

MAIL SERIES: HUNGARY

BUDAPEST

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Published and  
AMERICAN EUROPEAN



# LETTER

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## THE THERMAL BATHS OF BUDAPEST.

(An Amenews Copyright)

By H. J. KALCSIK.

Very few people realise that Budapest possesses more spas than any other town in the world. There, are indeed, no fewer than 80 different thermal springs, nine therapeutic bathing establishments, one medicinal bath of bitter water, and more than 400 bitter springs. A great number of nursing homes and sanatorias of first class order may be added to this. Most of these bathing establishments belong to the Municipality which makes every effort to enlarge the already existing ones and to erect new ones. Most of these Artesian wells have been known for centuries and have already been used by the Turks some 400 years ago. Leaving apart the different open air swimming pools of hot water of radio active qualities, the foremost thermal baths of Budapest, the St. Gellért and Széchenyi, have been used by some 50,000 health seekers, a figure, unsurpassed in the whole world.

In order to attract more foreigners who are calculated to be some 30,000 health seekers alone, the Municipality has planned the erection of quite new establishments which will offer to the foreigner every luxury, he is used from such places as Karlsbad, Vichy, Wiesbaden and others. Luxuriously furnished and equipped with the latest invention of balneotechnics, those new thermal baths which are to be situated on the left

bank of the Danube are sure to become the goal of thousands and thousands who can combine the commodities of a capital with the treatments in one of those baths. It would be too long to enumerate all the advantages offered by such a happy combination which is quite unique in the world. Some of those springs, as at the St. Gellért Baths have a temperature of 116.4° F. another spa has a mud bath, over 300 feet long. The Széchenyi Baths where an Artesian well of 165° F. the hottest in Europe, wells forth from a depth of nearly 3000 feet, yielding three quarters of a million liters a day, whilst the one of the St. Gellért has a daily output of over two and a half million liters.

A new cure committee has just been formed under the patronage of H. R. H. Archduke Joseph Francis which has decided to build a «Kursaal» on the most up to date principles. It is hoped that it will attract many foreigners to Budapest to whom will be offered all the luxury of Deauville, Scheveningen, Ostende and other sea side resorts of world reputation. The plans are already laid out and it is hoped that in two years time Budapest, the capital of a small and meditated country such as Hungary is will become the capital of all the spas in the world.

## HUNGARIAN SPAS.

THE GELLÉRT BATH

SZÉCHENYI

## EDITORS NOTE:

Gentlemen,

In submitting you this "Black Letter" about Budapest your special attention is drawn to the article entitled "Come and see Budapest the city of dreams". The numerous small news items will be, no doubt, of great interest to many of your readers. We kindly request you to send after publication two copies for our filing cabinet to the office of our European Generalmanager to which all correspondence and payments should be made. We sincerely trust that you will make use of the AMENEWS service and remain, gentlemen,

Vienna IX  
Schwarzschanerstrasse 6.  
Austria.

Yours truly  
H. J. KALCSIK  
European Generalmanager  
American European News Service

## COME AND SEE BUDAPEST THE CITY OF DREAMS.

(An Amenews Copyright)

By H. J. KALCSIK.

'Tis a city of dreams! — thus exclaimed Edward, Prince of Wales, when visiting one day the Royal Academy of Arts in London. Being told that this very picture represents a view of Budapest, he immediately decided to go there. A formal State visit to the Austrian Court had hurriedly been arranged and a few weeks later Edward VII paid his first visit to Budapest which he visited as often as time permitted to do so. And indeed Budapest is undoubtedly one of the most beautiful cities in the world. I can never understand why there are so many foreigners who are craving to go to Vienna of which place they have heard so much. But ask the average English or American, I am sure he does not even know where Budapest exactly

much praised more advertised and most overrated town with its Heurigen and coffeehouses can not compare with Budapest. There is no doubt. In any case I have never met anybody who was not as lyric about it as his gifts allowed. I have spoken to people who utterly disliked Florence, who did not care for Paris, to whom Rome didn't mean very much — but so far I have never found one person who was not captivated by Budapest.

What it is, I could not say. You find probably finer buildings in greater number in other places, you won't discover quaint half Oriental corners, you sit in coffeehouses which look like those of Vienna, Munich or Prague. You get good food in Paris in Vienna, in Rome why therefore come to Budapest.

## HUNGARY ANSWERS THE EUROPEAN HIGHWAY QUESTION.

(An Amenews Copyright)

By. H. J. KALCSIK.

One of Americas most consistent criticisms of Europe has been the poor condition of the highways which in many places discourage travel by car. Hungary, through a foresighted government, has embarked upon an ambitious road building program which is showing the way to other States in furthering the cause of national commerce as well as international traffic.

Before the war there was little incentive to the construction of great highways spans such as make America an automobilists paradise, since autos were rare and traffic seldom. After the war financial difficulties intensified the situation. Cars increased in spite of great tax restrictions placed in their way. Roads were built in most of the states purely by sectional groups with the result that highways became a patchwork of good and bad.

The Hungarian Government was one of the first to take steps toward the unification of road building programs under one central head, to plan in scientific accurateness where and when the new improvements should be made.

With this principle in view the Highway Construction Department of the Hungarian Ministry of Commerce as far back as 1926 supervised the construction of a test road 9 kilometers long at Pestszentlőrinc where all the various road building materials were tried out for a year to determine which of them were most suitable for Hungarian climatic and travel conditions

Complete road building program was drawn up with both technical and at the same time financial sides given consideration.

Hungary, in spite of such high

To secure funds for the carrying out of this construction, since the budget was too small and foreign loans were not forthcoming, a new auto tax was approved which would, it was estimated, bring in 15,500,000 pengoes over a period of 5 years.

The tax went into effect in 1928. The first highway to be completed under the program was Hungary's section of the Budapest to Vienna highway, a link in the great international highway that is eventually to stretch from the English Channel to Constantinople.

The second completed one was the highway from Budapest to Siófok to Lake Balaton, the «Hungarian Ocean» as the largest lake in the State is often called. This move was a step toward the encouragement of a greater tourist influx to the already popular resort.

In all, the program calls for the construction of 4,000 kilometers of roads.

The road to Vienna constitutes but 5% of the whole it being 164,257 meters long and between 5½ and 6 meters wide. Costing 12 million pengoes there were 15 companies who participated in its construction.

The road to Lillafüred was recently opened with great celebrations — the new State Health Resort being given a great stimulant to increased patronage by right of its fine connections to the principal tourist centers. And so, rapidly, with careful direction, is Hungary's chain of Highway being laid out over the state.

Built on a sound technical and financial basis, directed by men who are well trained in their field, supported by an enthusiasm that is national, Hungary is leading the way to making Central