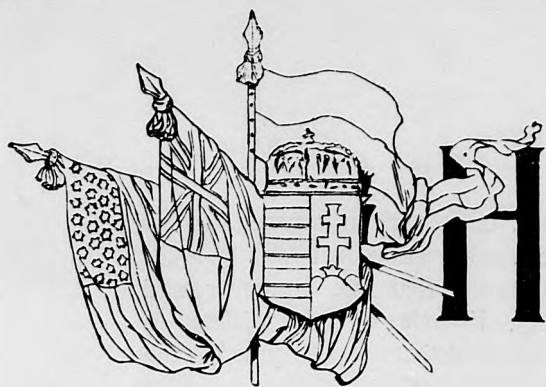


Budapest, Thursday, July 1st, 1915.



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Italy and the Triple Alliance.

By Edmund v. Miklós, Secretary-of-State, Member of the House of Magnates.

(Continuation.)

BY REFERRING to the work of our friend, the Italian Parliamentarian, (for the author of the above - mentioned study is in reality our sincere friend) we will now examine how the political situation in Italy during the summer of 1881 underwent a further stormy development. The declarations of Sonnino in the «Rassegna Settimanale» exercised a profound impression on Italian public-opinion which is so easily inflamed, and this vented itself daily in more violent out-bursts. In the midst of this excitement, there occurred the so-called Marseilles Affair. On 17 June, 1881, a number of French soldiers returning from Tunis landed in Marseilles, and, drunk with triumph, were marching boisterously through the streets, in one of which they encountered a group of Italian workmen among whom some whistling and hissing were heard. The French soldiers threw themselves in savage fury on the unarmed Italians and, using their weapons, killed four of the Italians in a few minutes and wounded seventeen others. This massacre aroused a passionate out-cry through all Italy. Three words rose on all lips: «Down with France». This cry resounded everywhere,



Photo by Strelisky.

Malomszeghi ELEK MÁRIA.

from Monte Citorio in Rome to Sicily and North Italy. In the Italian Chamber there was a flood of interpellations on the affair. In the Parliament, which remained dissatisfied with the explanations of the Government, the opinion was expressed always with increased vehemence that the dignity and interests of Italy demanded unconditionally and urgently a more intimate relation with Austria-Hungary and Germany. So powerful was the pressure of public opinion that Mancini, the Minister

of Foreign Affairs, who had long enjoyed the personal acquaintance of Bismarck, sounded the great Chancellor in a private letter as to the possibility of establishing closer relations with Italy.

Prince Bismarck, in his answer, dwelt on the common interests of the two states and assured the Italian Minister for Foreign Affairs of the sympathy and the sincere good-will of the German Empire and of himself. After this first step, the Ministers Depretis and Mancini believed it would suffice if Italy simply came to an agreement with Germany and maintained only friendly relations with Austria-Hungary, as the reports of Count Robilant, the Italian Ambassador in Vienna showed that Austria-Hungary desired to live at peace with Italy. However, the Premier Depretis would

hear nothing of a declared alliance even with Germany, until the gifted Count Albert Blance, who had just been appointed Secretary-of-State and afterwards became Italian Ambassador in Constantinople, impressed upon him that nothing could be attained without a formal alliance and nothing also in case Austria-Hungary remained excluded from the alliance. At the same time the Italian Minister for Foreign Affairs was definitely informed by the Italian Ambassador in Berlin that the German Empire would not even commence negotiations with Italy unless the Italian Government forth-with included Austria-Hungary in the combination.

In the Italian periodicals there appeared at this time (summer, 1881) expressions of opinion and articles by the most prominent Italian politicians, who all urged that Italy should, as soon as possible, enter into a close union with the German Empire and with Austria-Hungary. This vigorous campaign on the part of the publicists was the signal for very sharp and aggressive attacks in the French Press. In answer to an ironical article of the «Temps». Garibaldi, the friend of the French, wrote from Caprera on 12 September, 1881: «Let the French first wash out the stains on the Italian flag which they dragged through the mire in the streets of Marseilles; let them tear up the treaty which they have made with the Bey of Tunis; only when they have done this can the Italians discuss the question of again fraternizing with the French». These words rushed like a whirl-wind throughout Italy and created a profound impression in all quarters.

Events which occurred in the meantime placed the Italian Government in a very awkward dilemma and influenced the whole political situation in Italy. In this situation King Humbert at last formed the resolution to visit the Emperor-King Francis Joseph, in company with his charming Consort, Queen Margherita. In the middle of October, Mancini, the Minister for Foreign Affairs, travelled to Capo di Monte whither he had summoned the Ambassador Robilant from Vienna to discuss the details of the journey. The visit was to be fixed for 26. October. The Premier Depretis, who was still only anxious with regard to French susceptibility, desired that this visit of the Royal pair should be exclusively of a private character and therefore that neither he nor the Minister for Foreign Affairs should participate in the journey, and he also desired that the meeting between the Monarchs should not take place in Vienna but at some other

convenient spot. However, in answer to his enquiries, the Ambassador Robilant was categorically informed that the Emperor and Apostolic King, Francis Joseph, wished to receive the King and Queen of Italy in Vienna and it was expected in Vienna that the Premier Depretis would also be present at the reception. Accordingly, the Minister for Foreign Affairs, Mancini, concluded the visit would be of a political character and considered it his duty to accompany the Premier.

The King and Queen of Italy left Monza on 26. October and arrived in Vienna on the 27th where they stayed until 31. October. The magnificence and cordiality of their reception exceeded all expectations. As for Depretis and Mancini, these politicians were able to convince themselves that Italian interests could be regulated in complete accord with those of Austria-Hungary, and thus the successful visit of the King and Queen of Italy was instrumental in the highest degree in winning the public opinion of Italy for the Triple Alliance.

About this time it happened that Crispi, at a meeting of the Società democratica in Palermo, complained bitterly that Italy was completely isolated and that a neighbouring state (France) and its Government, from which the Italians had the right to expect special friendship, could inflict a grievous wrong on Italy. Crispi came to the conclusion that Italy, having sought alliance with strong Powers in Vienna, must herself be strong in order to consummate the alliance. Crispi held the opinion that an alliance with the two great military Powers, Germany and Austria-Hungary was only feasible if Italy made herself into a strong military Power, and he accordingly demanded the development of the army.

At the beginning of December, 1881, there took place in the Italian Chamber a most interesting debate on foreign affairs. This discussion I will not analyse in detail, but should like to quote as the most distinguishing motive of the debate the following classical passage from the grandiloquent speech of Baron Sidney Sonnino: «The journey of the King and Queen has clearly demonstrated that the Ministry has at last resolved to take a new direction in foreign policy, the direction of a definite policy of alliance. To arrive at Berlin we must take the way over Vienna, and as far as Vienna we have already arrived. But here we must not stop, and if we wish to get to Berlin, we must renounce all thoughts of an alliance with France».

This expression of opinion from the mouth of the man who to-day directs the foreign policy of Italy is of peculiar significance.

In the course of the debate, other eminent politicians supported Sonnino in advocating a policy of alliance, and among them were Nicotera, Minghetti, and the hot-headed Republican, Ferrari. The last-mentioned declared that the alliance with Austria-Hungary was a natural political necessity for Italy and arose from the community of interests existing between the two states. He added further that he could not recognize the same agreement of interests with regard to the arrangements to be effected with Germany. But Cavalotti, leader of the Extreme Left, voiced no less than a hymn of praise in favour of the Triple Alliance. It seems to me that the words of such leaders of the Opposition ought not to have been so readily forgotten in certain Italian circles.

Under such relations began the year 1882. At this time the preliminary negotiations for the Alliance incurred a delay through the prolonged illness of both Depretis and Mancini.

On 21. March, 1882. there appeared in the «Neue Freie Presse» an article with reference to the return visit to be paid by the Emperor-King. Francis Joseph, to the King and Queen of Italy. The article in question considered that it was quite a secondary matter in what town the return visit should take place. Florence was proposed, for reasons of a very tangible nature rendered a visit to Rome absolutely impossible. Pope Leo XIII. had frankly declared that he could not accord a reception to His Majesty Francis Joseph if the Monarch came as a guest of the Quirinal. It was, however, impossible for His Majesty to reside in a hôtel in Rome and it was equally impossible for him to visit Rome without seeing His Holiness the Pope. This journalistic episode had an unfavourable effect on public opinion in Italy, until Sonnino, who had already referred to the creation of the Alliance, pronounced the following opinion in the «Rassegna Settimanale»: «We do not desire to enter on a detailed discussion of the question unrolled by the «Neue Freie Presse». For us also the place of the visit is absolutely indifferent, but in order that the Alliance may at last be concluded, we are prepared to have this return visit postponed 'sine die'».

This wise and decisive declaration did not fail in its effect on the political life of Italy. In April, 1882, the Italian Chamber discussed the Army-Budget and the increased expendi-

ture was even then judged from the standpoint as to whether it was necessary in the interest of the conclusion of the Alliance.

Among the opinions expressed in support of this view, special mention should be made of the declaration of Albert Cavalotti. This old conspirator who in his time had initiated a whole series of plots against Austria for the separation of Venice and had suffered for his conspiracies by imprisonment in Mantua and Josefstadt, now expressed himself as follows: «In very many respects our interests are identical with those of Austria. They urge us to become friends and allies. I am also of opinion that a whole series of political questions exist which are calculated to make us the friends of Germany as well as of Austria-Hungary».

Marchese di Rudini, who became afterwards Premier, compared the isolated position of Italy at that time to a man into whose house anyone could at any time break and who, according to the view held by public opinion, would not fight, would not give armed satisfaction.

After these violent outbursts, the Minister for Foreign Affairs, Mancini, set about preparing everything for the conclusion of the Alliance with Austria-Hungary as soon as possible. At the last moment the Premier Depretis, who was bound to France by all sorts of obligation, raised new obstacles until the Government finally agreed not to conclude an alliance but agreed that Italy should simply declare her adherence to the Treaty which had been concluded in the autumn of 1879 between the German Empire and Austria-Hungary. A Convention to this effect—accordingly no Treaty of Alliance — was perfected on 20 May, 1882.

These agreements were received in Italy with lively satisfaction, and it was recognized with sincere enthusiasm that Italy could at last take her place among the Great Powers. The most Radical Deputies welcomed the agreement in the warmest terms. Albert Cavalotti repeatedly expressed his approval and Finzi, who was celebrated as a national martyr because he had likewise suffered in Austrian dungeons, now expressed the following views: «We all have reason to applaud that we have at last come to terms with Austria-Hungary. And this I say, forgetting all the suffering and persecution I have endured from the hands of Austria. Living in friendship and closer relationship with Austria, we have nothing to fear; on the other hand, in union with Austria we can bid defiance to whatever may happen in Europe». These words were uttered

by one of the most Radical of Italians in the Chamber on 14 May, 1883.

This policy to which, as I have already mentioned, Baron Sonnino was the first to point the way, a policy accepted by Garibaldi and approved by the two national martyrs Cavalotti and Finzi just as much as by the Liberals, Zanardelli, Crispi, Rudini, Minghetti and many other eminent Italian statesmen and realized by Mancini, has for thirty-two years proved a firm foundation for the development of the land and a guarantee of the peace of Europe. The Agreement of the year 1892 underwent a formal change on 22. March, 1887 and was at the same time confirmed anew. This Treaty which was valid till 22. March, 1892 was, however, already renewed on 6. May, 1891 and provided with a clause fixing the duration of the Treaty at six years, but providing that it should be renewed automatically every six years by the high-contracting parties declaring their intention to prolong the Treaty before the lapse of the current period of six years.

The prolongation of this Treaty was initiated by Rudini, at that time Italian Premier, and the prolonged Treaty was signed at Rome in the private residence of the Marchese Cappelli, a former Minister for Foreign Affairs. Marchese Cappelli had his writing-table provided with a silver-plate where-on was engraved an inscription to the effect that the second prolongation of the Triple-Alliance Treaty, that is, the signing of the Treaty of Alliance was accomplished here.

It is well-known that the third prolongation of the Treaty of Alliance also actually took place before the lapse of the period of six years. The provisions of the Triple-Alliance Treaty which specially relate to Austria-Hungary are not known to me.¹ So much, however, I know, that Italy during these thirty-two years of union in the Triple-Alliance has attained a degree of general development, of economical strength and international importance which in her isolated condition thirty-two years ago she could scarcely hope to attain within so short a period. Thanks to the authority of this Alliance. Italy has — and that to our sincere satisfaction — always attained her object, and the friendly relationship with her, which we have regarded as reciprocated, we have always cherished with the greatest sympathy.

¹ It is now known that these referred to compensation for Italy in case changes should take place on the Balkans or on the Ottoman shores to the advantage of Austria-Hungary.

These lines are written simply with the desire to record the facts that, in as much as the best men of Italy, supported by almost the entire public-opinion of that country, succeeded with commendable penetration thirty-two years ago in finding for their vacillating policy at that epoch a safe compass to guide them on the path of material development and the growth of moral forces, no doubt can be entertained now that the Italians of to-day in the midst of the storms of this world-war will not throw over-board their well-tried compass, that they will avoid exposing the ship of their political life to the incalculable dangers of a wrong course. I am firmly convinced that, in the present and in the future, Baron Sonnino, the strong steersman, will continue with sincerity to guide the international policy of Italy in the course to which his country owes her prosperity.

And therefore I cannot agree with the final conclusion of our Italian statesman, who is otherwise so sympathetic to us and who has devoted so much labour and love for the cause to the collection of data by which he proves that the real leaders of the Italian nation thirty-two years ago and since that time had the warmest interest in attaching their country to the Triple Alliance; for his final conclusion stops short at Neutrality and runs as follows: «In time of war, old alliances are not broken off nor are new ones sought; so long as the cannons speak, there can be no decision as to the Fate of To-morrow. Let this To-morrow come and we shall then see what will happen».

No, my honoured Italian friend, this view of your To-morrow I cannot share. I cannot agree with it, for in the present case I cannot separate the Future from the Present and the Past, and I am convinced, implicitly convinced, that a time will never come of which our friend, the author of the above-mentioned study, also says: «... the time when History will ever be able to record that the Italians of the twentieth century were machiavellistic and acted dishonourably». This confidence I, a true friend of Italy, cherish unswervingly. May the remembrance of the past thirty-two years spent within the Triple Alliance steel the will-power of Italian statesmen and may the splendour of this past epoch still continue to shed its light on their arduous path.

Count Robilant, at that time Italian Ambassador in Vienna, telegraphed to his Minister for Foreign Affairs on 20. May, 1882, on the occasion of the completion of the Triple



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szeretettel töltötte a nyarat. A világháborúnak, azon a
szemponton kívül, hogy ezidén nincsen alkalmunk pénzün-
ket külföldön elkölteni, még az a haszna is megvan,
hogy fölfedeztük Budapest és környékét, mint a leg-
ideálisabb nyaralóhelyet. Azoknak számára, akik a nya-
rat Budapesten töltik, pompás szórakozás az *uszó-kávé-
ház és vendéglő* az Augusztá-hajón, amely hétfő kivéte-
lével naponként délután fél öt, fél hét és háromnegyed
tiz órakor indul a Magyar Királyi Folyam- és Tenger-
hajózási Részvénytársaság Eötvös-téri állomásáról.

A kétórás kellemes hajóút, beleértve a finom uzson-
nát, illetve früstököt személyenként három koronába
kerül. Egyébként buffet is van a hajón étlap szerinti
étkezésre. Nyaralóhelynek különösen ajánlható Budapest
északi környéke, Szent-Endre, Leányfalu, Pócsmegyer,
Tahi, Tahitótfalu, Visegrád és Nagymaros. Ezek a he-
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Eötvös-téri és Pálffy-téri állomásáról igen olcsón és
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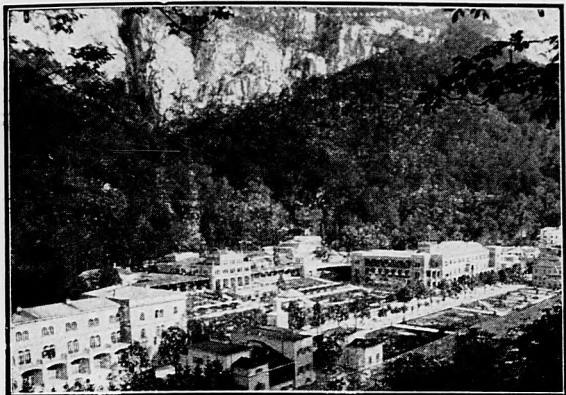
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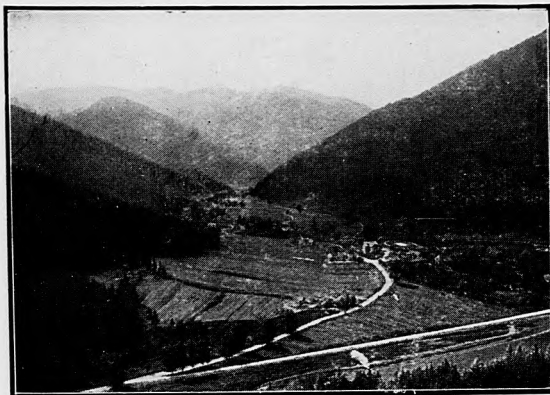
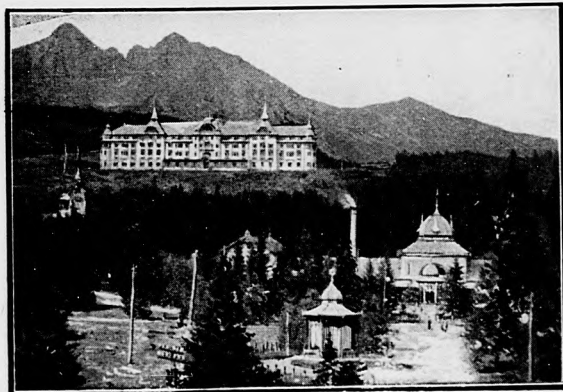


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| Vonat-szám | óra | perc | Vonat | honnán | hová |
|------------|-------|--------|------------------------|-----------------------|-----------------------|
| 912 | 12:05 | sz. v. | Délelőtt | Zimonyi szállások | Délelőtt |
| 8 | 6:10 | sz. v. | Bicske | Bátfa, Kassa | Bátfa, Kassa |
| 802 | 6:25 | gy. v. | Ruttka, Berlin | Ruttka | Ruttka |
| 1110 | 6:30 | sz. v. | Balatontüred, Tapolca | Szolnok | Szolnok |
| 1502 | 6:45 | gy. v. | Kassa, Csorba | Hatvan | Hatvan |
| 906 | 6:50 | sz. v. | Újvidek, Bród | Osijek | Osijek |
| 1512 | 6:55 | sz. v. | Kassa, Csorba, Bártha | Brassó, Arad | Brassó, Arad |
| 1002 | 7:10 | sz. v. | Fiume, Pécs, Osijek | Zimonyi szállások | Zimonyi szállások |
| 312 | 7:30 | sz. v. | Gödöllő | Batyu | Batyu |
| 908 | 7:45 | sz. v. | Fiume, Zagreb | Fiume, Zagreb | Fiume, Zagreb |
| 608 | 7:50 | sz. v. | Arad, Brassó, Bukarest | Gödöllő | Gödöllő |
| 408 | 8:10 | sz. v. | Szarajevó, Munkács | Brassó, Kolozsvár | Brassó, Kolozsvár |
| 512 | 8:20 | sz. v. | Pécs, Szeged, Brassó | Gödöllő | Gödöllő |
| 308 | 8:35 | sz. v. | Kolozsvár, Brassó | Hatvan | Hatvan |
| 516 | 11:40 | sz. v. | Ruttka | Paks, Bicske | Paks, Bicske |
| 24 | 11:55 | sz. v. | Bicske | Graz, Fehring | Graz, Fehring |
| 914 | 12:20 | sz. v. | Délután | Csorba, Bártha, Kassa | Csorba, Bártha, Kassa |
| 10 | 12:30 | sz. v. | Újvidek, Sarajevo | Szolnok | Szolnok |
| 1008 | 12:45 | sz. v. | Fiume, Osijek | Gödöllő | Gödöllő |
| 1316 | 1:25 | sz. v. | Fehring, Graz, Sopron | Hatvan | Hatvan |
| 1304 | 1:40 | sz. v. | Wien, Zürich, Bács | Paks, Bicske | Paks, Bicske |
| 604 | 2:05 | sz. v. | Arad, Bukarest | Graz, Fehring | Graz, Fehring |
| 318 | 2:25 | sz. v. | Bicske | Csorba, Bártha, Kassa | Csorba, Bártha, Kassa |
| 518 | 2:30 | sz. v. | Bicske | Szolnok | Szolnok |
| 1202 | 2:45 | gy. v. | Szolnok | Gödöllő | Gödöllő |
| 1902 | 2:55 | gy. v. | Sarajevo | Hatvan | Hatvan |
| 1016 | 3:30 | sz. v. | Paks | Paks, Bicske | Paks, Bicske |
| 410 | 5:10 | sz. v. | Komárom | Gödöllő | Gödöllő |
| 824 | 5:20 | sz. v. | Miskolc | Bukarest, Debrecen | Bukarest, Debrecen |
| 529 | 5:40 | sz. v. | Gödöllő | Breuk-Királyhida | Breuk-Királyhida |
| 808 | 5:55 | sz. v. | Nagykátá, Szolnok | Debrecen | Debrecen |
| 514 | 6:15 | sz. v. | Ruttká, Odrberg | Zimonyi szállások | Zimonyi szállások |
| 98 | 6:30 | sz. v. | Kolozsvár, Brassó | Bukarest, Arad | Bukarest, Arad |
| 838 | 6:40 | sz. v. | Bicske, Triest | Tapolca, Balatonfüred | Tapolca, Balatonfüred |
| 820 | 7:05 | sz. v. | Hatvan | Ruttká | Ruttká |
| 524 | 7:10 | sz. v. | Kunszentmiklós-Tass | Fiume, Bród | Fiume, Bród |
| 16 | 7:20 | sz. v. | Győr | Fiume, Csorba | Fiume, Csorba |
| 332 | 7:30 | sz. v. | Gödöllő | Munkács, Sároslajthy | Munkács, Sároslajthy |
| 1514 | 8:00 | sz. v. | Kassa, Csorba | Körmend | Körmend |
| 910 | 8:05 | sz. v. | Szabadka, Bród | Wien, Szombathely | Wien, Szombathely |
| 1808 | 8:40 | sz. v. | Pécs, Daj | Kassa | Kassa |
| 1808 | 9:15 | sz. v. | Győr, Graz | Fiume, Pécs | Fiume, Pécs |
| 610 | 9:30 | sz. v. | Arad, Brassó | Bicske | Bicske |
| 482 | 10:15 | sz. v. | (Kassa, Lavoconze) | Fiume, Ruttká | Fiume, Ruttká |
| 1010 | 10:25 | sz. v. | Fiume, Tapolca, Bród | Bród, Újvidék | Bród, Újvidék |
| 12 | 10:55 | sz. v. | Szombathely, Wien | Graz, Triest | Graz, Triest |
| 338 | 11:05 | sz. v. | Ruttká, Foprad-Felk- | Szolnok | Szolnok |
| 614 | 11:25 | sz. v. | Debrecen | Wien, Sopron | Wien, Sopron |
| 14 | 11:55 | sz. v. | Bicske | | |

1) Nagykátától Szolnokig csak szombaton és ünnep előtti kőnapokon közlekedik.

A vonatok érkezése Budapest keleti p.-u.-ra. (Érv. 1915. május 4-től.)

| Vonat-szám | óra | perc | Vonat | honnán | hová |
|------------|-------|--------|------------------------|-----------------------|-----------------------|
| 417 | 4:45 | sz. v. | Délután | Bátfa, Kassa | Bátfa, Kassa |
| 389 | 5:00 | sz. v. | Bukarest, Arad | Ruttká | Ruttká |
| 645 | 5:20 | sz. v. | Bicske | Szolnok | Szolnok |
| 309 | 5:30 | sz. v. | Hatvan | Hatvan | Hatvan |
| 1905 | 5:30 | sz. v. | Osijek | Osijek | Osijek |
| 609 | 5:45 | sz. v. | Brassó, Arad | Brassó, Arad | Brassó, Arad |
| 909 | 5:45 | sz. v. | Zimonyi szállások | Zimonyi szállások | Zimonyi szállások |
| 17 | 6:05 | sz. v. | Komárom | Komárom | Komárom |
| 423 | 6:10 | sz. v. | Batyu | Batyu | Batyu |
| 11 | 6:25 | sz. v. | Fiume, Pécs, Osijek | Fiume, Pécs, Osijek | Fiume, Pécs, Osijek |
| 1007 | 6:45 | sz. v. | Gödöllő | Gödöllő | Gödöllő |
| 315 | 7:05 | sz. v. | Fiume, Zagreb | Fiume, Zagreb | Fiume, Zagreb |
| 513 | 7:20 | sz. v. | Arad, Brassó, Bukarest | Gödöllő | Gödöllő |
| 317 | 7:30 | sz. v. | Szarajevó, Munkács | Gödöllő | Gödöllő |
| 819 | 7:40 | sz. v. | Pécs, Szeged, Brassó | Hatvan | Hatvan |
| 21 | 7:45 | sz. v. | Kolozsvár, Brassó | Paks, Bicske | Paks, Bicske |
| 1309 | 8:00 | sz. v. | Graz, Fehring | Graz, Fehring | Graz, Fehring |
| 1513 | 8:15 | sz. v. | Csorba, Bártha, Kassa | Szolnok | Szolnok |
| 911 | 8:30 | sz. v. | Ruttká | Szolnok | Szolnok |
| 519 | 8:35 | sz. v. | Bicske | Szolnok | Szolnok |
| 1005 | 9:00 | sz. v. | Tapolca, Balatonfüred | Tapolca, Balatonfüred | Tapolca, Balatonfüred |
| 13 | 9:15 | sz. v. | Győr | Győr | Győr |
| 913 | 9:25 | sz. v. | Szabadka, Ruttká | Szabadka, Ruttká | Szabadka, Ruttká |
| 307 | 9:35 | sz. v. | Oderberg | Oderberg | Oderberg |
| 409 | 10:20 | sz. v. | Miskolc | Miskolc | Miskolc |
| 7 | 1:20 | sz. v. | Délután | Bicske | Bicske |
| 801 | 1:25 | sz. v. | Bukarest, Arad | Bukarest, Arad | Bukarest, Arad |
| 1201 | 1:30 | sz. v. | Szolnok | Szolnok | Szolnok |
| 1 | 1:40 | sz. v. | Szarajevó, Indjija | Szarajevó, Indjija | Szarajevó, Indjija |
| 325 | 2:10 | sz. v. | Hatvan | Hatvan | Hatvan |
| 1501 | 2:20 | sz. v. | Paks | Paks | Paks |
| 521 | 3:40 | sz. v. | Nagykátá | Nagykátá | Nagykátá |
| 329 | 5:25 | sz. v. | Gödöllő | Gödöllő | Gödöllő |
| 511 | 6:00 | sz. v. | Bukarest, Debrecen | Bukarest, Debrecen | Bukarest, Debrecen |
| 15 | 6:20 | sz. v. | Breuk-Királyhida | Breuk-Királyhida | Breuk-Királyhida |
| 1705 | 7:00 | sz. v. | Debrecen | Debrecen | Debrecen |
| 907 | 7:20 | sz. v. | Zimonyi szállások | Zimonyi szállások | Zimonyi szállások |
| 607 | 7:25 | sz. v. | Bukarest, Arad | Bukarest, Arad | Bukarest, Arad |
| 1109 | 7:40 | sz. v. | Tapolca, Balatonfüred | Tapolca, Balatonfüred | Tapolca, Balatonfüred |
| 305 | 7:45 | sz. v. | Ruttká | Ruttká | Ruttká |
| 25 | 7:50 | sz. v. | Bicske | Bicske | Bicske |
| 1009 | 8:20 | sz. v. | Fiume, Bród | Fiume, Bród | Fiume, Bród |
| 405 | 8:20 | sz. v. | Fiume, Csorba | Fiume, Csorba | Fiume, Csorba |
| 1511 | 8:45 | sz. v. | Munkács, Sároslajthy | Munkács, Sároslajthy | Munkács, Sároslajthy |
| 1001 | 9:05 | sz. v. | Körmend | Körmend | Körmend |
| 303 | 9:35 | sz. v. | Bicske | Bicske | Bicske |
| 905 | 10:00 | sz. v. | Bród, Újvidék | Bród, Újvidék | Bród, Újvidék |
| 1303 | 10:10 | sz. v. | Graz, Triest | Graz, Triest | Graz, Triest |
| 525 | 10:35 | sz. v. | Szolnok | Szolnok | Szolnok |
| 3 | 11:45 | sz. v. | Wien, Sopron | Wien, Sopron | Wien, Sopron |

A vonatok érkezése Budapest-Józsefvárosra. Délelőtt. 9:17(%) 6:17(%) sz. v. Kunszentmiklós-Tass

A vonatok indulása Bpest nyugati p.-u.-ra. (Érv. 1915. május 1-től.)

| Vonat-szám | óra | perc | Vonat | honnán | hová |
|------------|-------|--------|----------------------------|----------------------------|----------------------------|
| 152 | 5:15 | sz. v. | Délután | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 122 | 5:25 | sz. v. | Ersekújvár, Ipolytölgy | Cegléd | Cegléd |
| 718 | 5:30 | sz. v. | Esztergom | Esztergom | Esztergom |
| 4102 | 6:00 | sz. v. | Újlo, Ocsa | Nagygyőr | Nagygyőr |
| 6502 | 6:30 | sz. v. | Lajosmizse, Kecskem. | Lajosmizse, Kecskem. | Lajosmizse, Kecskem. |
| 156 | 6:35 | sz. v. | Rákospalota-Ujpest | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 1402 | 7:05 | sz. v. | Zsolna, Berlin | Zsolna, Berlin | Zsolna, Berlin |
| 156a | 7:35 | sz. v. | Rákospalota-Ujpest | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 104 | 7:55 | sz. v. | Nagygyőr, Wien | Nagygyőr, Wien | Nagygyőr, Wien |
| 708 | 8:25 | sz. v. | Temesvár-J, Sernahévíz | Temesvár-J, Sernahévíz | Temesvár-J, Sernahévíz |
| 727 | 7:15 | sz. v. | Cegléd | Cegléd | Cegléd |
| 155 | 7:20 | sz. v. | Esztergom | Esztergom | Esztergom |
| 4105 | 7:25 | sz. v. | (Sernahévíz, Temesvár-Jr.) | (Sernahévíz, Temesvár-Jr.) | (Sernahévíz, Temesvár-Jr.) |
| 501 | 7:35 | sz. v. | Bukarest | Bukarest | Bukarest |
| 125a | 7:45 | sz. v. | Kolozsvár | Kolozsvár | Kolozsvár |
| 6501 | 7:50 | sz. v. | Párkány-Nána | Párkány-Nána | Párkány-Nána |
| 155 | 8:15 | sz. v. | Kecskem., Lajosmizse | Kecskem., Lajosmizse | Kecskem., Lajosmizse |
| 4107 | 8:25 | sz. v. | Rákospalota-Ujpest | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 139 | 8:45 | sz. v. | Esztergom | Esztergom | Esztergom |
| 1401 | 9:45 | sz. v. | Berlin, Zsolna, Pozsony | Berlin, Zsolna, Pozsony | Berlin, Zsolna, Pozsony |
| 4109 | 9:55 | sz. v. | Esztergom | Esztergom | Esztergom |
| 161 | 10:30 | sz. v. | Rákospalota-Ujpest | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 715 | 10:45 | sz. v. | Szeged | Szeged | Szeged |
| 119 | 11:25 | sz. v. | Gálicia | Gálicia | Gálicia |
| 163 | 12:00 | sz. v. | Rákospalota-Ujpest | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 165 | 12:50 | sz. v. | Délután | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 703 | 1:25 | sz. v. | (Sernahévíz, Temesvár-Jr.) | (Sernahévíz, Temesvár-Jr.) | (Sernahévíz, Temesvár-Jr.) |
| 167 | 1:45 | sz. v. | Rákospalota-Ujpest | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 103 | 2:00 | sz. v. | Basel, Zürich, Wien | Basel, Zürich, Wien | Basel, Zürich, Wien |
| 4111 | 2:08 | sz. v. | Esztergom | Esztergom | Esztergom |
| 6503 | 3:40 | sz. v. | Kecskem., Lajosmizse | Kecskem., Lajosmizse | Kecskem., Lajosmizse |
| 173 | 3:55 | sz. v. | Rákospalota-Ujpest | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 713 | 4:05 | sz. v. | Szolnok, Cegléd | Szolnok, Cegléd | Szolnok, Cegléd |
| 139 | 4:10 | sz. v. | Nagygyőr | Nagygyőr | Nagygyőr |
| 175 | 5:15 | sz. v. | Rákospalota-Ujpest | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 4118 | 5:40 | sz. v. | Esztergom | Esztergom | Esztergom |
| 115 | 6:10 | sz. v. | Wien | Wien | Wien |
| 707 | 6:30 | sz. v. | (Sernahévíz, Temesvár-Jr.) | (Sernahévíz, Temesvár-Jr.) | (Sernahévíz, Temesvár-Jr.) |
| 177 | 6:35 | sz. v. | Rákospalota-Ujpest | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 105 | 6:40 | sz. v. | Wien | Wien | Wien |
| 711 | 7:30 | sz. v. | Versec, Temesvár-Jv. | Versec, Temesvár-Jv. | Versec, Temesvár-Jv. |
| 179 | 8:00 | sz. v. | Rákospalota-Ujpest | Rákospalota-Ujpest | Rákospalota-Ujpest |
| 131 | 8:55 | sz. v. | Nagygyőr | Nagygyőr | Nagygyőr |
| 109 | 9:05 | sz. v. | Wien | Wien | Wien |
| 6505 | 9:30 | sz. v. | Kecskem., Lajosmizse | Kecskem., Lajosmizse | Kecskem., Lajosmizse |
| 1405 | 9:45 | sz. v. | Berlin, Zsolna | Berlin, Zsolna | Berlin, Zsolna |
| 4115 | 10:00 | sz. v. | Esztergom | Esztergom | Esztergom |
| 6513 | 10:30 | sz. v. | Ocsa | Ocsa | Ocsa |
| 717 | 11:10 | sz. v. | Versec, Temesvár-Jv. | Versec, Temesvár-Jv. | Versec, Temesvár-Jv. |
| 117 | 11:25 | sz. v. | Ersekújvár | Ersekújvár | Ersekújvár |

A vonatok érkezése Buda-Úszárvár-hűrdőbe.

| Vonat-szám | óra | perc | Vonat | honnán | hová |
|------------|-------|--------|-----------|-----------|-----------|
| 4001 | 5:30 | sz. v. | Délután | Dorog | Dorog |
| 4005 | 7:38 | sz. v. | Esztergom | Esztergom | Esztergom |
| 4007 | 8:40 | sz. v. | Esztergom | Esztergom | Esztergom |
| 4009 | 10:04 | sz. v. | Esztergom | Esztergom | Esztergom |
| 4011 | 9:10 | sz. v. | Esztergom | Esztergom | Esztergom |
| 4013 | 5:46 | sz. v. | Esztergom | Esztergom | Esztergom |
| 4015 | 10:07 | sz. v. | Esztergom | Esztergom | Esztergom |