

HUNGARY PAYING HUGE PRICE FOR ITS PART IN WAR

Torn By Bolshevism and Robbed By Rumania, the Country Is Suffering Enormous Penalty for Actions.

(Special Cable Dispatch.) Berne, Switzerland, Oct. 25.—Though peace is virtually here and the world looks back on a war well won, though to the casual onlooker the world with the exception of a few fever spots is on the road to health, there is one country which few think of as another Belgium or Poland, the unhappy wreck of a once prosperous people and a national civilization of 1,000 years' duration.

That country is Hungary, the Hungary which opposed the war as far as it could and is now suffering the fate of the worst of the conquered.

From Hungary come fragments of stories that tell of a country which is paying the penalty of participation on the losing side of the battle in a ratio out of proportion to what it deserves.

"I spent a few weeks in Hungary, says one report written by a person who knows Europe to the bottom, taking these hospital supplies donated by Switzerland, Hungary lost everything it had in the war. It is torn by the evils of Bolshevism—and what the Bolsheviks leave, the Rumanians are taking away. More than two-thirds of the country have been seized by Czechs, Rumanians and Jugo-Slavs.

"The entente practically encourages this highway robbery. Austria recently published a red book entirely clearing Hungary of bloodguilt in the war. But despite that, Hungary is being practically scratched off the map, for nobody objects to any annexation of Hungarian territory, and 20,000,000 people are simply clubbed down. The blockade still maintained against Hungary is taking a toll of blood and human life that is a blot on the face of humanity.

"My friend H. was in Budapest last week, and says there are no words for the horrors in the hospitals. If you could see as I have, old men and women and little children, and once splendid fierce horses lying dead in the streets from starvation, you would perhaps have a twinge of doubt as to the nobility of the blockade form of warfare—after the war is over. He was condemned to death by the Bolsheviks, but luckily he was too busy here in Berne to be present at his execution.

"People of moderate means are starving because they cannot pay \$20 a pound for meat and kiss the foot of a Jew who brings it. "Here are excerpts from a report of Sister Martha of the Swiss Red Cross, who visited the City Children's asylum in Budapest only a few months ago:

"Death rate of children, March, 1919, 98 per cent; April, 75 per cent; May, 56 per cent; June, 35 per cent. In June, 420 children were received of whom 347 died. For 300 children there came daily 60-80 litres of sour milk, mixed with a preparation of white of egg. There is no special children's food, also sugar is lacking, saccharin, malt preparations, cod liver oil, and so forth. Weights of children are as follows: 9 months old, 33 kilograms (8 1/2 pounds); 17 months

old, 7.50 kilograms (15 1/4 pounds). "Children who have mother's milk look well, but very few women can nurse their children because of the terrible undernourishment. The hospital pays ten crowns to a woman for each liter of her milk, which she gives to a child not her own.

"At the White Cross hospital the same condition prevails. There is no linen, so that half the hospital cannot be used. Almost no milk; no handkerchiefs or dressings; no chloroform or any of the usual operations must be performed without anesthesia. Paper is used instead of linen.

"A telegram from the Hungarian Red Cross states that in the State's babies' dispensary at Budapest, which has a capacity for 18,000 babies, 812 babies died in January out of 1,000; February, 968 out of 1,000; March, 785 out of 1,000; April, 577; May, 567; June, 625. These figures illustrate the emergency and the horror, perhaps better than anything else could. The figures are accurate.

Another view of the situation and its accompanying frightfulness appears in an article printed by the Manchester Guardian, from its correspondent and which has found its way here. It says in part:

"In peace time, with a population of 9,000,000, Budapest was crowded, and the following abridged table, taken from 1911 statistics, gives some idea of the conditions:

"Out of a population of 900,000, 15,000 inhabited the same room with at least ten others; 80,000 inhabited the same room with at least seven others; 290,000 inhabited the same room with at least five others, and there was in addition a floating homeless population, sleeping where it could, of 125,000.

"This was in pre-war times. The situation in 1919, with the huge additional problem of munition workers and the demoralized army, is beyond description, the munition workers alone coming to 50 per cent of the former population of the city. This must have been unparalleled in Europe. And, of course, with the communist régime, the workingman naturally chose the best for himself to make up for what he had suffered in the past.

"Hungary was ruled by an oligarchy whose tyranny toward the masses was not even excepting Russia, the foulest on the body politic of Europe. The workingman was disfranchised and practically helpless, despite the fact that, unlike the Russian peasant, he was educated and politically alive to his own wrongs.

"He was condemned to a life of slavery and squalor amid an environment of luxury and refinement unsurpassed in any other city. There was bound to be a reaction of explosive force when the containing social structure gave way under the stress of military defeat. Oppression had its remedy. The ruling class of Hungary has been paying and it still has to pay."

Mrs. Snowden's Appeal. One of the few friends of Hungary is Mrs. Philip Snowden, the well known British radical. To Hungarian exiles here she came her message. "It is nine months since the armistice was signed," wrote Mrs. Snowden in the Labor Leader, "and yet no attempt has been made by the so-called peace council to make peace with Hungary. The blockade has been maintained with unexampled rigor and the people have been reduced to a state of indescribable starvation. In this condition of helplessness the Hungarian government has been completely cut off from the world. The council of the allies, to resign, and in desperation a government has been formed which will be more amenable. Mrs. Snowden wrote two months ago: "The proposals made by the allied

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THE MICHELIN Michelin was the first to make detachable pneumatic bicycle tires—Paris-Brest Cycle Race, 1891. Michelin made the first pneumatic automobile tires—Paris-Bordeaux Auto Race, 1895. Michelin made the first non-skid; the famous steel-studded Michelin anti-skid—Gordon-Bennett race, 1905. Michelin produced the first demountable rim—Grand Prize race, A. C. F., 1906. The present 34x4 Michelin Curved Shape Tube for example has 22 1-4 inches more rubber on the outer circumference than any of the tubes which are made straight. Michelin Tires and Tubes are Sold and Distributed by Paige Sales and Service Co. And are also for sale by THE WHITE AND AMERICAN GARAGES

LOCAL ITEMS Martin & Thom, Taxi, Phone 273. Dr. Bowers, osteopathic physician, N. T. Armijo Bldg. Office phone 224. H. E. Dugan, formerly of Albuquerque, but now of Dallas, Texas, was here last night for a short visit. Mr. Dugan is manager of a large millinery store at Dallas. All delegates of the Central Labor union are urged to be present at the regular meeting Monday night at 7:30. Important business to be transacted.

Also election of a new president to succeed W. M. Cote, resigned. The Hoover Motor company sold Oakland Sensible Sixes yesterday afternoon—a touring car to C. E. Rodey and a roadster to Dr. C. E. Hayward. Messrs. Prager and Twogood, officials of the Albuquerque Gas and Electric company, who attended the convention of electrical managers at El Paso, are expected to return to the city this evening. Mr. and Mrs. Otto Scheer, who spent the past two weeks in El Paso, are expected home some time today. They made the trip to and returning in an automobile. Ernest Landoff returned last night from a trip to New York and Los Angeles. He visited Los Angeles last, having gone there directly from New York, and arrived here on the east-bound California limited last night. Mr. and Mrs. J. E. Hannum and Miss Josephine Gentry, who are in the service of the Continental Oil company in that city on a promotion from the office here, he being for years the local manager. Miss Josephine Gentry and W. D. McDonough were married at Los Lunas on October 15. They are making their home in Albuquerque at 308 William street. For lack of a quorum it was impossible to hold an election of officers at the annual meeting of the Albuquerque chapter, Red Cross, last week. Another meeting has been called for tomorrow night at 8 o'clock at the Chamber of Commerce and all members are urged to be present. This is not an executive board meeting but a chapter meeting for the annual election of officers. Capt. W. C. Reid returned yesterday from Chicago. J. A. T. E. will hold a regular meeting this morning at 10 o'clock. Dr. C. A. Eller will return tomorrow from New Orleans, where he has been attending the dental convention. Robert Foster, state leader of Boys' Girls' clubs, was an Albuquerque visitor yesterday from State College. E. Maharam, who has been spending the summer in California, will arrive today and will remain for a week or ten days. The art class of the Woman's club will meet with Mrs. Thomas Danahy, 421 North Eleventh street, Monday from 2 to 5 p. m. W. F. Ross of the City Electric company, will speak tonight at 8 o'clock at the colored Baptist church on Lead avenue between Fifth and Sixth streets. H. W. McElroy, attorney for the El Paso & Southwestern railroad, was in Albuquerque yesterday on legal business. Atanasio Montoya will leave tomorrow for a business trip to Kansas City, Chicago and St. Louis. On his return he will visit the eastern counties in New Mexico in his official capacity as director of rural education for the University of New Mexico. The Royal Neighbors held a pleasant social meeting Wednesday night in I. O. O. F. hall. A short program was followed by dancing and supper. The Royal Neighbors will meet in the future on every second and fourth Wednesday night of the month and plan to have a social once a month. The success of last Wednesday's meeting was due to the efforts of the entertainment committee, Mesdames Lehman, Kottmann and Swope. At the last meeting of the Knights and Ladies of Security a large class was initiated. The general manager, H. C. Wolfson, presented J. J. Heaney, president of the lodge, with a Bible for the council, a gift from William A. Biby, for whom the council was named. Two team captains were appointed for a membership contest to run until the first of next year, when the losers will entertain the winning side. The Women's Catholic Order of Foresters held their monthly meeting last Tuesday evening at the W. O. W. hall. Six new members were initiated and following the meeting were refreshments of coffee and fancy cakes. Plans were made for a Halloween card party to be given October 29, at 2:30 at the W. O. W. hall. The party will be in keeping with the Halloween season, and after the card games refreshments will be served. Everyone is cordially invited.

STONE ROADS AND SHADE TREES. New York Times. Signs multiply that the returning apostles of good roads. He knows that except for the network of highways leading to Verdun not even the heroic poilu could have kept the Germans from passing. Day and night, as long as the peril lasted, an unending line of motor trucks rolled into the threatened region and back again. On a scale only slightly less impressive, it was always so when they was a "show" on. In the minds of our soldiers, however, the military need of stone roads seems less important than the commercial need; and always a deep sense seems present of the beauty of the smooth and shaded highway. The Amaroc News, official organ of our army on the Rhine, points out that of the 2,750,000 miles of highway in the United States, less than 275,000 miles, or one in ten, has any form of surfacing whatever. But it becomes lyric when it notes that in France "each road, it matters not how small or how seldom used, has its quota of beautiful shade trees whose limbs form an arch to protect the traveler from the sun."

BRADSTREET'S REVIEW. New York, Oct. 24.—Bradstreet's tomorrow will say: "Two apparently diverse views of the trade and industrial situation present themselves according as the immediate situation or the more distant future is regarded. Current buying is active, never more so indeed in many lines and the only complaint is inadequacy of materials or of finished products to supply demand. Buying of wearing apparel, much of it of a high grade, is excellent, and luxuries, jewelry, automobiles and kindred articles apparently never sold better. If any hesitation is visible it is in some lines of goods in which price weakness is predicted. Prices as a whole are steady and official and other price comparisons, while reflecting a fair lowering of food price levels at wholesale since August 1, point to only a slight net reduction in the entire list with a retail price slow to follow wholesale quotations downward. Manufacturing, though crippled by strikes of labor inefficiency, ranges from fair to active with a majority of reports indicating efforts being made to fill piled-up orders.

NEW Mitchell SIXES 100 Notable Changes Have Created A New-Type Six There are over 100 improvements shown in the new Mitchell Six. Not novel features and minor attractions, but changes based on new ideas and standards. The great object has been to add strength and endurance—to give you a longer-lived car. To cut down upkeep and operating cost. And to offer a car which will remain silent and new and efficient. Where Cars Differ Cars of the same class don't differ much in original performance. And not very much in appearance. The great difference shows in the way a car stays new. Most of these Mitchell advances aim at lasting satisfaction. That means, for one thing, greater strength. We are using larger parts, better steels, new heat treatments. The rear axle is much larger. It means minimized wear. We are using larger bearings. Cylinders are ground to utter smoothness—pistons are perfectly fitted. Crankshafts are twice balanced on two new-type machines. The axles have both roller and ball bearings. It means higher standards, more exacting tests. A large staff of trained inspectors watch and test all details of this car. Finer Workmanship This new Mitchell has a new style body. The lines are new, the color, finish and equipment. But there is also a stancher body frame. There is a finish that keeps its lustre. There is a new-grade top which stays new. The upholstery is high-grade leather. The hair filling is interlaced so the cushions keep their shape. The steering gear is ball bearing. A new disc clutch is adopted. Brake efficiency is increased by a new design. Long cantilever rear springs give matchless riding comfort, yet ample tests have proved them unbreakable in use. The Years Will Show Not all these gains are apparent when the car is new. But every year will bring them out more clearly. You will realize that when you study the details and compare the new type with the old. In our opinion, this new Mitchell is the future type of Six. Men who pay today's car prices will demand these higher standards. Go see them and judge this for yourself. Here is the greatest value in this class today. Ask for our new catalog.

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