

MORGENTHAU TO SAVE AUSTRIA

Henry Morgenthau Proposes to Save Austria from Financial Ruin; Project to Form \$50,000,000 Corporation to Reorganize Industries.

PARIS, July 26. (By Mail).—Henry Morgenthau has had time, in the past week, to receive comments upon his proposal to rescue Austria from financial ruin which he announced in Paris July 13. These comments have been encouraging and helpful, for he was cheerfully ready today to elaborate his project for the formation of a \$50,000,000 corporation to reorganize Austrian industry.

He dwelt among other things upon the need to the world of saving the intellectual life of Austria, and said charity was not the proper means to this end, but rather a benevolent and intelligent leadership from the outside; men who would show Austria how to help herself.

"What is needed is an outside, independent, and helpful influence," Mr. Morgenthau said to the Associated Press. "While my plan is primarily benevolent, I am quite sure that the international bank I have in mind will earn money from the start. I pitched on Austria for this work primarily, because I fear her large intellectual class may otherwise be starved out. It would not only be a pity, but a loss to the world of art and medicine and music, should the world stand aside and let this people go to pieces. There is a larger class engaged in such pursuits in Austria than in any other country, and this is not a class that can be grown again overnight. Its existence is the result of centuries of study and thought and wealth and effort."

"Since the Austrian Empire broke up, Vienna and the country round about has been flourishing, politically and financially with all the allies and Americans inclined to help this fine people, but with no one willing to take the lead to put the country economically on her feet. A lot of charity has been expended there, but charity is not exactly the solution."

Austria needs a well-directed effort in reorganization. When a railroad does not pay in the United States, there is a reorganization; new capital and new blood are put in, and the country goes right along and makes money again.

"There is plenty of actual wealth and possibilities for industry in Austria. What is needed is for some disinterested concern to create confidence, to get behind the Austrians and show them what they can do."

"So soon as this bank is formed," Mr. Morgenthau continued, "I have no doubt we will have a large number of Austrian depositors who are afraid to put money elsewhere. There are today large sums of gold and silver money buried in the ground throughout Austria. Besides, Austrians have large deposits lying more or less idle in Holland and Switzerland, afraid to bring the money home. One need never fear that Austrian banks now existing will go broke; they have large stakes placed outside of Austria to cover them."

"Austria presents an attractive financial proposition. She now is almost as large as the state of Indiana, or about four times the size of Massachusetts. Vienna is the sixth city of the world. There are large possibilities in creating a tourist business. Consider what money was made, and is being made, out of Egypt by tourist companies."

"The art galleries of Vienna in themselves are among the most attractive in the world. If I had a hundred and fifty million dollars, I'd give every cent of it to own the Lichtenstein gallery. Austria has her watering resorts, her cures, her old baths, her mountains, her old palaces and her castles rich in history, to attract strangers."

"But the most money will be made out of her industries. Vienna is internationally famous for her furniture, her leather and art goods and toys, and her automobile factories. She has a large class of skilled workmen. She has mines of gold and other minerals."

"Since the first details of my plan were published, I have had many offers and suggestions. E. A. Piene, of Boston, told me he thought Vienna should be made a sort of free port, with no customs barriers, where all countries of Central Europe might come and trade or exchange."

"Many people have told me I

AIR VERSUS SEA CONTROVERSY

Question of Aircraft Menace and Building of Two Capital Ships Raised in House of Lords.

LONDON, July 26. (By Mail).—The question of the aircraft menace and the building of the two capital ships sanctioned by the Washington naval agreement, has been raised in the House of Lords by the Marquis of Linlithgow.

Why, he asked, should it be thought that supremacy in the air would give to the belligerent that obtained it the military advantage belonging to command of the sea? He doubted the ability of aircraft to carry any appreciable quantity of the food supplies needed by Britain, or to protect her lines of commerce.

Also he doubted that the bomb-dropping or torpedo-firing airplane would be able to neutralize the capital ship, against which a stream of "interested propaganda" was being directed.

Lord Lee retorted that Britain's naval policy was unchanged and the capital ship was still regarded as indispensable.

"There have been no new developments in connection with either aerial or under-water attack," he said, "which necessitates a reversal of the decision of the government to proceed with these capital ships, or, indeed, any modification in the constructional designs which have been already approved."

"It is the view of the admiralty and its military advisers," he added, "fortified and based on the experience of the war and by a long series of experiments, that it is possible, both constructionally and financially, to build capital ships which shall be reasonably proof against any known or likely methods of attack. The necessary designs for that purpose already have been worked out and approved and are ready for the use of the builder."

"Unless these two capital ships are proceeded with," Lord Lee concluded, "we shall have to abandon the one power standard and fall to

NEW TREATMENT FOR WHEAT SMUT

Copper Carbonate Shows Better Results in Union County than Blue Vitriol According to Tests.

In a series of tests that have been conducted in Union county and other counties in the state that are prominent as wheat producers, it has been demonstrated that copper carbonate treatment for smut is slightly more successful than blue vitriol throughout the state and in Union county there is a larger difference. Wheat treated by blue vitriol in Union county shows 3.2 smut and wheat treated by copper carbonate shows only 2.2. Formaldehyde treatment is much more efficient in regard to killing the smut than either of the other two.

However, on the whole, copper far exceeds formaldehyde as the best to use, as it not only kills the greater share of smut but also tends to result in a greater germination of the seeds. Wheat treated by copper carbonate shows twice as much germination as that by blue vitriol.

A number of tests similar to those cited in Union county this season will be tried out next season, a small machine resembling a barrel churn being used in treating the grain. Several farmers who have used this method are planning on treating a much larger quantity of seed wheat next season than heretofore.

Colors as Medicine. The responsiveness of the physical organism to changes of color is a belief that is reflected in the customs of many peoples. From the earliest times it has been the practice of the Chinese to clothe victims of smallpox in carmine. In Tonkin children with measles are painted red, while in Spain the traditional prescription for the same malady is a red shirt and red syrup.

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QUEEN RIDES LONG, LONG AGO

LONDON, Aug. 2. (By Mail).—The woman who was Queen of Spain in 1692, Mariana, spent 16 days on board a British fleet at Flushing, where she is the first letter of Admiral Russell, in command, wrote to London about her. The communication has been given out by the Historical Manuscript Commission.

"I have had the Queen on board this Majesty's yacht this sixteen days, and have as well as I could, disposed of a numerous bevy of trainees and heard the several men of war. There are about 220 persons, all very proud, few cloaths, and no money. I have left three weeks under water in a hole of the yacht but a yard long and not two yards broad; it is a great burden to me that I am weary of leaving, and shall be so, till I am blessed with a safe return from the Queen to England."

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