarchy, freed from its dangerous domestic weaknesses, plays again a commanding rôle in the councils of the great powers. King Francis Joseph I. who caused himself, along with his noble wife, Queen Elizabeth, to be crowned on the 8th of June 1867, had named in February Count Julius Andrassy to be the Hungarian Prime Minister; for Francis Deák, the sage of his country, had refused every office and distinction, and served his king and his nation in future only as a simple deputy.

The time which has run on since then is a time of civilising labour, of reforms, which have had for their object the development of practical and intellectual interests. The relations



SIR JOHN BELL, Lord Mayor of London.

a conclusion the great work of regulating the Iron Gates. The politics of communication and trade have been moulded into the service of national interests and have lent gigantic dimensions to the export trade.

In the foreign politics of the monarchy the legal realization of Hungarian influence was always devoted to the preservation of peace. It maintained the interests of neutrality at the time of the great war of 1870—71, and stood by the king faithfully in carrying through the mission which had been assigned by Europe to occupy Bosnia

between Croatia and Hungary were legally defined, the modern restoration of public institutions in all departments was taken in hand, the collective branches of education and popular culture participated in the care which was their due. With the establishment and the extensive development of the Hungarian national army (the Honvéd) the military resources of the monarchy have been greatly augmented, many thousand miles of railways and roads have been made, great sums spent on water regulations. Commissioned by Europe, Hungary carried to

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and Herzegovina. A Hungarian statesman, Count Julius Andrassy, cemented the Austro-Hungarian and German alliance, which afterwards by the introduction of Italy extended itself to a Triple Alliance and during its whole existence has been one of the greatest means towards the preservation of European peace. This pacific policy and the spirit of reform freely developing under its protection in the ever memorable result of the long reign of Francis Joseph I.

The reign of the Emperor Francis Joseph has been one long record of national and domestic misfortune. On the abdication of the weak and vacillating Ferdinand he ascended to the throne. (To be continued.)



A Brief Sketch of the Hungarian Constitution and of the Relations between Austria and Hungary.

By Count *Albert Apponyi*,
Minister for Religion and Public Instruction.

Towards the year 1000, when the most illustrious of his descendants, St. Stephen, embraced Christianity, converted his people, and donned the royal crown sent him by Pope Sylvester — the same with which, to this day, every new King of Hungary is crowned the Hungarian nation became for the civilised West the garrison of its most advanced eastern stronghold.

This nation always was, and still is, faithful to her mission as a watchful



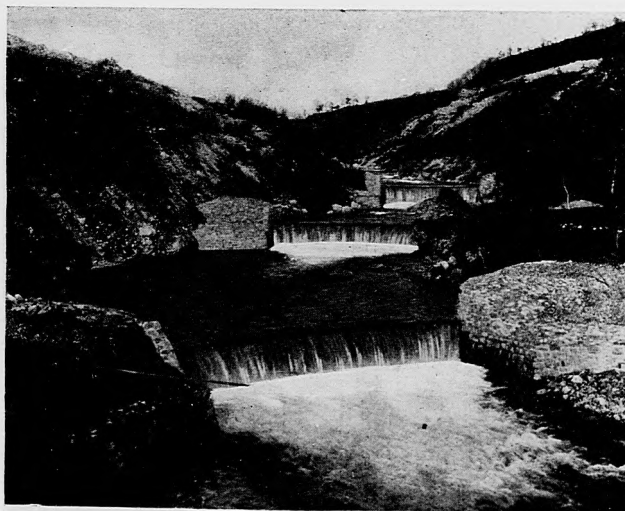
VÁSÁRHELYI MONUMENT, SZEGED.

sentinel. In the thirteenth century the Tartar wave passed over her, but it broke, and went no further; for a century and half the Turkish wave lashed her ramparts; the heroic garrison, nearly always forsaken by those whose safety she guarded, remained steadfast throughout this period against the most formidable shock that had ever threatened the civilised world since the migration of the people. When the climax was reached, after the glorious defeat of Mohács in 1526, which destroyed temporarily the military power of

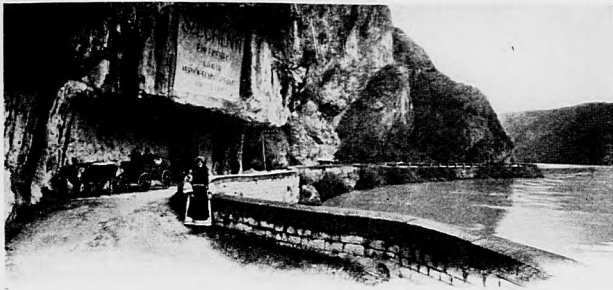
Hungary, the Ottoman empire was at the beginning of its decline; for the occupation of a part of our territory had, so to say, absorbed its energy. If Hungary was lost, at least Europe was saved.

For lost Hungary certainly appeared to be. Internal discord followed the catastrophe to her arms. King Louis II. dead on the battlefield of Mohács, the election of his successor divided the nation. One party relying on the strength afforded by the national enthusiasm, chose a national King in the person of John Zápolya; another party called the Hapsburgs to the throne by electing Ferdinand, brother of Charles V., hoping that

the immense resources of that dynasty would be employed to save us from the Turks. But neither of these expectations was realised. The national spirit was broken, and the forces of the nation were wasted in the struggle of the rival parties. The power of the Hapsburgs — absorbed



REGULATION OF THE RECINA RIVER.



SZÉCHENYI TABLET, IRON GATE.

by religious discords in Germany and the wars with France — was for a long time of no avail to us. (To be continued.)



Water Regulation and Soil Improvement in Hungary.

THE FLOOD-PREVENTION works in Hungary may, as far as extent and importance are concerned be considered the greatest in Europe.

The first European river to be artificially contained between embankments was the Po, but only the stretch between the Ticino and Panaro tributaries may be fitly compared with the Hungarian flood-prevention works.

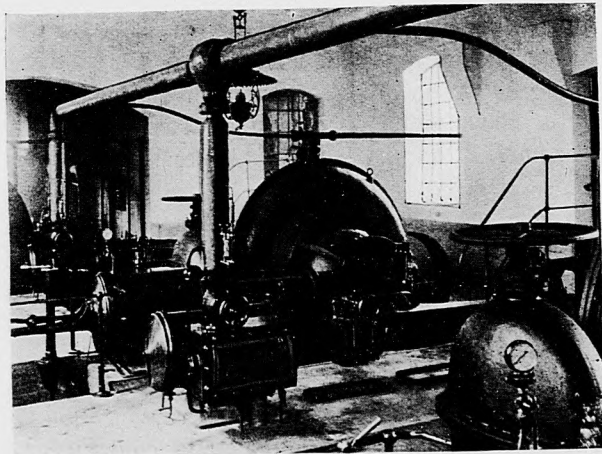
Only in Russia and America are the flood districts and morasses more extensive than in Hungary, but these are not protected and their drainage system cannot be placed upon the level of that of Hungary, the extent of whose protected area amounts to 3,670,000 hectares.

These great works have been constructed by the landowners interested within the last half century or, to speak more correctly, within the last thirty-years. These owners have, in the highest degree, received moral support from the State, nor has occasional material aid been withheld, yet it is not too much to assert that nowhere have such great works been constructed at less cost to the State than in Hungary. In the cultivated western lands, Great Britain excepted, the State itself, the provinces or district have contributed in great measure to the erection of all kinds of waterworks, have, indeed, taken upon themselves the greater share of the burden, the smaller falling upon the estate owners interested. In many States the protective works themselves and the onus of providing and maintaining such are taken over wholly by the State. The Hungarian Legislature has thus, to a great

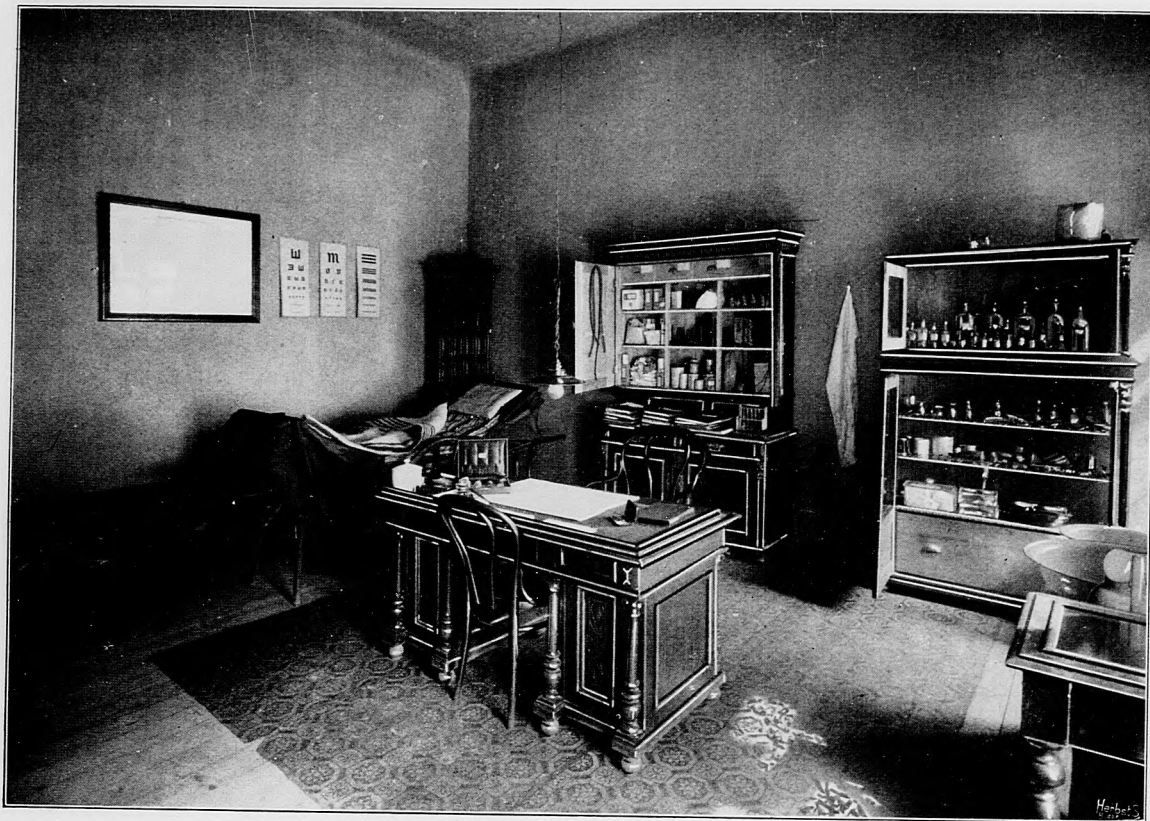
extent, broken fresh ground in that it has not only invested the interested parties with the work of devising protective measures against inundation and the care of flood district, but also with the responsibility of the upkeep of these works; thus the flood prevention is based upon social autonomy under due supervision of the State.

The natural waterways of Hungary form a network, — in extent about 4000 kilometres, — such as may be met with only in Germany and Russia, but, with respect to these, the unfavourable condition of the State finances prevented, for a considerable time, the putting into execution of all measures necessary and important to the shipping interest, and the prevention of flood; namely the regulation of drift ice, which greatly endangered protective works in which various Companies and privately interested parties had sunk sums amounting to 350,000,000 korona (£ 14,583,000) and the lives and property of thousands of people living in the adjacent towns and districts. The regulation of the beds of rivers by dredging operations whilst, on the one hand, greatly benefiting shipping and, on the other, forming the sole radical remedy for ice-packs, and general, irregularities, was urgently needed and on the basis of plans accepted by the Parliament as regards their most important sections, are already completed. The Minister of Agriculture has just taken in hand the work of facilitating the extension of inland water-communication, and the using of water-power for industrial and economic purposes.

Artificial waterways are being constructed, but though the conditions may be said to be extremely favourable, little progress has hitherto been made as, with the possible exception of



PUMPING ENGINE, SAJFOK.



PHYSICIAN'S CONSULTING ROOM.

the Ferenc Canal, there are no others suitable for craft; the middle section of the Bega Canal being really a river whose channel has been deepened, scarcely falling within that description.

Of those canal projects now in course of being realised one would connect the Danube and Tisza in the neighbourhood of Budapest, and the other the Save and Danube at Vukovár; the former would shorten the length of the present waterway by more than 600 klm; the latter by more than 400 kilometer.

As to irrigation and irrigating canals Hungary, following Italy and Spain, is obliged, on account of her climatic conditions, to employ them extensively. The area capable of being irrigated is greater here than in that of either of the two countries above named. The quantity of water in the valley of the Tisza is not of sufficient volume for the proper irrigation of its valley.

The extent of those areas where tube-draining is necessary on account of the presence of water or the compactness of the soil, may be put at several millions of hectares which chiefly lie in the hilly and mountainous districts.

With regard to the harnessing of flowing waters, the Minister has caused surveys of the whole country to be made, and, after collating

these in proper form, has published them for general information. These Surveys shew that the river sections used upon the 20 to 25 horse-power stations erected at intervals of one kilometer have a total length of 8750 kilometers, and a total motive energy of 1,700,000 theoretical horse-power.

★

There are 66 open or arched flood-gates in the valley of the Danube; and 76 in that of the Tisza. The total of lead pipes in both valleys together is 679. The building of flood-gates and lead pipes under present conditions, and failing a firm subsoil, is attended with very great difficulties. This subsoil is chiefly composed of shifting sand or mud in the Danube valley, whilst in that of the Tisza it is only special preparation and great circumspection which render possible its use as a foundation for these superstructures. On account of this general unsuitability of soil some of the flood-gates first built have subsided whilst many others have fallen apart. As a result of experience gained the true principles which should govern the building and equipment of flood-gates have gradually evolved. A type of tube flood-gates and lead pipes of iron and concrete are found to be specially serviceable. The great

advantage of the tube flood-gates is their great length, by virtue of which they are less liable to fail and in less danger of being undermined by water pressure than the open or vaulted flood-gates in addition to which, from their greater mass, a greater pressure is exerted upon the loose subsoil.

The inland canals built and maintained by the Societies in the valley of the Danube are 2400 kilometers long; those in the Tisza 7400. Total 9800 kilometers.

The number of inland water locks and bank flood-gates is 523 in the Danube valley and in that of the Tisza 2804. Total 3327. The number of bridges maintained by the Societies over the inland canals of the Danube valley is 898, in the Tisza valley 1978.

Neither the flood-gates nor the canal and dykes are sufficient to lead off the water from certain areas of the Great Plains, inasmuch as the water in the river channel between the embankments is for months together at a higher level than that upon the protected areas behind these embankments.

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The Minister of Agriculture has in charge all matters relating to the waters except shipping. Shipping, the affairs of the Ferenc Canal, the building of the Fiume harbour works and the care of the Lower Danubian Iron Gate,

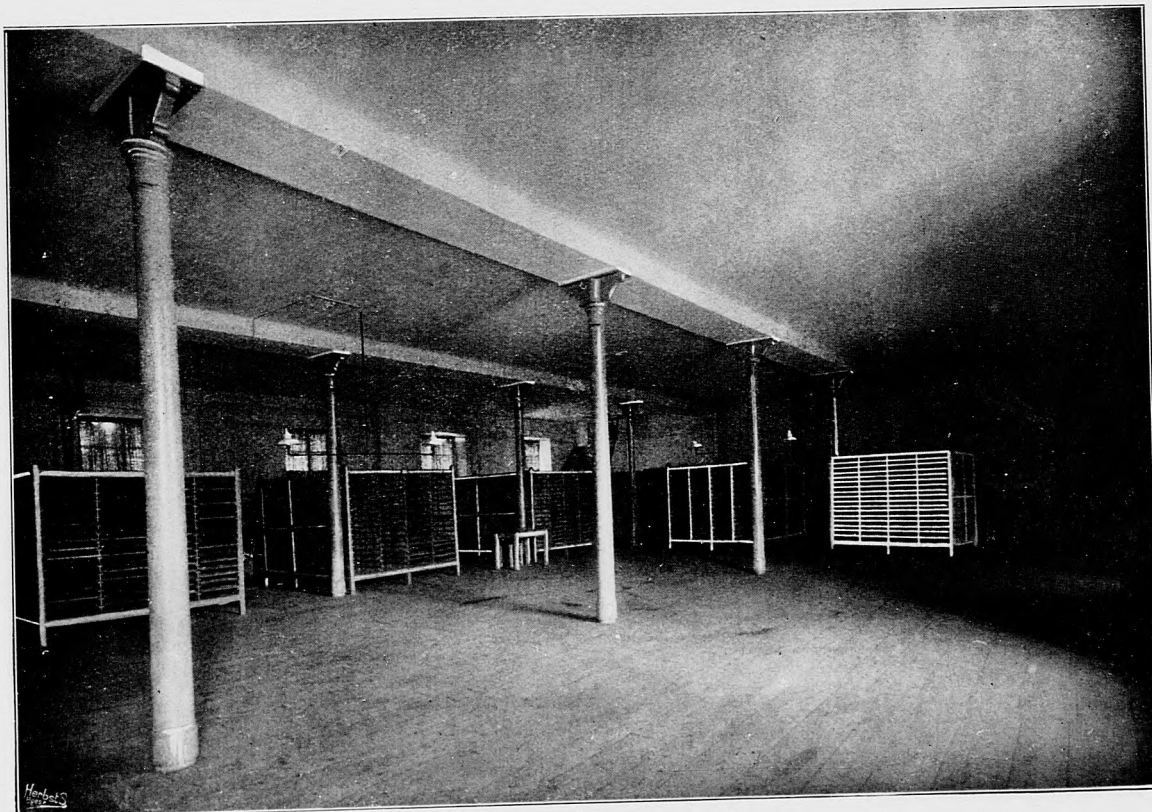
come within the province of the Minister of Commerce. The Central Technical Agency of the Department is the National Waterworks Directorate. This is divided into two principal departments, one of which is concerned with protection against flood and river regulation, the other with the ordering of inland waters and soil improvement. The expert organs of the former, as regards its outdoor work, are the River Engineer offices and Commissions; of the latter the Culture Engineer offices. The River Engineer Offices number 16; they are charged with the performance of expert work required upon the rivers and embankments under State control; administer the law as to water rights and police the rivers; prepare the plans for State works and carry these out.

(From «Agricultural Hungary» published by the Royal Hungarian Minister of Agriculture.)



The Tobacco Traffic in Hungary.

IN A PREVIOUS issue we have referred to the Hungarian Tobacco Monopoly, but since a tobacco display will form one of the features of the Earl's Court Exhibition we think it may interest our readers to have some further information with regard to this important Hungarian industry.



ZOBEL'S PATENT CIGARETTE-DRYING RACKS.

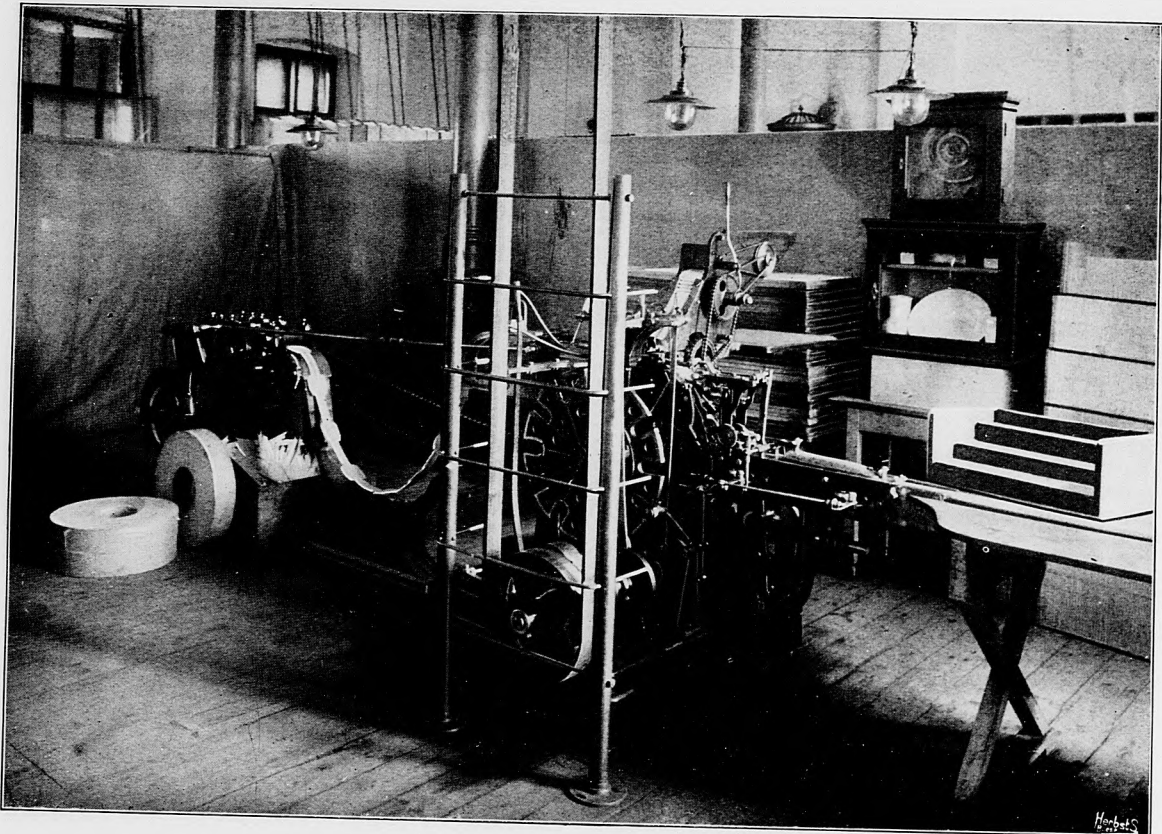
The State Tobacco Monopoly was introduced in Hungary at the beginning of last century. On November 29th 1850 a Confirmatory Royal Decree was issued, which however did not come into operation until March 1st 1851.

At the time of the «Compromise» of 1867 Hungary had her independent Tobacco Monopoly, but owing to the outstanding foreign duty and commercial contracts, it was finally agreed that the law in this respect should be common to both Hungary and Austria. The administration of the Hungarian Monopoly is

of tobacco annually from the State, the Treasury receiving its share of the net profits.

There are 22 State Tobacco Factories in Hungary, under the supervision of the Finance Ministry, each having its own Board of Directors. The work is done mainly by hand, especially the preparation and packing; but there are also many machines and auxiliary appliances driven by motor power.

The following statistics, showing the progress of the tobacco industry in Hungary, may interest our readers:



CIGARETTE PACKING MACHINE.

centred in the Finance Ministry; while the manufacture and sale are divided between the Tobacco Purchase Co. Ltd. and the tobacco and cigar stores, the Hungarian Finance Ministry controlling all.

The tobacco lands under cultivation before the monopoly was instituted were about 50,000 hold, producing annually a crop of 250,000 meterzentners, and thus playing a very important part in Agriculture.

The Tobacco Purchase Co. Ltd., previously referred to, was specially formed for the purpose of export. The Treasury supplies the weed at a stated price and the Company is under contract to purchase a certain fixed minimum

	Districts	Growers	Hungarian Acres
1903	849	11,304	79,943
1904	868	11,235	80,251
1905	918	11,962	86,305
1906	930	11,835	88,305

For the same years the produce placed in bond and bought by the Purchase Co was:

	Meterzentners	Value in crowns	Approximate value in English
1903	623,472	24,239,440	£ 1,100,000
1904	427,937	16,675,340	“ 760,000
1905	555,355	22,078,689	“ 900,000
1906	694,818	26,657,252	“ 1,110,700

Average per acre :

	Kilograms	Value in crowns	In English
1903	780	303	£ 12 12s 6d
1904	533	208	“ 9 5s 0d
1905	645	256	“ 11 13s 0d
1906	791	305	“ 12 4s 2d

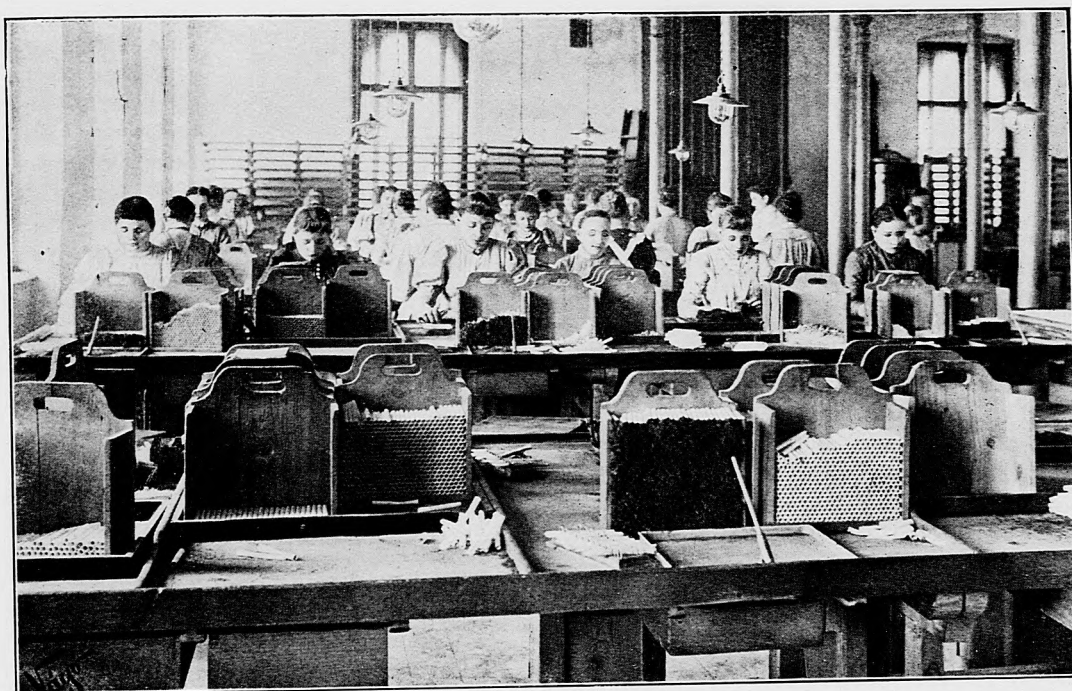
Supplied to the Austrian Finance Ministry for its own traffic:

	Hungarian Acres
1903	35.585
1904	43.134
1905	39.602
1906	40.801

Exported to the undermentioned countries:

	Meterzentners			
	1903	1904	1905	1906
Belgium	—	791	202	338
British Colonies	12.324	12.085	12.674	9.658
Denmark (including Iceland and Greenland)	2.896	2.798	1.893	1.968
Egypt	248	192	154	281
France	20.757	28.027	20.297	20.791

meterzentners of tobacco of different qualities was worked up; of the amount 166.023 meterzentners being native-grown, and 70.226 foreign. The latter, used up in the various factories of the State, was imported from the following countries: Havana de Cuba and the Cuban Islands, Porto-Rico, Sunda and the Philippines (Manilla), Brazil, Virginia, Kentucky, Maryland and Ohio; Macedonia, Syria, Herzegovina and the Caucasus. The selling of the manufactured wares abroad is entrusted to a society specially founded in 1903 for this purpose, under the name of the Royal Hungarian Tobacco Co. Ltd. Up to the present this Company has not met with great



CIGARETTE MAKING BY HAND, KOLOZSVÁR.

French Colonies	2.044	2.050	1.712	731
British Islands	1.045	1.780	2.858	928
Holland	—	19.895	17.216	15.858
German Empire	5.182	3.870	5.658	7.244
Italy	438	270	220	—
Roumania	5.180	8.995	12.848	6.513
Spain	—	10.731	—	10.083
Switzerland	5.137	3.886	5.431	4.198
Totals	55.251	95.370	81.163	78.591

According to the returns for the year 1906 the employes in all the State Tobacco Factories numbered 19,253 — 1,333 males and 17,920 females. The preponderance of female labour is accounted for by the fact that the work generally needs light hands, therefore women and girls are better adapted. Men are employed as machinists and in such labour as is by its nature too arduous on unsuitable for the other sex.

Altogether in the year 1906 upwards of 236,249

success owing to the various systems of duty and Tariff in vogue in the different countries in 1906 they exported 6,089 kilos of pipe tobacco, 373,050 cigars, 3,889,700 cigarettes) nevertheless its function gives rise to much hope and we may anticipate a better result in the future. The same Company sold abroad 352 meterzentners in 1906 from the alkaline extract produced by the Hungarian Monopoly.

*

On the 10th inst. a statue of Louis Kossuth, Hungary's great patriot, was unveiled at Pécs, in the midst of a distinguished assembly of diplomatists, statesmen, and private citizens. Among those present we noticed His Excellency, Francis Kossuth, Minister of Commerce, and his brother Louis Theodore Kossuth, Joseph Szerényi, State Secretary, and many members of Parliament.

London Notes

London, Earl's Court, 9th May, 1908.

By Sheena . .
Macdonald.

THE EXHIBITION which has been the work and talk of many months is now an accomplished fact, having been opened on Saturday last with much *éclat*. A most distinguished party were present on the auspicious occasion, including Count B. R. Zichy, M. P. the ever-energetic Vice-President. Many felicitous speeches were delivered by the Lord Mayor, His Excellency, Count Mensdorff, Austro-Hungarian Ambassador, Lord E. Fitzmaurice, and E. Radisics. The Ambassador, in replying to the Lord Mayor, thanked His Worship for the warm sympathy shown throughout in the enterprise; and paid a pleasing tribute to the English people for the interest shown in Hungary's venerable Monarch who has just celebrated the sixtieth anniversary of his reign as Emperor of Austria.

«732 Kensington, please.» «Sorry» said the operator «line engaged. A gentleman has just gone away after waiting three quarters of an hour, muttering something about Hungarians being great talkers».

So it seemed, for several people who tried to get on the 'phone yesterday were disappointed. Today we have once more returned to summer, and Earl's Court, save for numberless packing-cases, is looking as attractive as ever with the Hungarian colours flying. The scenery depicted on the great walls of London's favourite amusement ground is truly Hungarian. By the Water Chute is a representation of beautiful Csorbató, with its villa residences. In another place St. Gellért Mount with its colossal statue is one of the best of the Hungarian scenes. Those who have seen the beautiful Hungarian capital in reality are a little disappointed, as these pictures, while fine, do not do it justice. The principal edifice is the Royal Palace, with the Danube flowing at the foot of the hill. The pictures of Tátra-Lomnicz, Csorbató, Fenyőháza, Herkules-fürdő, and Vizakna, are beautifully realistic, and carries one back to those beautiful spots in the Carpathians. The Iron Gates are also shown. In the same court

one finds a Csárda, while the Summer Concert Room has been turned into a ball-room, where one is invited to dance *free* to the strains of a real Hungarian Gipsy band under Gustave Rácz; next door to this the great cinematograph and «Urania»

where Mr. Shrubsole is to lecture three times daily on the beauties of Hungary. It is not possible to write at length on the various exhibits, for they are at the time of writing being placed. They appear, however, to be very artistically arranged. The only sections that are in any way near completion are those of the State Railways and the Education Department. Dr. Fináli kindly showed me over the latter, which is really a magnificent display. The room seems hardly large enough to take in, or rather show to advantage, the different collections. One wonders at such an amount of work having been carried out in the time at the disposal of the Ministry, which is to be congratulated on the mag-

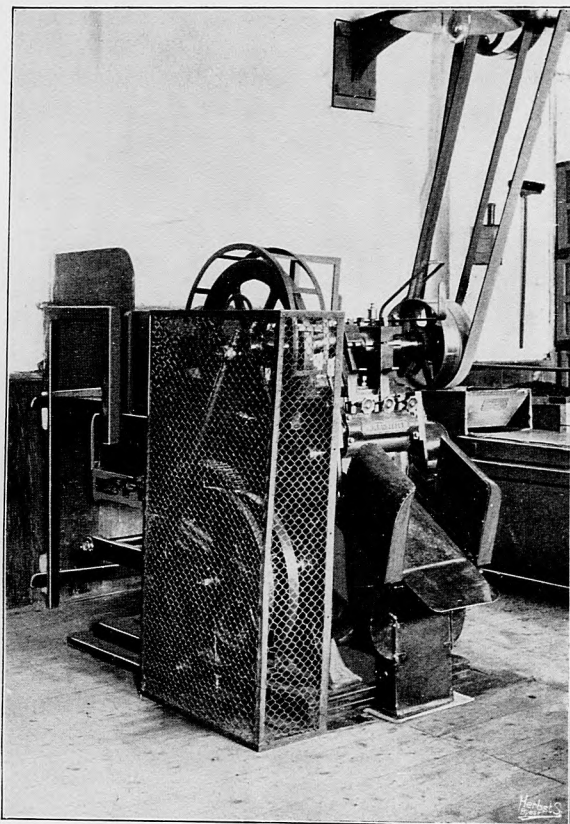
nificence and variety of the work displayed. This section alone is worthy a paper all to itself, which I hope to give later.

The ingenuity displayed in the machinery of the States Railway Section is a marvel, and will be eagerly examined by young and old mechanics alike.

Messrs. Törley's stand promises something quite pretty although not yet finished.

All the side shows are to be met with in abundance at Earl's Court. The Water Chute is always a great attraction. The River Styx is turned into an Ice Cavern, and the Empress Hall into a Jungle. It is to be hoped that visitors will not carry away the impression that the kingly beasts, etc. one sees there roam at will in the beautiful uplands and lowlands of Hungary.

We wish every success for the Hungarian Exhibition. Surely never were so many beautiful exhibits brought together in the time. There is not such a great display of paintings as at former exhibitions, but it is probable these are yet to come.



TOBACCO-CUTTING MACHINE.

An Information Bureau, under the management of Dr. Alexander Tonnelli, of the Commercial Museum, Budapest, will be found at the Exhibition. Here all enquiries about Hungary may be made, maps and pamphlets obtained etc.



Topical Notes

ON THE 7th Vienna was *en fête* in honour of the 60 years Jubilee of the Emperor Francis Joseph. Pan-Germany was represented by all the German Sovereigns and princes, at the head of whom was William, the German Emperor, whose speech on the occasion, in the Marie Antoinette Hall of the Schönbrunn Palace, was of the Kaiser's usual type, eulogising the monarch who has so gloriously reigned for sixty years, and holding him up as the highest example of all that becomes an Emperor-King. His Majesty Francis Joseph, in replying, said that the gathering of so many German princes to do him honour filled his heart with joy. In the manifestation of such amity he saw the expression of the monarchical idea which had made Germany great and strong. Germany and Austria would always be good friends and steadfast allies. Dr. Wekerle, the Hungarian Premier was by the King's side throughout the function, in accordance with custom.

Grand Cross of the Albert Order, and the King of Bavaria the Grand Cross of the Order of the Crown. In the Maria Theresa Hall the Premier held a cordial and interesting chat with the German Emperor, in which the Empress joined.

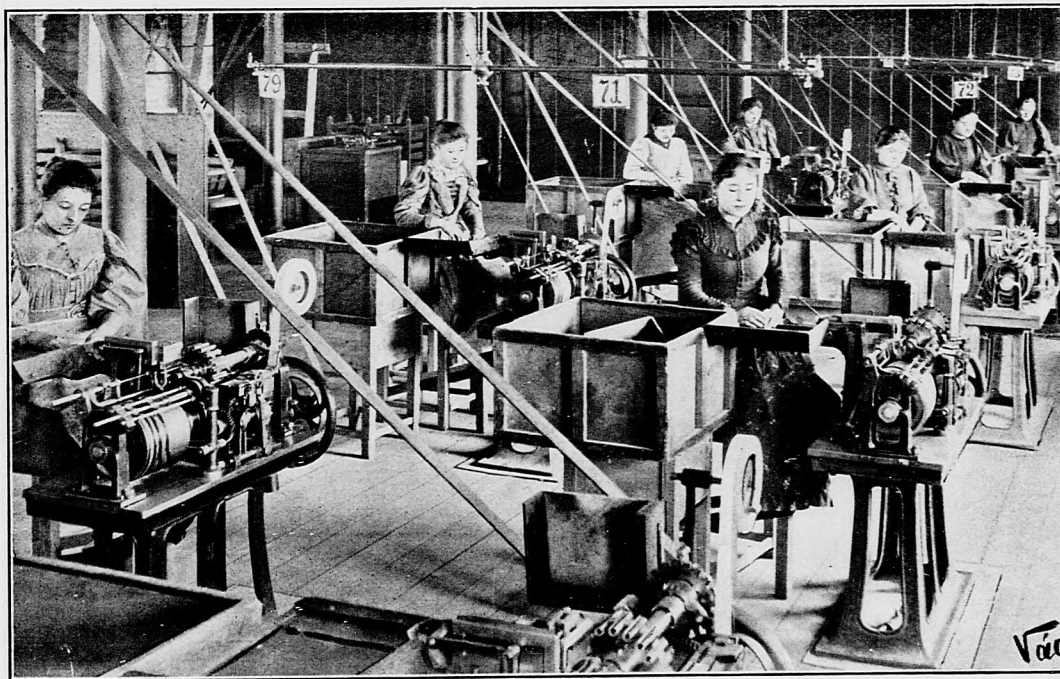
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The German Emperor has conferred on Peter Szalay, Postmaster-General of Hungary, the Grand Cross of the Order of the Crown of Prussia, in connection with the recent International Wireless Telegraphy Congress at Berlin.

*

One of the many good results of Mr. Percy Alden's articles on Hungarian institutions is that numerous influential persons in England have become keenly interested in them. Some are specially interested in the account of the Agricultural Museum in the City Park, and are working hard to get something similar established in London. At the next meeting of the Education Committee of the London County Council the following resolution will be moved: «That the President of the Board of Education and the President of the Board of Agriculture respectively be requested to consider the desirability of establishing an Agricultural Section in connection with the South Kensington Museum, on the lines of the Agricultural Museum at Budapest».

Mr. Alden's article on this Museum, in the «Westminster Gazette», has been reprinted and



CIGARETTES MADE BY MACHINE, TEMESVÁR.

The Hungarian Premier, Dr. Wekerle, who recently, received from His Majesty the King one of the highest decorations, was last week at the Schönbrunn festivities the recipient of further honours. The King of Saxony has conferred on him the

extensively circulated among the agriculturalists of Great Britain. He has promised to speak on the subject in the House of Commons, and the co-operation of the Royal Agricultural Society is fully expected.

Louis Theodore Kossuth has arrived in Budapest from Milan, on a visit to his brother, His Excellency the Minister of Commerce.

*

It is fully expected that several tourist parties will be arranged for the coming Summer.

*

The Budapest Spring Races commenced on the 3rd inst. and are now in full swing. The Archduke Joseph and Archduchess Augusta are keen lovers of this sport, and with the cream of Hungarian Society may be found on the racecourse.

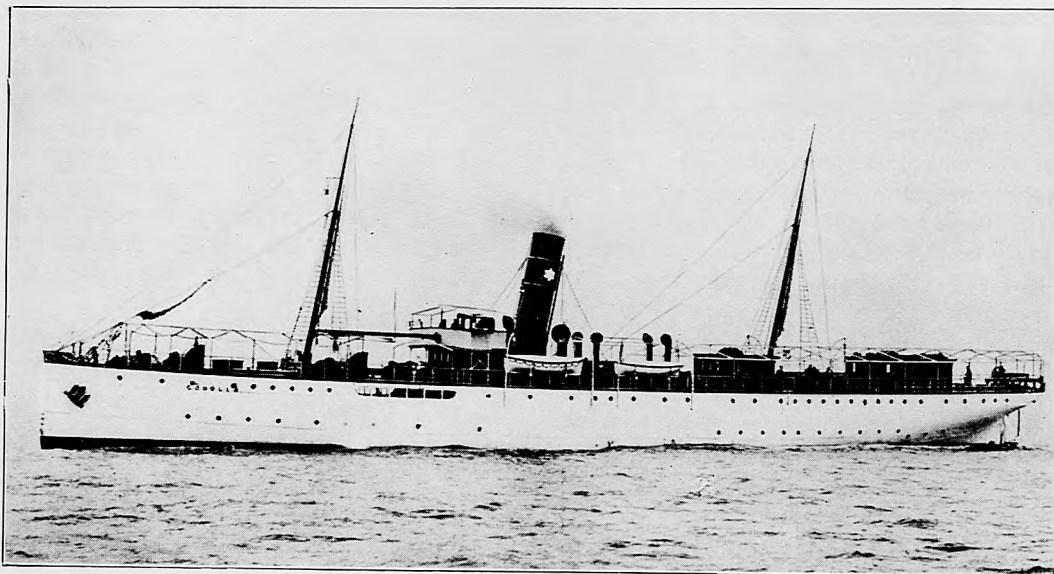
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On the 8th inst. Heiden (Switzerland) was *en fête* in celebrating the 80th birthday of its Grand Old Man, — John Henry Dunant, the originator of the Universal Red Cross Movement for the succour of the wounded in war-time, and to aid in public

Count László Széchenyi, Count Chas. Andrassy, Count Miklós Bánffy, and Herbert Rith; in the 3rd Count Géza Teleki, Count Joseph Wenckheim, Marquis George Pallavicini, and Count Louis Károlyi. Previous matches took place on the 8th 11th and 13th insts.

General Türr. †

On the 5th inst. in the death of General Stephen Türr Hungary has lost one of her most famous sons. About the middle of last century *three* names were in every-body's mouth, in song and in speech: Kossuth, Türr, and Garibaldi, and it is not easy to say which was the most popular of the trio. During the Italian War of Freedom, Türr, an officer in the Austrian army, obsessed by the double ideal of freedom for the Italians and for the Hungarians, seceded for the Italians and joined Garibaldi whose right hand he soon became. He led the cele-



S. S. «GÖDÖLLŐ» OF THE UNGARO-CROATA LINE.

calamities in time of peace. He was also promoter of the Convention of Geneva, which set the official seal of the various Governments to his glorious life-work. To commemorate the occasion a medal has been struck, bearing on the obverse the head of Dunant with the inscription «Joannes Henricus Dunant, natus 8. V. 1828»; on the reverse, the year-dates 1828—1908, and round the Genevan Cross the words «Joannes Henricus Dunant, Fundator Operis Crucis Rubrae 1863, Promotor Conventionis Genevensis 1864». The love and veneration now shown for the illustrious philanthropist by his worldwide admirers will amply compensate him for all his past efforts in behalf of suffering humanity. May the evening of his life be bright and happy.

*

The Budapest Polo Club matches will take place on the 15th 18th and 20th. In the 1st team are Count Antal Sigray, Count Manó Andrassy, Count Géza Andrassy, and Lőrincz Rohonczy; in the 2nd

brated «thousand» who took Marsala, and for this heroic deed he was made Governor of Naples and a general of Italy. Valiant, chivalrous, adventurous, he was a real hero of romance, he was always helping to make history. As a child he showed no particular promise, and it may be imagined the shock of surprise his friends received in finding him Governor of one of the most beautiful cities of the world.

*

On going to press the sad news reaches us of the death of Dr. Theodore Duka at Bournemouth (England). At present we are without particulars. The deceased gentleman was born at Dukafalva, Sáros County, on June 22nd 1825. A soldier of the War of Independence, he was secretary and aide-de-camp to General Görgei, holding that position throughout the campaign. As prisoner of war, he obtained (on account of illness) a pass to Grafenberg, whence he escaped to Paris, meeting there

many old friends, among the refugees being Count Julius Andrassy, Count Kazinczy, Batthyany, Bertalan Szemere, and other well-known patriots. —

Afterwards he crossed to England, where he spent the rest of a long life.

Cause of conversion.

A negro clergyman was entertained at tea by the president of a college. — The guest, who came from West Africa, retailed some particulars of his early life, when a lady asked him how he became a Christian. «The story of Jezebel converted me», he answered; «you know, we are told the dogs did not touch the palms of her hands.



The Dalmatian Coast.

IT is true that Hungary can boast of but little sea-board, but that little is compensated for by its incomparable beauty, and there is nothing in the whole of Europe to compare with the beauties of the Dalmatian coast. Its towns are rapidly rising into fame, and the credit for this is due largely to the Ungaro - Croatia Steamship Co. which has a fleet of excellent boats in which voyages may be made on the Adriatic. The steamer «Gödöllő» of which we place 4 views before our readers, is a fair sample of the rest of the fleet, all of which have been built by Messrs. Wigham, Richardson & Co. of New-

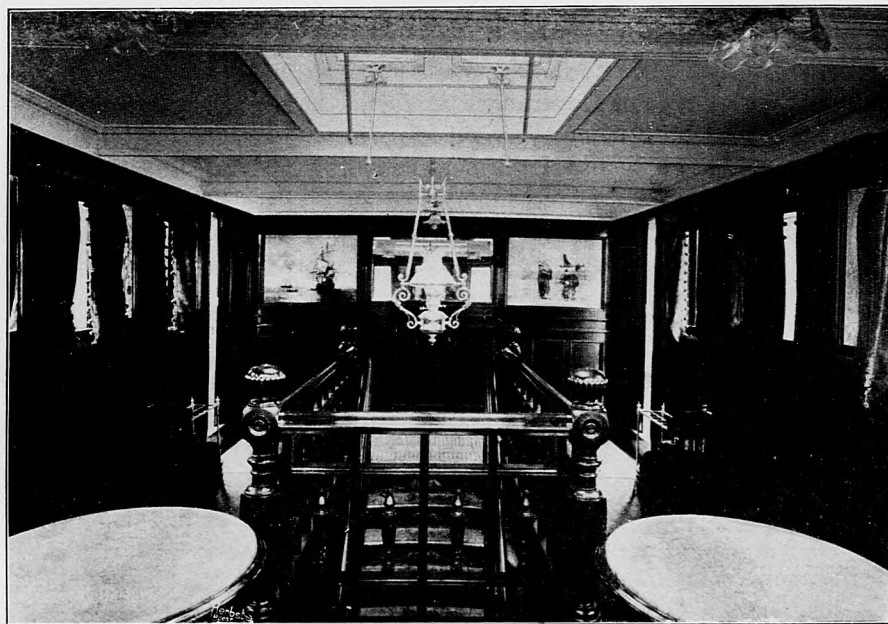


THE PROMENADE DECK, «GÖDÖLLŐ».

castle-on-Tyne. They all contain beautiful promenade decks, and well appointed dining-rooms in which the choicest provisions and best served meals may be obtained at moderate prices.

The fares also are very reasonable, so that Pola, Trieste, Venice, and Ancona on the one hand, and Spalato, Ragusa, and Cattaro on the other, can be visited at small expense and with every comfort.

The latter places are all well worth visiting, both for their charming scenery and their historic renown. Dalmatia extends from the Quarnero to the hills above Scutari, and is but a

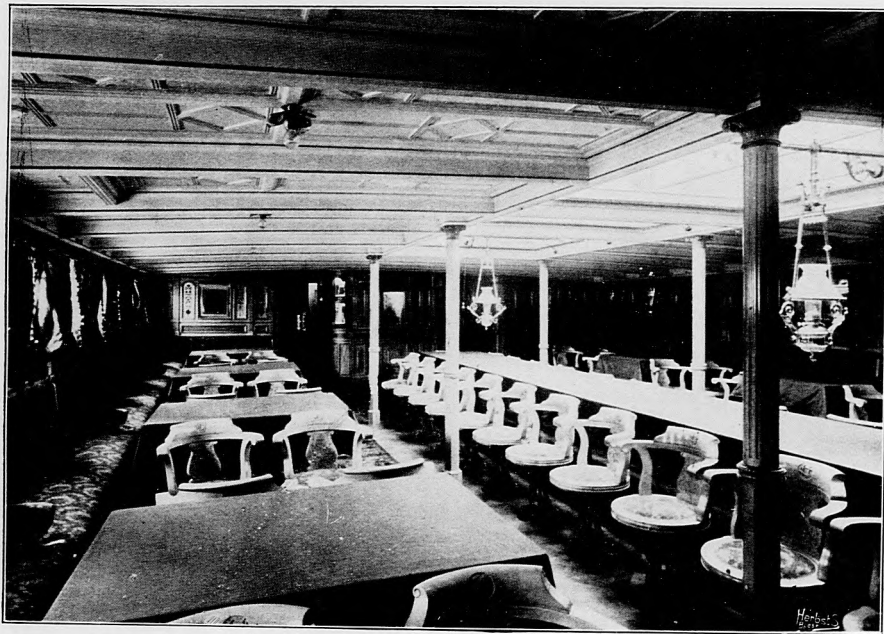


FIRST-CLASS ENTRANCE, «GÖDÖLLŐ».

narrow strip of land shut off from Herzegovina and Montenegro by the mountains, as also from Bosnia by the Dinaric Alps. Its shores are of a wild and rock-broken character, and the boats thread their way through numerous fairy-like islands which lend a special charm to an ever-changing seascape. It is a land of marvellous beauty—this western shore of the Adriatic; the old Illyria of the Romans, now legally belonging to the Hungarian Crown since the twelfth century, though political storms have wrenched it asunder.

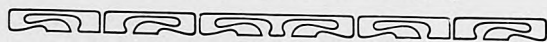
At the beginning of last century Napoleon turned it into a French province, which after the Congress of Vienna, and by virtue of the rights of St. Stephen's Crown, came under the

Bayard-Clement, Paris; Joseph Bárdi, Budapest; Benz, Mannheim; Berliet, Lyons; Richard Brasier, Paris; Büssing, Brunswick; Csonka-Rökk, Budapest; Daimler-Mercedes, Vienna; Darracq-Serpellet, Paris; De Dion-Bouton, Puteaux; Dénes and Friedmann, Vienna; Delaunay-Belleville, St. Denis; Dunlop Pneumatic Tyre Co., London and Budapest; Enderveit, Berlin; Fiat, Turin; Julius Frühwirth, Budapest; Itala, Turin; Körting, Körtingsdorf; Laurin-Klement, Jungbunzlau; Labor, Brussels; Lorraine-Dietrich; Paris; Hungarian Royal State Railways Machine Factory, Budapest; Hungarian Petroleum Industrial Co., Budapest; Martini, St. Blaise; Michael Misura, Budapest; Minerva, Brussels;



FIRST-CLASS DINING SALOON, «GÖDÖLLŐ».

Hapsburg sceptre. Henceforth Dalmatia became an Austrian country, the Government at Vienna refusing to recognise Hungary's right to it, the petitions of the Hungarian Parliament and of the Dalmatian nobles notwithstanding, but the time is not far off when this gem will once more become the property of Hungary.



The International Automobile Exhibition at Budapest.

THE INTERNATIONAL Automobile Exhibition, which will be opened in the City Park on the 17th instant, by H. R. H. Archduke Joseph, has already arranged space for the undermentioned exhibitors:

Alba, Trieste; Autotaximeter Co., Budapest;

Neue Automobil-Gesellschaft, Berlin; Panhard-Levassor, Paris; Max Pincus, Vienna; John Puch & Co., Grass; Phoenix (Podvinecz and Heisler), Budapest; Reichenberger Automobile Factory, Reichenberg; Renault, Billancourt; Stöver (Kellner and Schanger), Stettin; Safir, Zürich; Géza Vass and Son, Budapest; Wuttig, Dresden; Stephen Wessely, Budapest.

At a recent meeting, under the presidency of Count Alexander Andrassy, the Committee of the Automobile Club voted 15,000 Crowns to meet the expense of preparing reliable road maps. On the motion of Count Andrassy votes of thanks were proposed to Count B. R. Zichy, Otto Blathy, Titus Otto, and B. Krisztinkovich, for their zealous efforts in connection with the Exhibition which bids fair to eclipse all previous exhibition of the kind.

Hungarian Visitors to the London Exhibition.

AMONG the parties that will go to England in connection with the Exhibition is that of the National Hungarian Agricultural Society, arranged by Dr. Zoltán Szilassy, who has recently been to London to assist in drawing up the programme. This party, numbering 50, will leave Budapest on the 13th June. Besides the Exhibition and the noteworthy sights of London, a somewhat extended tour of the country will be made. Visits will be paid to Cambridge University and the neighbouring Jam Factory at Histon; afterwards to Kelvedon, Chelmsford, the Duke of Bedford's estate at Woburn Abbey, Lord Rothschild's at Tring Park, Messrs. Sutton & Sons, seed-growing Establishment at Reading, Birmingham, Crewe, Glasgow, The Highland and Agricultural Society of Scotland at Edinburgh, The Trossachs, Callander, and the Royal Agricultural Society's Exhibition at Newcastle-on-Tyne. We anticipate that these visits will result in many return parties of English to Hungary, to the advantage of both nations.

*

Dr. Ákos Molnár, M. P. of Budapest, who was present at the opening on the 9th inst. has done much to arouse the public interest of Hungary in the Exhibition by lecturing on the subject in various towns, including Szeged, Temesvár, Fiume, and Arad. One of the results of Dr. Molnár's lectures is that various public and private parties have arranged Exhibition tours, which however will not only be confined to visiting the Exhibition, but also some of the provincial English towns. The first party will start on the 20th June.



STEP BY STEP.

Translated from Hungarian into English. By Mrs. Joseph Sándor, Margaret Solyom Fekete.

. By Kálmán Mikszáth. . .

I AM THY bridegroom, the Kolowotki, the right hand of Mannl Hein.» Fortunately Kitty had a right hand too, and with it she smote so powerfully the «right hand» of Mannl Hein, that it was quite marvellous to see so smart a blow given by so tiny a hand.

«Has this man lost his wits? Father, father help me!»

Kolowotki, in spite of the blow, endeavoured, gasping for breath, to catch her round the waist and kiss her. Kitty shrieking, scratching, thrust him back with her hands. The smiling

old Kiss, however, seemed half pleased, half angry with the trend of matters.

«Don't shriek!» he interposed «as if thou wert skinned, he won't eat thee. And thou Kolowotki, don't touch the girl and don't be silly, or I shall seriously bear thee a grudge. She is no servant. What thou wert given is thine. Now leave off, I counsel, this is not the way to gain thy end, I assure thee.»

He then in a conciliating and affable manner put his large palm over Kolowotki's shoulders.

Kolowotki turned round and Kitty gaining time slipped out of the room.

«She is mine» groaned the young man. «You promised her to me. Am I not right?»

«She will be yours anon» the latter reassured him, with tranquil seriousness «only check thyself, don't attack her *like boiled groats*.

(To be continued.)



— Our Illustrations —

FRONTISPIECE: Sir John Bell, Lord Mayor of London, who with the Austro-Hungarian Ambassador, opened the Hungarian Exhibition on the 9th instant.

*

The Széchenyi Memorial Tablet at the Iron Gates, and Statue of Paul Vásárhelyi at Szeged. Count Stephen Széchenyi, the «Greatest Magyar», is famous for the great work of the regulation of the Danube rapids. Almost equally celebrated in the same connection is Vásárhelyi, the engineer, who was entrusted with the technical supervision of the enterprise.

*

The Pumping Engine, Sajfok.

*

A View showing the regulation of the river Recina.

*

Six illustrations in connection with an article on the Hungarian Tobacco industry: Tobacco-cutting machine, with dust preventer. — Pipe-Tobacco packet-making machine. — Cigarette-packing machine. — Physician's Consulting Room. — Zobel's patent cigarette drying racks with ventilating apparatus. — Cigarette-making by Machinery at Temesvár. Cigarettes made by hand, Kolozsvár. Similar machinery is in use in all the various State Tobacco factories of Hungary.

*

Four views of the Ungaro-Croata Co.'s steamer «Gödöllő».

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Important Notice.

We are asked by the Ministry of Agriculture to acquaint our readers that the undermentioned books (in English) can be obtained **Gratis and Post free** by any persons interested in the subjects of which they treat. Applications (indicating the particular books required) should be made to «Hungary» Office, Csepreghy-utca 2. Budapest. The books will be forwarded direct from the Ministry.

1. «The State and Agriculture in Hungary.» By Dr. Ignatius Darányi.

2. «The International Convention for the Protection of Birds» and «Hungary—Historical Sketch», by O. Herman, Ex. M. P.

3. «Guide of the Party of English Agriculturists Visiting Hungary in May—June 1902.»

4. «Law XLV. of 1907. (Juridical Relations between Employer and Farm-Servant).»

5. «Law XLVI. of 1907. (State-aided Erection of Agricultural Labourers' Dwellings).»



NOTICE

This Journal has been started with the object of bringing **Hungary** before the British and American people in order that this country should be thoroughly known and understood by the English speaking people.

After kind perusal, you will greatly oblige by drawing the attention of your friends to the contents of this journal, which possibly will interest them so that they may desire to have the regular issue of the same forwarded.

Back numbers may always be obtained from the publisher of «Hungary».

*

Owing to the large amount of interest attracted by the **special contents** and **artistic illustrations** in «Hungary» it has been decided to publish the complete issues of 1903 to 1907 ready bound in a beautiful **Album**. Reduced **Price 14 Crowns**, England and America **16 Crowns** per copy (¹³/₄) Post free. *Orders should be sent early to the manager of «Hungary» VIII., Csepreghy-utca 2. Budapest. — Teleph.: 89—52.*

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Conditions of sale and of contract may be obtained during office hours in the Forestry Departement of the Royal Hungarian Agricultural Ministry, from the Superintendent of Forests in Máramarosziget, the Royal Hungarian office of Woods and Forests in Bustyaháza, and all Agricultural Associations.

Blank forms and envelopes for written tenders may be obtained free of charge from the Royal Hungarian Office of Woods and Forests in Bustyaháza.

The Royal Hungarian Minister of Agriculture.

Magyar királyi államvasutak. Üzletvezetőség Miskolcz.
2323. III. szám.

Pályázati hirdetmény.

A magyar királyi államvasutak miskolczi üzletvezető-sége részéről a losonczy, zólyomi és ruttkai osztálymérnökök vonalszakaszán a (kizárólag) salgó-tarján—ruttkai, losoncz—poltári, losoncz—gácsi, ipoly-berzencze—katalinhutai, zólyom—zólyom-brezói és garam-berzencze—selmeczbányai vonalakon levő állomások, őrházak, fűtőházak, osztálymérnökök, szertárak továbbá a losonczy forgalmi főnökség, valamint a zólyomi műhely hivatalos helyiségeiben elhelyezett órák jókarban tartása, szabályozása és javítása iránt ezennel nyilvános pályázat hirdettetik.

A pályázási állásra jelentkezni óhajtok fölhivatnak, hogy szabályszerűen bélyegzett és bizonyítványokkal felszerelt ajánlatukat 1908. évi május 23-án déli 12 óráig a magyar királyi államvasutak miskolczi üzletvezető-sége titkárságához czimezve e fölirattal:

«Ajánlat pályázási állás elnyerésére» lepecsételt borítékban, téríti vevény mellett nyujtsák be.

Az ajánlattevő köteles a miskolczi üzletvezető-ség gyűjtő-pénztáránál 1908. évi május 22-én déli 12 óráig bánatpénzképen 100 koronát készpénzben letétbe helyezni, vagy posta útján külön borítékban beküldeni, mivel különben az ajánlat figyelembe vétetni nem fog.

A pályázási állásra vonatkozó föltételek a nevezett üzletvezető-ségnél (II. em. 33. ajtó) a hivatalos órák tartama alatt megtekinthetők s ez okból az ajánlattevőkről föltételeztetni fog, hogy a föltételeket ismerik s azokat magukra nézve egész terjedelmökben kötelezőknek elfogadják.

A föltételektől eltérő ajánlatok figyelembe vétetni nem fognak.

A fölsorolt vonalakra nézve egyébként a szerződés 1908. év június hó 1-étől kezdődőleg öt évre fog megkötetni.

A magyar királyi államvasutak miskolczi üzletvezető-sége fönttartja magának a jogot, hogy az ajánlkozók közül — tekintet nélkül az ajánlott átalány-összegre — szabadon választhasson.

Miskolcz, 1908. május hó 6-án. *Az üzletvezetőség.*

Utányomás nem díjaztatik.

Adriai biztosító társulat Triesztben. Ezen biztosító társulat rendes közgyűlése, melyen az elmúlt 69-ik üzletév zárszámadásai terjesztettek elő, folyó hó 25-én tartatott meg. Az 1907-ik évi üzleti jelentésből a következő fontosabb adatokat említjük fel.

Az életbiztosítási ágazatban 11.735 ajánlat nyújtott be 73,077.214 K biztosítási tőkéről és 64,691.854 K tőkéről — az előző évinél 7,782.636 koronával nagyobb összegről — szóló kötvényt állíttatott ki. Az 1907. december 31-én mutatkozó állomány biztosított tőkében 392 millió és biztosított évjáradékokban 1,286.038 K-ra rugott. A biztosított tőkénél a tiszta szaporulat 34,104.014 K. A befolyt biztosítási díjak összege 17,603.179 K; a halál és elérési esetekben, valamint évjáradékok fejében kifizetett összegek 8,036.236 K-t igényeltek. A kamatmérséklésre szánt ideiglenes díjtartalékhoz további 300.000 K csatoltatott. Az életbiztosítási díjtartalék az év végén 107,658.805 K és a viszontbiztosítók részének levonása után 99,382.636 K volt. A társulat javára mutatkozó tartalékemelkedés 9,047.483 K.

A tűzbiztosítási ágazatban 24.507.249 K volt a díjbevétele, vagyis 1,530.621 K-val több, mint az előző évben. A szállítmányi osztályban 2,136.688 és betöréssbiztosításokból 407.376 K folyt be díjakban. Viszontbiztosítási díjak fejében összesen 11,957.027 K fizettetett ki e három ágazatban, míg kárfizetésekre 18,139.787 K és a viszontbiztosítások levonásával 9,640.606 K fordítottatott. A díjtartalékok 16,606.043 és a viszontbiztosítások levonásával 9,284.607 K-ra rugnak.

Az igazgatóság javaslatára elhatározta a közgyűlés, hogy a díj- és kártartalékok dotálása után fennmaradó tiszta nyereségből 100.000 K-át az A) mérleg rendelkezési tartalékának 1,000.000 K-ra és 200.000 K-t a B) mérleg rendelkezési tartalékának 1,500.000 K-ra leendő fel-emelésére fordít. Az osztalék részvényenkint 250 K-ban állapítottatott meg.

A társulat tartalékai a függő károk fejében tartalékba helyezett 3,258.595 K-t leszámítva 1907. december 31-én meghaladják a 119 millió K-t és pedig: Díjtartalékok (a viszontbiztosítások levonásával) 103,167.243 K; árfolyam-ingadozási tartalékok (az 1907. évi jelen'ékeny könyvszerinti árfolyamvesztés leírása után) 1,878.952 K; nyereségtartalékok 9,400.000 K. A társulati alkalmazottak nyugdíj-, valamint takaré- és ellátási pénztárának vagyona 2,285.139 K-ra rug.



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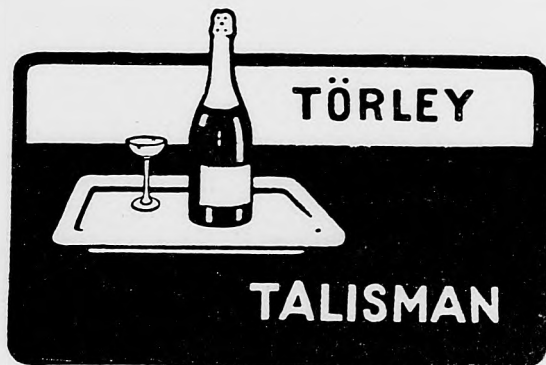
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