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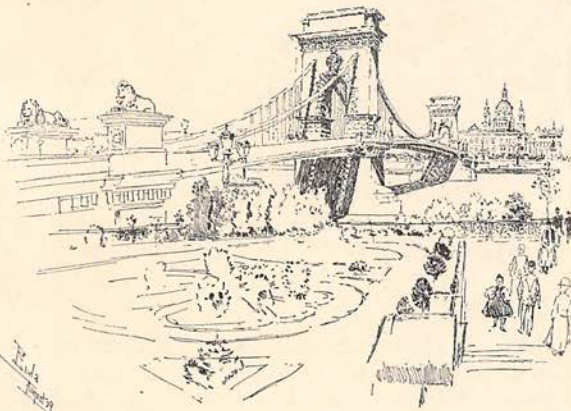
JUNE, 1892.

No. 2.

## BUDAPEST.

### THE RISE OF A NEW METROPOLIS.

WITH PICTURES BY JOSEPH PENNELL.



THE SUSPENSION-BRIDGE.

TO the world at large, Budapest, the capital and metropolis of Hungary, is the least known of all the important cities of Europe. No other falls so far short of receiving the appreciation it merits. Several reasons may be assigned for this comparative obscurity; among which are remoteness from the chief thoroughfares of travel and commerce, the isolation of the Magyar language and literature, and the subordination of all things Hungarian to the Austrian name and fame. But the most important reason is the simplest of all: the Budapest of to-day is so new that the world has not had time to make its acquaintance. Its people justly claim for it the most rapid growth in recent years of all the European capitals,

and are fond of likening its wonderful expansion to that of San Francisco, Chicago, and other American cities.

When Kossuth found refuge in America forty years ago, after Hungary's tragical struggle for independence, the sister towns of Buda and Pest, lying on opposite sides of the Danube, together had hardly more than a hundred thousand people. The consolidated municipality has now a population of fully half a million. But remarkable as is the increase of population, it seems to me far less remarkable than the physical and architectural transformations that have accompanied the town's growth in numbers. Budapest is not merely three or more times as populous as it was in the middle of the current century, but it has blossomed out of primitive and forlorn conditions into the full magnificence of a splendidly appointed modern metropolis. Rapidly developing cities usually have the misfortune to grow wrongly, through lack of foresight and wise regulations on the part of the governing authorities. Budapest has not wholly escaped; but it would be hard to find another large town whose development has been kept so well in hand by the authorities, and has been so symmetrical and scientific from the point of view of approved city-making. In many particulars of appointment, as well as in general plan and *tout en-*

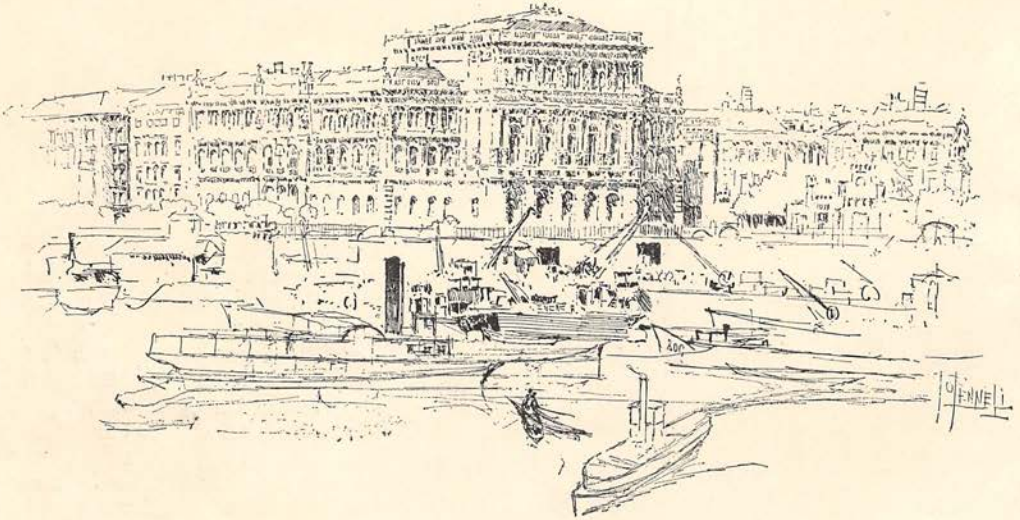
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semble, American cities might learn not a little from Budapest.

Political reasons have quite as much to do as commercial causes with the making and unmaking of European cities. Thus Vienna, which may well contest with Paris the claim to pre-eminence for beauty and splendor, owes everything to the political events that followed the revolutionary movements of 1848. Vienna became the seat of government of a newly organized empire, and acquired a most liberal municipal constitution. Its prestige grew enormously, and it absorbed wealth and population from all parts of the Austrian dominions. The imperial Government and the municipal authorities vied with one another in projects

of necessity as united as those of a single empire; but the delegations from the two parliaments which meet annually to vote the joint budget, and to order the joint services, sit in alternate years at Vienna and Budapest.

It is true that the Emperor's ordinary residence is in Vienna, and that Vienna is the seat of administration of the confederated empire; but the Emperor is careful to spend much of his time, with his family and his court, in Hungary. In short, politically the two capitals are as nearly on a par as it is possible to make them. This change in the political wind had a most surprising effect upon Budapest. Hungary was at last free and self-governing, and in possession of liberal institutions. The hopes



THE ACADEMY.

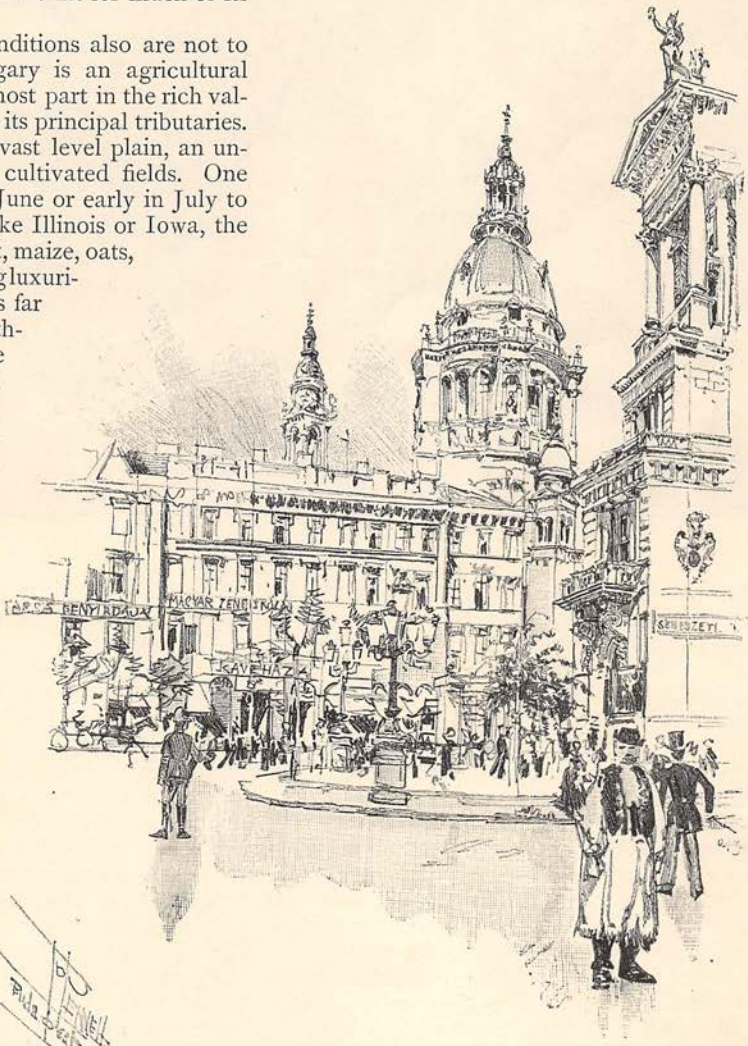
for the embellishment of the capital, the chief of these projects being the Ringstrasse and its incomparable array of public buildings. Meanwhile Hungary was chafing under the disappointment and humiliation of defeat, and was making little, if any, progress. But the Austro-Prussian war of 1866 humiliated in turn the so-called "oppressor" of Hungary. The Hungarians were now in a position to demand a "new deal." To the wise counsel of the Hungarian patriot and sage Francis Deák, one of the great men of modern times, is due the fact that, instead of absolute separation from Austria, Hungary accepted the form of dual monarchy that has existed since 1868. Hungary became a constitutional monarchy of the most liberal sort, having its own parliament, its own cabinet, its own entire administration, with Budapest as capital. The Emperor of Austria became King of Hungary. The two parts of the confederation were absolutely coördinate. Their military and diplomatic services were

of 1848 were now to find realization. The whole life of the nation was invigorated, and that life centered in the capital. Ambitious young politicians had no longer to seek a career in Vienna. Home rule gave them full scope in Budapest. Social life was also awakened. The Hungarian nobles, who, with every other element in the population of the empire, had been contributing to the architectural splendor and social brilliancy of Vienna, were now disposed to build their palaces in their own capital; for they had acquired seats in the upper house of the Hungarian parliament, while Vienna was henceforth to be regarded as their capital hardly more than Berlin or Paris. The transformation and embellishment of Vienna as the sole capital of Francis Joseph's dominions had just begun fairly to show results, when the new order of things cut those dominions in two, and made Budapest the rival capital, with slightly the larger of the two territorial divisions. It is true that Hungary had a smaller

population, and industrially was far less advanced than the provinces of which Vienna remained the capital; but the curtailment was obviously detrimental to Vienna in many ways. Moreover, Vienna has felt the effects of decentralizing tendencies in the provinces remaining to her; for the Bohemians are developing their beautiful local capital, Prague, and the Austrian Poles are expending their energies upon their own Cracow. In Hungary, on the other hand, Budapest has no rivals; all roads lead to the capital. There is in Hungary a compactness and unity that form a marked contrast with the scattered and discordant provinces which have their political center in Vienna. Budapest is now the capital of a nation of seventeen millions of progressive and ambitious people, and this new political fact is of itself sufficient to account for much of its growth.

The commercial conditions also are not to be overlooked. Hungary is an agricultural country, lying for the most part in the rich valley of the Danube and its principal tributaries. Central Hungary is a vast level plain, an uninterrupted stretch of cultivated fields. One rides across it late in June or early in July to find it looking much like Illinois or Iowa, the chief crops being wheat, maize, oats, barley, and hay, growing luxuriantly, and extending as far as the eye can reach, without fences to break the sweep of vision. In these favored recent times the agricultural production has much increased, and Budapest is the market for the farm surplusage. As a grain-receiving point it is to the Hungarian plain what Chicago is to Illinois and Iowa, or what Minneapolis is to Minnesota and Dakota. It is hard to realize how commercially undeveloped all this Hungarian country was only a few years ago, and what meager facilities it had for reaching the markets of Europe with its surplus food-products. The new Hungarian government set itself to work to develop agriculture and trade, without any

particular fear of being charged with socialistic activities. Somebody had to take the initiative. The country was poor and without capital. To secure a system of railroads it was necessary to grant heavy subsidies to English, French, and German capitalists, who formed companies and established lines. But the Government found subsequently that it could better afford to take over the roads, and put them under a consolidated public administration, than to pay annual subsidies to a dozen private companies. The results have justified its policy. In every possible way the Government has made the state railway system conduce to the development of Hungarian industries. Under the railway administration there has been established at Budapest a great government manufactory, not only of loco-

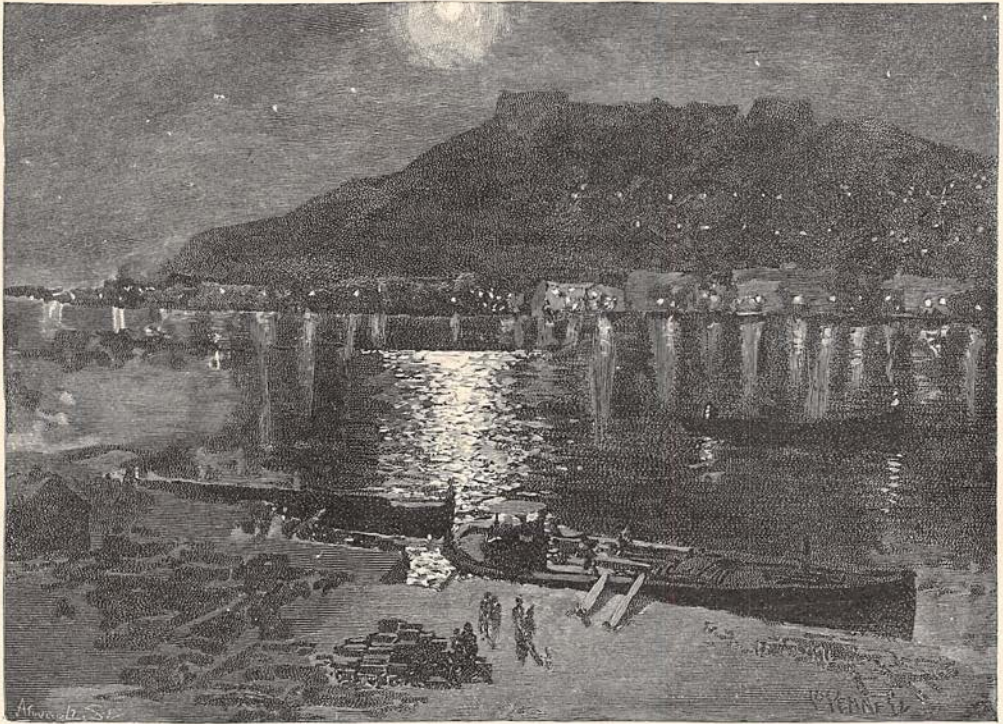


DOME OF THE CATHEDRAL.

ENGRAVED BY O. NAYLOR.

motives, but of all sorts of heavy machinery, including agricultural machines, a special product being threshing-machines. It is only recently that machinery has been introduced in the farming operations of southeastern Europe, and the innovation makes headway somewhat slowly against the prejudices of the peasantry. Thus, in a recent summer, in the hay-fields of the Hungarian plain, I saw many a row of

river improvements have been made at Budapest, to which I shall again refer. While the growth of Budapest has been influenced by causes already described, it has also been aided by the development of the flour-milling industry. Within twenty years the processes of flour-making throughout the world have been revolutionized by reason of certain Hungarian inventions, of which the most important is the



THE CITADEL.

ENGRAVED BY K. C. ATWOOD.

mowers, wearing the long white cotton tunics of the region, and swinging their scythes in unison, quite as described by Tolstoi in the famous mowing chapter of "Anna Karenina." Indeed, I did not happen to see a single mowing-machine at work. But I am assured that mowing- and reaping-machines are largely used in some parts of the country, and that their use is steadily increasing.

As all the railroads center in Budapest, every effort to develop Hungarian agriculture benefits the commercial capital. The grain shipments, however, are chiefly by water,—on the Danube and its tributaries,—a great fleet of roofed grain-barges plying on these waterways between Budapest and the wheat-fields. Some of these barges, which are of a construction peculiar to the Danube, have a capacity of six hundred tons of grain. The Government has exerted itself to improve navigation, and great

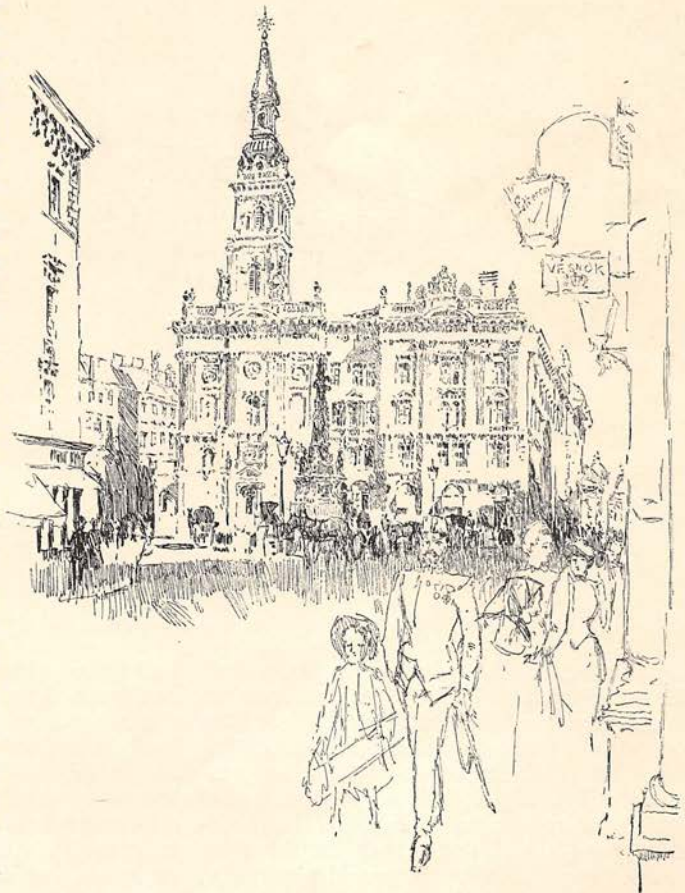
so-called "middlings purifier" and gradual-reduction system, and the next in importance the substitution of steel rollers of various sizes and patterns for the old-time millstones. These inventions have resulted in giving the industry of flour-making to large mills, thus annihilating small mills by tens of thousands. The new ideas were quickly borrowed by Minnesota millers, and by them were largely developed and improved; and Minneapolis and Budapest have grown contemporaneously as the two great milling centers of the world. Minneapolis leads considerably in the collective capacity of its mills and in the annual product; but it has a much larger field in which to operate, and possesses facilities which Budapest lacks. The mills of the Hungarian capital are, however, a series of magnificent establishments, fitted up with automatic machinery invented and manufactured in the city, provided with

electric lights, and well supplied with ingenious contrivances to prevent fire. Their finest grades of flour are sent to all parts of the world except the United States, and command the highest prices. They like to tell in Pest of certain mysterious individuals who came to town, found employment in the mills, remained long enough to learn all that could be learned, and then disappeared, only to turn up in the sequel as rich American millers. The industry seems not yet to have reached its maximum at Budapest, two or three new mills having been built within as many years; but the profits of the companies have suffered much from American competition, and from the recent high tariffs of Germany and France. Both the flour-product and the general commercial movement of Budapest have at least doubled within fifteen years.

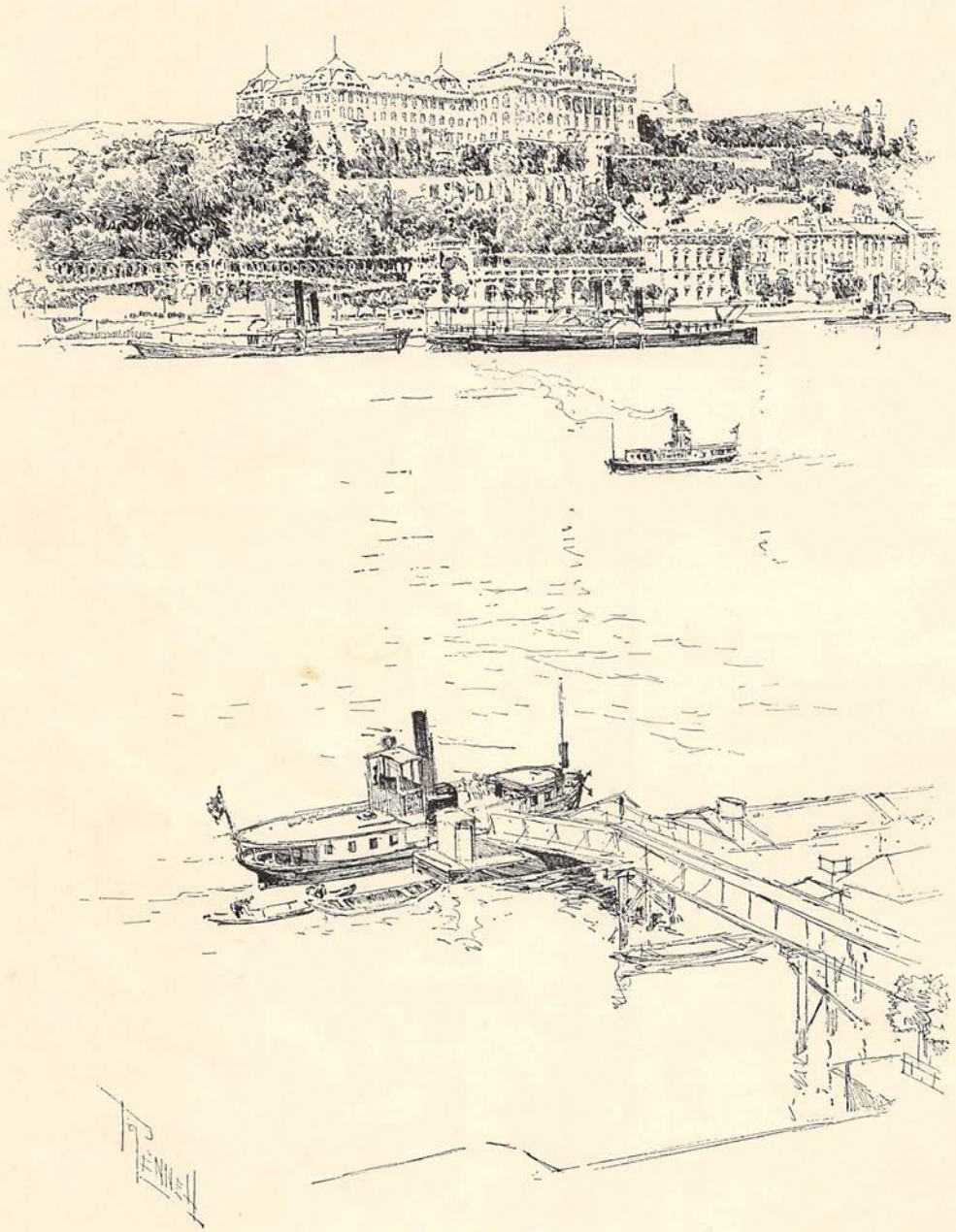
Although it is to see new things rather than old that one visits Budapest, it may be well to say that the town once possessed a Roman fortress and colony, and that its commanding site has involved it in military operations from time immemorial. It is only two hundred years since the Turks were driven out of Hungary, after an occupation of a century and a half, and it was here that our own gallant Captain John Smith won renown and honors from the Christian princes of the land before his career in America began. John Smith's exploits against the Turks in Hungary are worthy the ingenious research of that hero's admirers; but it is of Budapest that I write. The fortress and rugged promontory are upon the right, or south, bank of the Danube, and pertain to Buda. Pest lies upon the flat north bank, and beyond it stretches the illimitable plain. In the old times Buda was the large town, while Pest was only an insignificant village; but all the modern conditions of growth have favored the Pest side, which is now four times as populous as the other. The Buda, or Ofen (Ofen is the German name for Buda), bank is, however, picturesque in the highest degree. The Blocksberg promontory rises abruptly, a sheer mass of rugged rock, nearly a thousand feet above the grand stream

that washes its base; and it is crowned with a now useless citadel. Some day a classic pantheon in honor of Hungary's long list of great men is to be erected on this commanding acropolis. Adjoining the Blocksberg, but not so high, and rising less steeply from the river's brink, is the fortress hill, upon which stands a vast royal palace. Its cheerful buff-colored paint and long rows of green window-blinds suggest a summer-resort hotel; but it is really a very imposing structure, and its situation could hardly be more commanding. About it, on hillsides and in valleys, lies the town once called Buda. On the retreating slopes of the Blocksberg, and upon the sides of the higher mountains that lie in the rear, are many pleasant villas. Buda and its neighboring hills have been famous for their vineyards and their wines, but now the phylloxera has come as a bitter calamity. From the Blocksberg or any other of the neighboring heights, the view up and down the Danube, and over the stately city of Pest on the opposite bank, is enchanting.

It would, of course, be erroneous to say that



SERVITEN PLATZ.



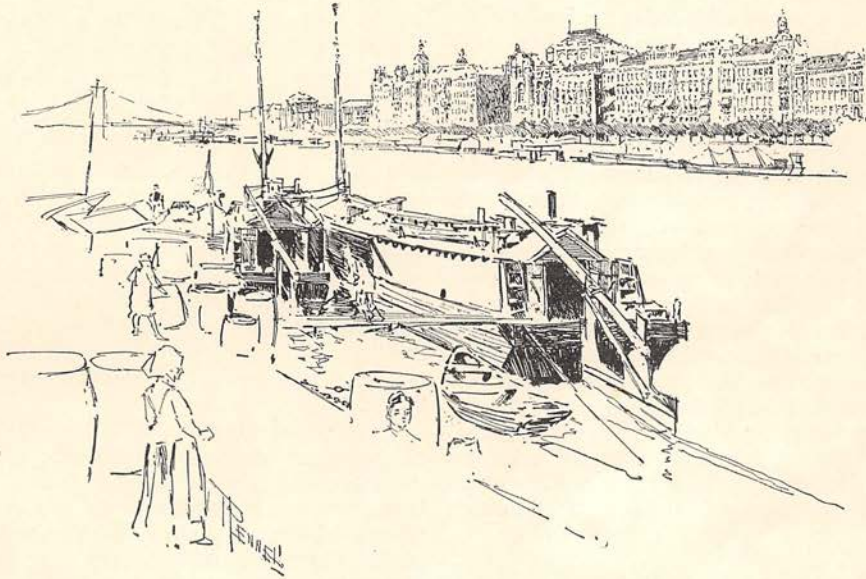
THE ROYAL PALACE.

all the progress, all the improvements, and all the good buildings of Budapest date from the new Hungarian constitution of 1868, or from the consolidation of Buda and Pest which followed that political event, and which was consummated in 1873. Between 1848 and 1868 not a little progress had been made. The Archduke Joseph had done much for the sister towns. Population had increased materially; the magnificent suspension-bridge had been

built; the patriotic Count Stephan Széchenyi had founded the National Academy to foster the Magyar speech and literature, and had built for it a fitting Renaissance palace at this time, when the Germans were "in the saddle" and when even the University of Budapest was a German institution with German professors in its chairs. Although, with Russian aid, the Austrians had crushed the Hungarian movement of 1848, so that the people's leaders had to

choose between exile and the halter, and although for some years the whole Hungarian nation was made to feel the heavy weight of the Austrian yoke, it is nevertheless true that the awakening of that year of revolutions resulted in a progress which left many marks in two decades. But after this is said it remains true that nearly all the systematic, appreciable advances of Hungary have been made in the two decades that have followed the happier

governments. As was proper alike from esthetic, sanitary, and commercial considerations, the river was made the center of improvements, and was constituted the prime thoroughfare, the chief open space and place of resort, and, in short, the unrivaled attraction of the city. It became to Budapest what the Grand Canal is to Venice—something more essential than the Seine to Paris or the Thames to London. Magnificent stone quays and retaining-walls were



ALONG THE RIVER.

events of 1868. In Budapest deliberate projects were adopted for the beautifying and development of the city as a fit capital for an ambitious young state. The exiles of 1848 came back with wisdom and experience to take the helm. Count Andrassy, who had been sentenced to be hung, now became prime minister. The reaction was most energetic. For the time being all things German were at a heavy discount. The German officials were hustled out to a man. The University was reorganized on a Hungarian basis, and the whole corps of German professors was unceremoniously dismissed.

Such being the national mood, it is easy to understand that the moment was propitious for large plans. Vienna was carrying out its *stadts-erweiterung* projects in the most magnificent way; and while Budapest could hardly hope to become a Vienna, there was a unanimous determination to modernize and improve the place to the highest possible degree. The ministry and the municipal authorities cooperated, and building operations were intrusted to a mixed commission of the national and city

built, extending for nearly three miles on the Pest side and also for a long distance on the opposite shore. These were thrown well out, the broad channel being thus compressed somewhat to secure a clean, sweeping current. Up and down along the broad promenades facing the water have been erected palatial buildings. The quays are high, and stairs, built continuously for a long distance, lead down to the lower level of the landings, upon which the heavy traffic is confined. The rows of buildings are broken at intervals by open park spaces, in which are effectively placed the statues of various Hungarian notabilities. A number of handsome public buildings are included in the row upon the quays of the left bank, and toward the upper end of the row has been built the magnificent new Parliament house. Further down are the National Academy, the city's so-called "Redout building," the old Rath-haus (city hall), the vast new Custom-house, and various other establishments. For the distance of perhaps a quarter of a mile below the suspension-bridge the quay is a shady promenade, a chair-lined *corso* upon which all driving is prohibited,

and where on summer evenings many hundreds of fashionable people congregate, patronizing the cafés and restaurants, the tables of which are set under the trees in the open air. The Hungarians are even more fond of out-of-door eating and drinking than the Viennese; and Budapest is a city of magnificent cafés.

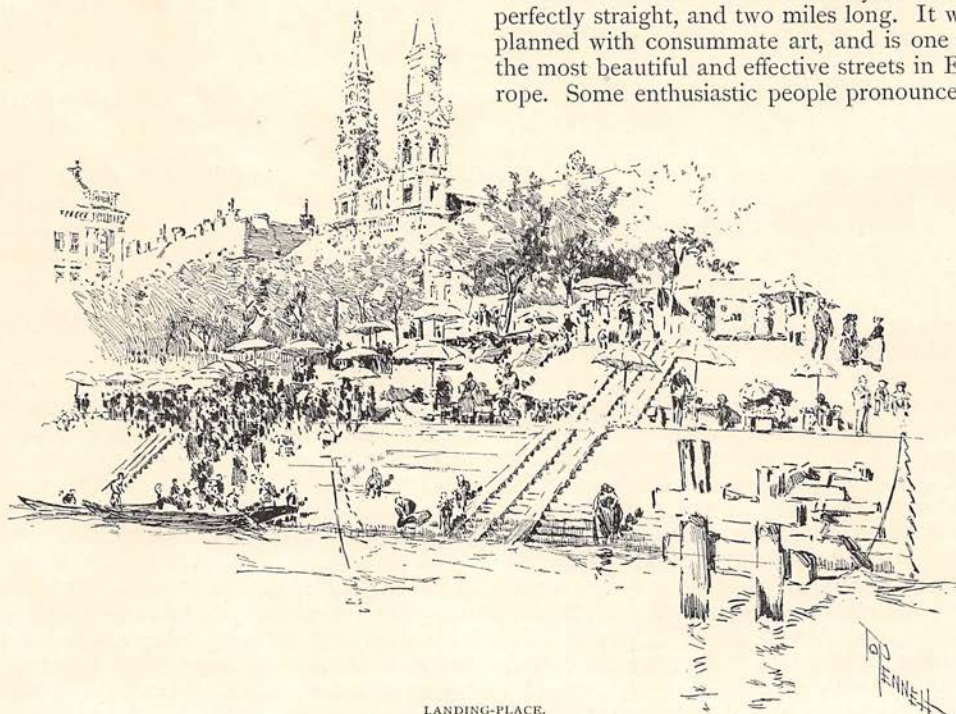
But, to proceed with a description of the improvement plan, the inner and ancient Pest, known as "the city," and lying upon the river-bank, has been surrounded by boulevards in the form of a polygonal "ringstrasse"; while by demolitions and reconstructions the interior tangle of narrow streets has been brought into something like a modern system. From the sides and angles of the inner ringstrasse broad radial boulevards have been thrown out in straight, or measurably straight, lines to the outer edges of the metropolis, and the lands lying between these great spokes are divided by street systems almost as regular and rectangular as those of American cities. Handsome as is the broad inner ring of boulevards, lined with fine buildings, it is far surpassed by the newer "grosse-ring," which crosses the radials about a mile further out, and which



THE FORTRESS.

describes an arc that, from the new Margaret Bridge to the point where it again meets the river, is four or five miles long. It is very broad and finely paved, and is already lined for the greater part of its course with massive, pretentious structures, while building operations are now busily closing the gaps all along the line. Still other ring boulevards in a concentric series are to be constructed in the future.

The finest single street in Budapest, the gem of the improvement works and the pride of the citizens, is the Andrassy-strasse, a broad boulevard connecting the inner city with the "Stadtwaldchen." The Andrassy-strasse is perfectly straight, and two miles long. It was planned with consummate art, and is one of the most beautiful and effective streets in Europe. Some enthusiastic people pronounce it



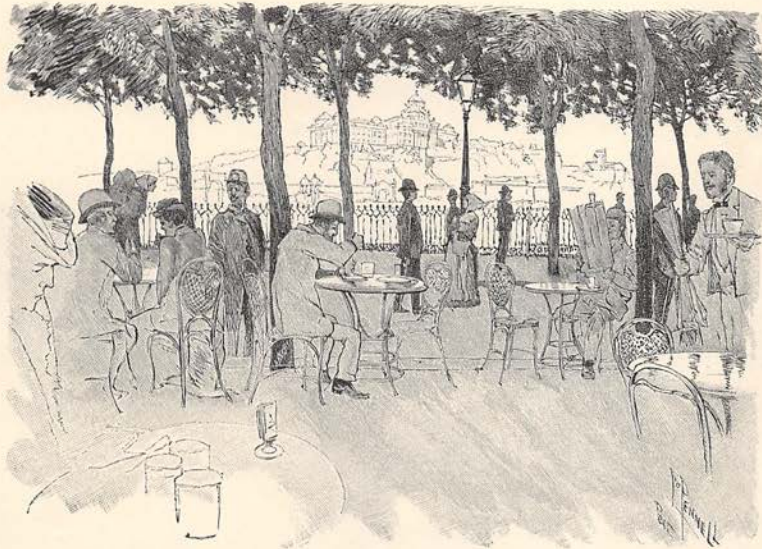
LANDING-PLACE.



without exception the handsomest of European streets, and certainly it tempts one to use superlative language. It is divided into three parts by the "Octagon-platz," where it crosses the larger ringstrasse, and by the "Rond-platz," or "circus," at a point where another encircling boulevard is eventually to cross. As it emerges from the Octagon-platz and the Rond-platz the street grows successively wider, although this would hardly be noticed by the casual passer. The first third of the distance is devoted to fine buildings, of varied architecture but general conformity, built solidly on the street line. The next third contains houses

that the Buda side has also its boulevard system, and that the cost of expropriations and of construction in this remodeling of the street system has aggregated a large sum.

The Stadtwaldchen is a beautiful park of about a thousand acres, which plays a most intimate part in the life of the Budapest people. Fortunately it is not remote or difficult of access, and is to Budapest what the "Prater" is to Vienna. It contains a charming lake for skating in winter and for pleasure-boats in summer. It has its areas of deep and quiet shade, its zoölogical corner, and, above all, its collection of cafés, refreshment-stands, shooting-



MORNING COFFEE.

ENGRAVED BY A. NEGRI.

having narrow fore-gardens of a prescribed width. The last third—a distance of two thirds of a mile—is devoted to separate villalike residences, all at equal distance from the sidewalks, and, with infinite variety of architectural detail, conforming to the regular street plan. The vista from the entrance of this street to its end in the shady Stadtwaldchen is very beautiful. The broad central driveway is paved with wooden blocks on a solid concrete foundation. The sidewalks are of asphalt, the narrower driveways next the sidewalks are paved with square-cut stone blocks, and the equestrian courses, which are between the central and the outer driveways, are graveled. Although there are no individual buildings on the Andrassy-strasse which cannot readily be matched in any other important city, the average of architectural merit is very high; and the absence of anything that can mar the general effect is an important element in the success of this public improvement. It should be said

galleries, "roller-coasters," arenas, Punch and Judy shows, summer theaters, wax-work exhibitions, and "side-shows" in bewildering variety, all very cheap, all very good of their respective sorts, and all very delightful to the pleasure-loving thousands who resort to the park in the spring and summer afternoons. Here is located also one of the municipal government's hot sulphur-water bathing establishments. Of small parks and open spaces the city has a number, though not so many as should have been reserved. The Elisabeth Park is especially worthy of mention.

Certainly it would be unpardonable to omit mention of the "Margareta Island." The "Margaretens-Insel" lies in the Danube at the upper end of the city. In ancient days it belonged to an order of nuns, the ruins of whose convent still remain. In the fifteenth century the Turks drove the poor nuns away, and the janizary pashas established their harems there. On the expulsion of the Turks the island became city

property, but a generation ago it was given by the municipality to the Archduke Joseph for a hunting-ground. The present archduke keeps it in beautiful order as a pleasure-ground for the public. It is nearly two miles long and about half a mile wide, and it deserves the enthusiasm with which the Budapest people regard it. It is full of a variety of magnificent trees, has tasteful flower-gardens, is also the seat of mineral baths elaborately appointed, with two or three adjoining hotels, and has the restaurants without which no pleasure-ground would be complete in southern Europe. Among the hills of the Buda side, also, are parks and

taxpayers. In the making of this list men of liberal education are rated for double the taxes they actually pay, in order that brains and learning may have recognition. A standing committee makes out a list of the aristocratic 200, and it so happens that the great voting public always elects the entire list thus selected. The whole council retires *en masse* at the end of each six years' term. The body is of course much too large for efficiency. Possibly a hundred will be found at one ordinary meeting, and at the next meeting a hundred again, but quite a different hundred. The committees also are much too large to be workable, some of them



DINING OUT OF DOORS.

ENGRAVED BY J. W. EVANS.

pleasure-grounds; and the population is blessed with much beautiful weather and a great number of holidays in which to enjoy its open-air advantages.

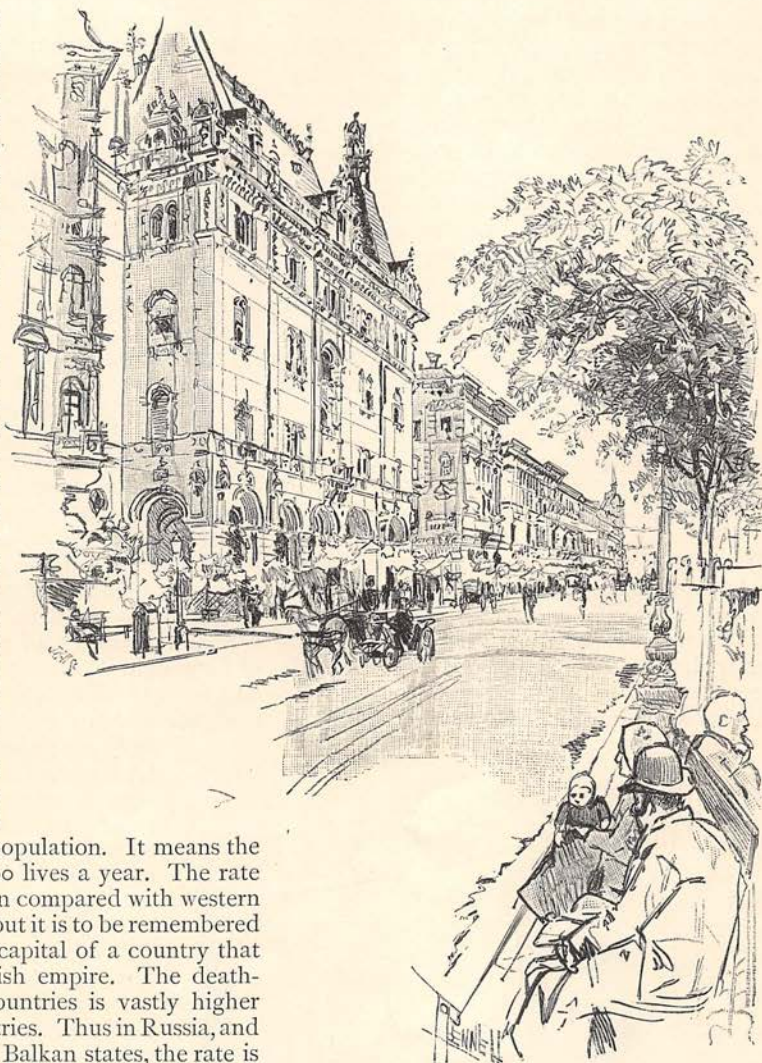
Budapest has a municipal council that is as large as a "town-meeting." If any other city in the world has a council of 400 members, I have not yet learned the fact. Pest began in 1868 with 200 members; but when the consolidation was effected in 1873 the plan of adding 200 members chosen from the higher ranks was adopted. It was provided that the whole body of electors, besides choosing 200 common members in the nine wards, should choose 200 more from a list of the 1200 largest

having thirty or forty members. The actual executive work is performed by a magistracy composed of a burgomaster, two vice-burgomasters, and ten other so-called magistrates, all chosen by the council for terms of six years. Each magistrate has his special administrative department. These and several other high executive officials are *ex officio* members of the council. Two officials, the Director of Archives, and the Director of the Municipal Bureau of Statistics, are appointed for life. The advisability of reducing the membership of the council is generally recognized, and when the opportune moment for a revision of the municipal constitution comes, it is quite certain that the aristo-

cratic 200 will be cut off at the first stroke. But the inefficiency of the present unwieldy council is counterbalanced by the efficiency of the smaller magisterial and executive corps, so that Budapest cannot by any means be called a badly governed city.

The social aspects of municipal administration have a growing interest and importance, and Budapest's experience and undertakings are worth relating. Twenty years ago the average annual death-rate was 45 per 1000 inhabitants, and in epidemic years it reached 50. The average rate is now 29, and this remarkable reduction has been effected in the face of the rapid growth of the city's population. It means the saving of at least 8000 lives a year. The rate is still a high one when compared with western Europe or America; but it is to be remembered that Budapest is the capital of a country that borders on the Turkish empire. The death-rate in all Eastern countries is vastly higher than in Western countries. Thus in Russia, and in the Danubian and Balkan states, the rate is still higher than in Hungary. That Budapest, the crowded city, has managed to bring its death-rate to a point below that of the country as a whole is a most exceptional and noteworthy fact. It is believed that within a few years the average rate for the city can be reduced to 25. How has this gratifying improvement of the general health been effected? By a series of municipal measures not yet fully completed. The first of these measures was an improved water-supply. The Danube water was pumped into reservoirs and filtered by the natural process through sand, with good results. The town has grown so fast that the water question has again become a pressing one, some quarters being obliged to accept an unfiltered supply. It has been determined to provide a new and permanent system.

As the sequel has proved, one of the most fortunate features of the municipal system be-



ENGRAVED BY J. A. NAVLOR.

THE ANDRÁSSY-STRASSE.

gun twenty years ago was the establishment of a bureau of statistics. Mr. Joseph Körösi was made statistician for life, and after twenty years of service he is still young and enthusiastic. His reports, monographs, brochures, and special investigations, pertaining to every conceivable municipal question capable of statistical treatment, are without a parallel in the world for their complete, exhaustive, and timely character; and the social and sanitary reforms of Budapest have followed the lines laid down by the statistical bureau. Until Mr. Körösi's work began, the high mortality of Budapest was not known. Its citizens thought it an extremely healthy place. The statistical office was denounced as slandering and injuring the city when it discovered and published the facts. But Mr. Körösi persevered, and his re-

markable census of 1871 attempted to account for the high mortality. He made a thorough study of the conditions of the population, and found overcrowding very prevalent, and, worst of all, a very large element of the population in damp underground residences. There followed a series of regulations to prevent these evils. Underground tenements were forbidden, and new quarters for the poor were constructed. But the badly housed population was too large to be shifted at once, and it became necessary to permit the reoccupancy of the drier and less objectionable subground domiciles. It is estimated that to this day nearly 10 per cent. of the population live below the street level; but on the whole there has been great improvement in the housing of the poor, through careful sanitary rules and a system of inspection. And these measures have favorably affected the death-rate.

The food-supply has also been brought under suitable public control. The great municipal slaughter-house is one of the establishments in which the citizens take especial pride. It is very imposing architecturally, is finely appointed, and, as a public monopoly, is made to contribute to the municipal coffers while serving a sanitary end. Connected with it are

the public cattle-markets, which well repay a visit on the weekly market-day for their splendid herds of the long-horned white oxen of Hungary and Servia. The produce-markets of Budapest, as of all other towns of southeastern Europe, are attended by great numbers of peasants in national costume, and are as picturesque as any scenes in the Orient.

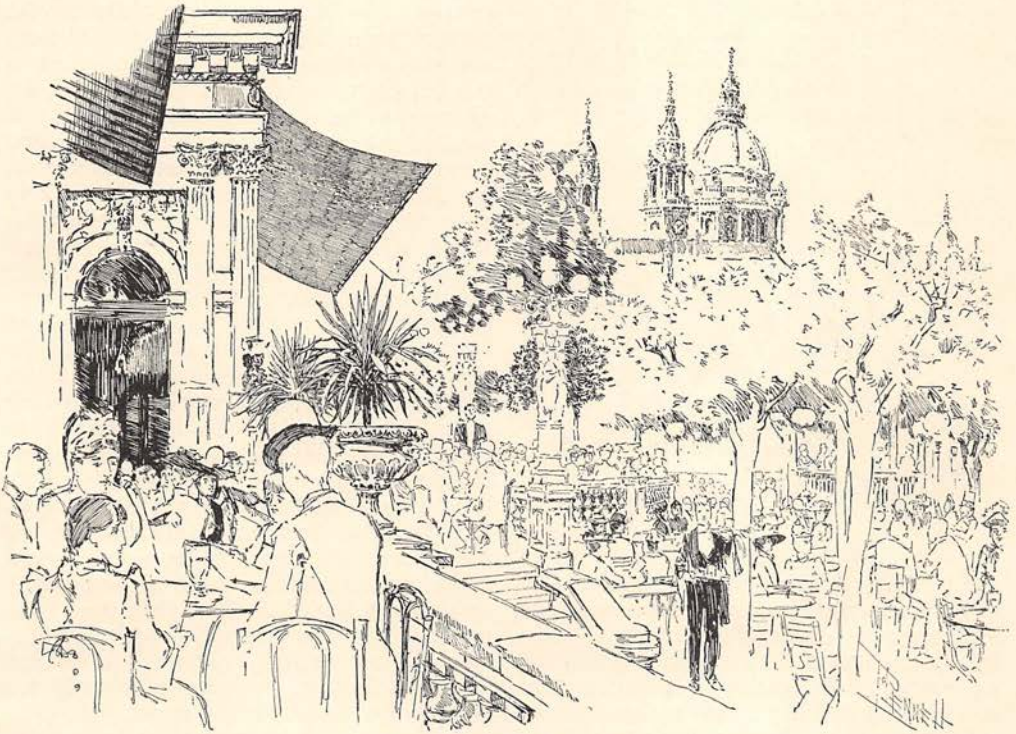
To continue with the new social establishments of the municipality, some mention must be made of the magnificent general hospital, built with separate brick pavilions, according to the most approved plans, and occupying spacious and beautiful grounds. In a wooded area on the edge of the city, sufficiently isolated without being inconveniently remote, has been built the new municipal hospital for epidemic diseases, which is to conform to all the latest requirements of sanitary science. Budapest is at length bringing infectious diseases under control. The so-called "prophylactic" measures of obligatory reports by physicians, of prompt isolation of every case, of visits and instruction by the authorities to insure proper care and treatment, of control of the children of families in which are cases of such disease, and, finally, of disinfection by the public authorities, are employed with success. Attention has been given to street and domestic scavenging. The sewer system, though not complete and perfect, is greatly improved. The Danube is so large a stream that it suffices to carry off all the refuse of the city, and no separation or "treatment" of sewage is necessary.

Another important health-measure has been the establishment of free baths in the Danube, for summer use,—these institutions being well patronized,—and also the utilization by the authorities, for the benefit of the poor, of some of the hot sulphur springs, the curative properties of which in certain diseases are very famous. As a result of the various efforts to improve the health and social condition of the people, put forth intelligently and humanely by the public authorities, Budapest is fast exchanging its Oriental unwholesomeness for the comparative healthfulness of an Occidental city. Meanwhile Mr. Kőrösi's elaborate statistical analyses throw light from time to time upon every doubtful point, and his unequaled library of inter-municipal statistics enables him to present his constituency with stimulating comparative data.

An American expects to find real-



THE OPERA-HOUSE.



MUSIC IN A PUBLIC GARDEN.

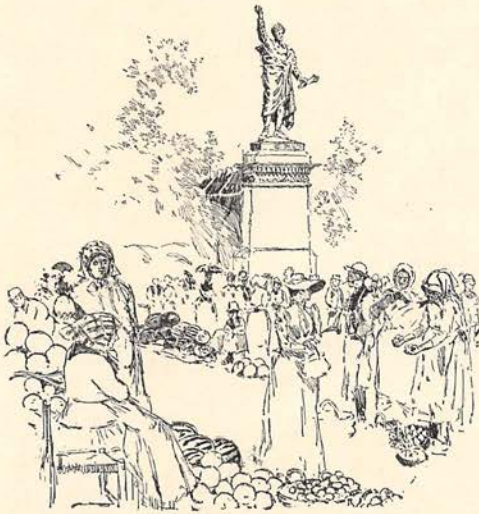
estate speculation rife in a city growing so rapidly as Budapest; but there seems to be practically none. This state of affairs is due, at least in large part, to the fact that much of the vacant land in and about the town belongs to the municipality, having been public property for a long time. As the growth of the town requires, the authorities from time to time sell building sites to the highest bidders. The modern school of land-reformers would condemn this alienation, and would insist that the fractions of the social domain should be leased rather than sold; but the southeastern European is a firm believer in private land-holding, and loves to possess his own house and bit of garden. The municipal corporation of Budapest is fortunate in possessing all the ground that it needs for hospitals and public objects. This remark, however, does not apply to the Buda side of the river, the old town of Buda having at an early day parted with all its landed possessions.

The illumination of Budapest is a monopoly in the hands of a private gas company whose original charter expired in 1881, and whose renewed charter will terminate in 1895. The city obtains gas for street purposes at reduced rates; it obliges the company to mitigate its charge to consumers in accordance with a sliding scale based upon the increase in aggregate consumption; and moreover it collects very heavy taxes from the company. It has the

right to take over the plant and business at an appraised valuation, but it is awaiting the development of electric lighting; and there is a strong probability that in 1895 the municipality will enter upon the business of manufacturing and selling the new illuminant.

Street transportation has also been kept under control by the municipality. A united tramway system pays street rentals and large taxes. The company's fares are fixed by law, and it is required that working-people shall be carried at reduced rates in the morning and evening. Five or six years ago a rival company was allowed to introduce electric street-railways, and the experiment has been so successful that the trackage is being greatly increased. Similar lines and narrow-gauge roads to the neighboring villages have been constructed, and for present purposes the local transportation system is quite adequate and satisfactory. At the expiration of existing charters, the street-railway lines and their equipment will become the property of the city, without indemnity to the private owners.

The educational, literary, and artistic progress of Budapest has been as striking in the last two decades as its material progress. The educational system has been reformed and revived from the bottom to the top. At the very apex is the University, under national auspices and support, an institution fairly com-

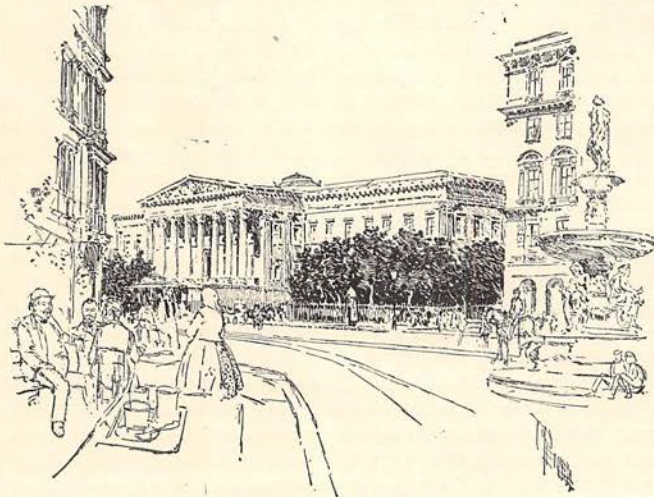


IN THE MARKET.

parable with the better universities of Germany. It suffered somewhat, twenty years ago, by the precipitate expulsion of the German faculty and the too sudden transformation from a German to a Hungarian basis. But it has recovered, and now has a truly national character and influence. Another important official educational establishment, the Royal Polytechnic Institute, with important technical courses in engineering and applied science, flourishes at Budapest. Then comes a series of collegiate establishments, *gymnasien* and *real-schulen*, some of which are national and municipal, while others are denominational with public subventions. Below these are the advanced schools for boys and girls, corresponding in their work to our upper grammar- and lower high-school grades, and having

certain industrial and practical features. On the same level are certain mercantile and trade schools. And then come the numerous elementary schools, the accommodations of which are intended to be equal to the requirements of the Compulsory Education Act; for throughout Austria and Hungary elementary education has for a number of years been obligatory upon all. The children learn perfectly both the Hungarian and the German languages, and not infrequently they learn something of either French or English.

The Hungarians, like all the people of southeastern Europe, are ready linguists. But the ease with which they acquire other languages does not diminish their devotion to their own. The Hungarian, or Magyar, speech has no affinity with the other languages of the Austro-Hungarian empire. It is more closely related to the Turkish than to any other tongue. It is a concise language, flexible, musical, and has a rich vocabulary; and its most enthusiastic defenders are men who cannot be charged with ignorance of the capabilities of the three leading languages of western Europe. An extensive and growing Magyar literature exists, and the book-shops of Budapest teem with new productions in all fields of thought. The press of Budapest is also very active. Indeed, the Hungarians claim that nowhere else in Europe is journalism so free, and so influential in molding opinion and guiding affairs. An extraordinary number of the leading men in Parliament are or have been journalists. A Budapest writer has lately remarked that "all the men who can be regarded as distinguished and important in the field of Hungarian politics stand in close relation to the press: Louis Kossuth was a journalist; Francis Deák entered upon his work of adjusting Hungarian and Austrian relations



THE NATIONAL MUSEUM.

with a series of newspaper articles; and in the list of journalist statesmen stand the names of the brilliant Anton Csengery, Baron Sigismund Kemény, Moritz Jókai, Max Falk, Louis Csernátóny; in a word, the most important of the public men of Hungary are journalists, for even the Prime Minister Tisza himself, in his time, when leader of the opposition, cultivated public opinion through the columns of a Hungarian journal." In Budapest alone there are now more than 230 different periodicals published in the Hungarian language, while there are at least 40 in the German tongue. And there are a dozen important daily papers.

The Hungarian people have musical and artistic talents of the highest order, and their gifted sons are constantly seeking and winning the rewards that the larger European capitals have to offer. The painters and sculptors of Budapest go to Paris. The musicians are to be found everywhere. The most distinguished violin virtuosos and professors of Europe, from Joachim of Berlin down to men of lesser note, are nearly all Hungarians. One of the ornaments of the Andrassy-strasse is the Conservatory of Music, where Liszt was formerly the presiding genius. The high honors of the Paris Exposition were awarded to a Hungarian painter, Munkacsy. The musical and artistic activity of Budapest is very considerable, and it also has received great impetus from the causes which have led to the recent expansion of all interests in the Magyar capital. The Government maintains a National Theater that has played an important part in the patriotic and intellectual life of the people, encouraging poetic and literary activity, and upholding the national speech. Even more successful, if possible, in these respects is the Volks Theater, which, supported by the municipal government and conducted upon the most popular plan, fills a prominent place in the life of the community. The most imposing structure devoted to musical and dramatic art is the new Royal Opera, supported by the Government, in the Andrassy-strasse. It is one of the two or three finest opera-houses in Europe, in magnificence hardly coming short of those in Vienna and Paris. The large German element, and indeed the whole community,—for everybody understands the German language,—is kept in touch with the musical and dramatic art of the German empire and of Austria through the Deutsch Theater, a splendid and thoroughly popular house, managed with rare tact and judgment. It is not necessary to mention any of the minor theatrical institutions. The four great ones already named would redound to the credit of any city.

If Budapest were possessed of no other attractions whatsoever, its remarkable hot springs and mineral waters, unequalled for the variety

of their curative properties by any other group of medicinal springs in the entire world, should give the place great fame. Its warm spring baths are very ancient. The Romans utilized them, and they called Buda "Aquincum" (Five-waters), with reference to the five springs that were known and used. The Huns also prized the healing waters; and finally the Turks, during their period of domination, built great public baths, and regarded the waters as possessed of the highest virtue. Some of these baths now belong to the municipality and some are private property. For the most part they lie on the Buda side of the river. Especially noted are the "Kaiser-bad," the "Lukas-bad," and the "Königs-bad," belonging to the Josephsberg group, and lying at the base of that conspicuous eminence. To the same group belong the baths of the Margareta Island. Comfortable hotels adjoin these springs, and the bathing-establishments for the most part are commodious and even luxurious. A more beautiful health-resort than the "Margareten-Insel" can be found nowhere. Another group includes the "Raitzen-bad," the "Bruck-bad," and the "Blocks-bad," lying a little distance further down the river and in the vicinity of the Blocksberg promontory. On the other side of the city, in the Stadtwaldchen Park, the municipal authorities have a hot sulphur-bath establishment, supplied with water by an artesian well nearly three thousand feet deep. The saline constituents of these various sources are different, and some of the springs are recommended for one class of diseases, and some for another. The waters are used either externally, internally, or both, according to the case to be treated. There are in use some interesting old remains of Turkish bath-house architecture, notably one belonging to the municipality, the "Rudas-bad." The modern buildings are not magnificent, but they are handsome and comfortable.

Just out of Buda, in a little plain surrounded by high hills, are the well-known "bitter-water" springs which have made the name of Hungary more famous perhaps than any other article of export. These curative mineral waters are bottled in vast quantities and sent to all parts of the world. The "Hunyadi" water, the "Franz-Josef," the "Königs-bitter-wasser," and the "Rákóczy," are the best-known of these potent Budapest waters. It would be superfluous to discuss here their remedial qualities. But the baths, springs, and wells I have named, with various others in the immediate vicinity, constitute a marvelous endowment bestowed by nature upon this beautiful city, and beyond all doubt will be a source of very great wealth and fame in the future. As at Bath in England, these healing waters of Budapest may

become at some time a property yielding a direct and large municipal revenue.

Enough has been said, perhaps, to show that Budapest has become in recent years one of the best-appointed of modern cities. Its streets are handsome and clean, asphalt being the prevailing material; its drainage is good; its health-system is producing beneficent results; its water-supply is about to be enlarged and perfected; its local transportation system is fairly adequate; its building regulations are producing a well-constructed and handsome city; and its provisions for education and recreation are highly creditable. Its public buildings are of good architecture and of considerable variety. A splendid new building is about to be erected for the housing of the municipal government, the offices now being distributed among several city buildings. One of these, the famous "Redout building," is an imposing structure containing a vast public hall for balls and entertainments, the ground floor being used as a fashionable restaurant and café. Of "private-public" buildings, as hospitals, schools, academies of art or science, hotels, and the like, the city has a most creditable supply. One of the conspicuous objects on the quay in the lower part of Pest is a large grain-elevator, built of brick in a most ornamental style of architecture, and owned and operated by the municipal government with the idea of promoting the grain trade and also of introducing, by example, this modern American institution. It is perhaps the only grain-elevator in Hungary. It is a needlessly costly building, but it has proved itself a valuable adjunct to the trade of the town, and within a few years, undoubtedly, private enterprise will multiply the number of these establishments.

The prospects for Budapest's continued growth as a Danubian metropolis are very bright. As the center of the Hungarian state-railway system, its commercial importance is constantly enhanced by the development of the resources of the country and the corresponding increase of traffic. And it is no longer doubtful that the capital will be the gainer to an enormous extent by the new "zone tariff" put in operation on the state-railway system in August, 1889.<sup>1</sup> This remarkable innovation in railroading entirely changes the passenger-ticket system. From Budapest as a center 14 zones are described, the first having a radius of 25 kilometers. The second is a belt lying between the inner circle and an outer one drawn with a 40 kilometer radius; *i. e.*, its width is 15 kilometers. Successive zones have a radius from the Budapest center of 70, 85, 100, 115, 130, 145, 160, 175, 200, and 225 kilometers, while to the fourteenth

zone are assigned all distances on any of the Hungarian state lines that lie more than 225 kilometers away from the capital. For any point in each of these zones the fare is the same. The new rates are greatly reduced, being in some cases one half and in other cases less than one fourth the former rates. The average reduction is not far from two thirds. Railway bookkeeping is of course simplified by the new system, and traveling has received an unwonted stimulus. It is now conceded that the innovation is a success from the point of view of railway financiering; and it is even more brilliant a success from the point of view of the commercial and social progress of the capital city. It has given new movement and life to the sluggish population of the outlying parts of Hungary. Thus in 1880 the entire number of persons carried by the principal transportation companies of the whole country was only 2,000,000; and in 1885, the year of Budapest's exposition, the number aggregated only about 2,800,000. But in 1889, as a result of five months of the zone tariff, the number reached nearly 5,500,000, while in 1890 it was about 6,850,000, and was considerably greater still in 1891. Taking the Hungarian state railways alone, for the three years 1888, 1889, and 1890, we find passenger traffic amounting respectively to 841,462, 1,944,588, and 2,936,771. The Austro-Hungarian system of roads was obliged to meet the new rates and methods, and its Hungarian lines, which in the half-decade preceding 1889 had carried 900,000 people per annum, are now carrying some 2,000,000 yearly. To show more clearly the local effect upon the movement of travel to and from Budapest, it may be stated that at the central station of the Hungarian state-railway system the arrivals and departures were 743,000 in 1888 and 2,740,000 in 1890, the change having been wrought altogether by the cheapened rates and the general convenience of the zone system. At the station of the Austro-Hungarian lines also the movement has fully doubled in consequence of the new policy. Great results in like manner are following the more recent adoption of zone tariffs and reduced rates for freight traffic.

Thus the Danube valley has at length begun to show development under the magic of modern industrial forces; and its progress within the coming half-century bids fair to exceed that of some newer regions of the Western world. Budapest promises to wrest from Vienna the commercial ascendancy of the lower Danube valley, and it is possible that there may be in store for it a very brilliant political future as the capital of a Danubian confederation that shall include Hungary and the smaller states of the Southeast. That this is the ambition of many

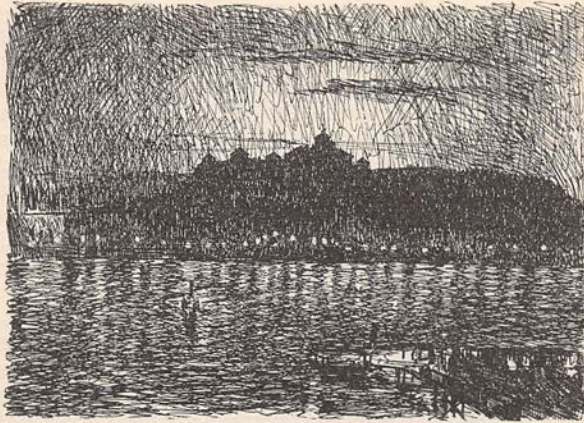
<sup>1</sup> See "Topics of the Time" for December, 1890.



Hungarians is perfectly well known; and Hungary is preparing to play an unprecedentedly important rôle in the political life of Europe. But whatever may be the political future of the Austro-Hungarian empire and of the Balkan peninsula, it is now certain enough that Budapest is to take and hold its place among the great cities of the civilized world.

*Albert Shaw.*

[The previous articles in this series were published as follows: "Glasgow: A Municipal Study," March, 1890; "How London is Governed," November, 1890; "Paris: The Typical Modern City," July, 1891. THE EDITOR.]



EVENING.

## COMATAS.

And he shall sing how, once upon a time, the great chest prisoned the living goatherd by his lord's infatuate and evil will, and how the blunt-faced bees, as they came up from the meadow to the fragrant cedar-chest, fed him with food of tender flowers because the Muse still dropped sweet nectar on his lips.—THEOCRITUS.

L YING in thy cedarn chest,  
Didst thou think thy singing done,  
Comatas? And thyself unblest,  
Prisoned there from sun to sun?

Through the fields thy blunt-faced bees  
Sought thy flowers far and away,  
And gathered honey from thy trees—  
Thou a prisoner night and day.

Heavy with their honeyed store,  
Seeking west and seeking east  
Thee whose absence they deplore,  
Late they found and brought their feast.

Grief no more shall still thy song,  
Loss, privations, fortunes dire!  
Servants of air about thee throng,  
And touch thy singing lips with fire.

Love, art thou discomforted  
In thy narrow lot to lie?  
See how divinely thou art fed  
By the creatures of the sky!

*Annie Fields.*