

TELLS HOW BRITISH FRIENDSHIP SAVED AMERICA IN CRISIS

Hannis Taylor Says Germany Sought Coalition to Support Spain—At the Time he was Minister at Madrid.

Washington, D. C., April 18.—A representative of the Herald called today upon Mr. Hannis Taylor, who was Minister to Spain during President Cleveland's second administration, and exhibited to him a newspaper clipping which read as follows:—

"Interesting diplomatic information not heretofore made public was disclosed in some circles today concerning the friendship which Arthur J. Balfour, the British Foreign Secretary and head of the British Commission, bears to the United States. At the outbreak of the Spanish war in 1898 the German Emperor sought to form a coalition of European governments to exert pressure on Spain's behalf against the United States. Mr. Balfour, then in the British Foreign Office, opposed the idea so vigorously that it died prematurely and the Kaiser's scheme came to naught."

Testifies to England's Aid

Mr. Taylor, when asked whether he was willing to comment upon this statement after a moment's hesitation, said:—

"While I can only speak with reserve and to a limited extent of a transaction which was understood in its entirety by only two Americans—the late Mr. Olney and myself—I feel it my duty to say enough to remove some of the misapprehensions which always befell the matter whenever it is mentioned. In the first place, the attempt to form the European coalition against the United States, referred to in the article in question, occurred in the summer of 1896 and not in 1898. Lord Salisbury then was Prime Minister of Great Britain, and my good friend, Sir Henry Drummond Wolff, was English Ambassador at Madrid. The Spanish Prime Minister at that time was the famous Canovas del Castillo, and the Minister of Foreign Affairs was the Duke of Tetuan, grandnephew of Marshal O'Donnell, one of the noblest men that ever lived."

"We were all at the summer capital at San Sebastian, where the leading actor was the Austrian Ambassador, Count Dubsy, the architect of the whole design, supported by an active sympathy and assistance of the German Ambassador, Von Radowitz, a pupil and friend of Bismarck. If you desire all the details of a story, really a kind of diplomatic romance, you must wait for a little autobiography, which will not appear until after my death."

Coalition Smashed

"In the meantime, I can only tell you this: Just at the moment when the coalition in question—designed as a modern version of the 'Holy Alliance' of 1817—was about to be consummated, everything was upset by the refusal of Great Britain to co-operate. She made it known, in no uncertain terms, that if the attempt was made against us she would stand, with her whole strength, by the side of the United States."

"At the psychological moment the entire situation was revealed to me by a distinguished British journalist then living in Spain, and I lost no time, you may be sure, in communicating with my chief, Mr. Olney, then Secretary of State, who gave me his most cordial thanks and congratulations. The details of what happened at London in the Cabinet of Lord Salisbury I never knew. But I do know that at the critical moment Great Britain intervened and saved us from what would have been the greatest humiliation in our history. You must wait for the autobiography for the important aftermath of bad feeling that existed for some time between Count Dubsy on the one hand and the British Ambassador and myself on the other. The Count believed, and justly, that Sir Henry had snatched from his brows a diplomatic triumph that would have placed him at the head of his profession. As twenty years have passed by, and as nearly all the actors in the event are dead, I feel that it is not improper for me at this time to give to Great Britain the benefit of the truth as I know it to be."

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GENERAL GOETHALS VIGOROUSLY BEGINS WOODEN SHIP TASK

Arrives in Washington and Immediately Confers with Representatives of Board.

Major-General George Washington Goethals has arrived here and immediately began work upon the mammoth task assigned him by President Wilson of constructing a fleet of one thousand or more wooden vessels in record time to break the German submarine blockade of Entente countries.

With the same vigor and decisiveness that brought him success in building the big ditch at Panama, Major General Goethals plunged into his work within the hour of his arrival. All of today he spent in conferences with representatives of the Shipping Board, with his assistants and with representatives of shipbuilding firms who will help him in his task.

Tomorrow formal application will be made under the laws of the District of Columbia for incorporation with capital stock of \$50,000,000 of the company that is to control this work and which Major-General Goethals will head. The shipping board will at first own all of the capital stock. Some may later be offered to the public, though the board will retain control. With the establishment of this corporation it is expected here that immediate action will be taken to acquire for the government use of all the German merchant ships in American harbors, and that these will be placed under control of the new governmental merchant marine corporation. There are some 700,000 tons of German shipping available. Purchases of ships

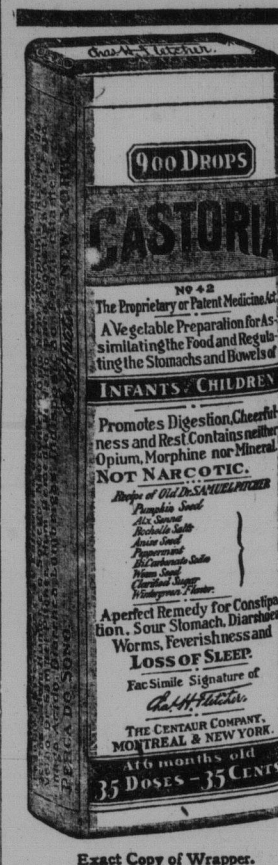
ST. JOHN TRAIN HELD UP EIGHT HOURS BY WRECK

Several Cars of Freight Leave Track Near Kent Junction and are Almost Totally Demolished.

Passengers from the southern part of New Brunswick on the Intercolonial Railway on Saturday did not reach the city until about an hour after midnight, the train being nearly eight hours late. The delay was caused by quite a serious accident to a freight train within a mile or two south of Kent Junction. The accident occurred about five o'clock on Saturday morning and resulted from a broken axle. Several of the cars left the track and with their contents were almost totally demolished. A wrecking train went to the scene of the wreck and after several hours hard work were able to clear the rails. No one was seriously injured in the wreck.

may be made beyond that. The government, it is said, can requisition and use the Austrian ships in American harbors as well as the German. Thus the new corporation probably will be able to deliver heavy blows against the submarine blockade at once. The problem of personnel for this new merchant marine is going to be a difficult one, it is feared here. It may be, it is said, that the government will soon begin a recruiting campaign for seamen for these merchant ships just as it does for the navy.

—N. Y. Herald.



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CORR

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