

A BATTLE ON WITH GRAND TRUNK

DE VALERA INTERVIEWED NEAR CITY OF DUBLIN

Predicts Violence Would Follow Turndown at Paris

SAID TO BE ON WAY TO THE UNITED STATES.

NEW YORK, N.Y., March 12. (Copyright 1919 by the United Press)—Edward De Valera, fugitive president of the Sinn Feins, who escaped from Lincoln prison in England and is being hunted by the British government, has been found and interviewed by a United Press staff correspondent. De Valera, who will probably be named President of Ireland in event of a revolution there, was located near Dublin by Ralph F. Connel of the United Press. Connel, a cap pulled down over his eyes so he could not see, was led to the rebel leader's hiding place, where De Valera gave an interview.

Later the correspondent secured a signed statement, in which the Sinn Fein chief predicted violence and bloodshed in Ireland if the Peace conference does not act to prevent it. With De Valera's statement and the interview and with much firsthand knowledge about actual conditions in Ireland, the correspondent returned to the United States, thus insuring safe delivery of his information in New York without interference by the censor.

REMARKS MADE BY DE VALERA.

DUBLIN, Feb. 21. (By Ralph F. Connel)—"Violence will be the only alternative remaining to Irish patriots if the Peace conference at Paris fails to take steps to extend self-determination to Ireland."

Edward De Valera, fugitive president of the revolutionary Sinn Fein party, made this prediction to me two hours ago at a secret midnight interview. "This means something like a continued revolution until Ireland's rights are recognized," he said.

His black eyes flashed when he said this, his big jaw squared. He spoke quickly. Nevertheless he was emphatic. De Valera, the American-born son of an Irish mother and a Spanish father, is the soul of the Irish revolutionary movement. British secret police have been hunting him ever since his romantic escape eleven days ago from Lincoln jail, on the east coast of England. I am told that only five persons in the United Kingdom knew he was hiding within a few miles of Dublin.

Not far from where we met there were thousands of English soldiers. Dublin swarms with them, as does all Ireland. These troops, tin-hatted, fully equipped and armed, guard every public building and all bridges, docks and railroad stations. Their presence has created a tense feeling. Many continually fear clashes between soldiers and civilians.

"De Valera is risking his liberty in permitting this interview," said the Sinn Fein leader, who arranged it, "but the chief is willing to take chances in the hope that he will be able to get across to the American people a message from the Irish republican government."

De Valera quoted from President Wilson's fourteen points to prove that Ireland has a right to self-determination.

No revolutionary action will be undertaken in Ireland until the peace conference shows conclusively that self-determination will not be granted," he said. "We hope to avoid violence," he declared. "It means bloodshed, deaths, court martials and perhaps executions. But if we have to fight again to gain our rights, if that is forced on us, we shall not hesitate. Ireland must have complete independence."

"It's a big job we've undertaken, gaining complete independence for Ireland. In the message I am to write for you, I'll try to give the reasons why we feel we must have it. We're going to win. I think every man in Ireland will be willing to back us in our demands when we make them. Meanwhile we have our government completely organized. We can take over the administration of our country at a moment's notice. That's what Irish republican government was organized for."

Sinn Feiners said today that by the time this is in print in America, De Valera will be on a ship bound for the United States. They plan to smuggle him out of Ireland. Meanwhile he flits about from hiding place to hiding place at night to elude British agents, and directs the work of the Sinn Feiners.

Elaborate precautions were taken before I was permitted to see this former professor of mathematics, who was condemned to death for leading the fighting during the Easter rebellion. I was told to be waiting at 8 p.m. at the side entrance of my hotel. This entrance is in a dark, narrow street. Precisely at the hour fixed a closed automobile halted at the curb. Leaving the motor running, the chauffeur approached and whispered my name. I got in hurriedly. The inside of the machine was luxuriously upholstered. In a corner of the seat was a young Irishman, who was to be my guide. He was one of seventy-three Sinn

Feiners (including De Valera) who were elected members of the British house of commons at the December elections. On his knees he held a thick, heavy cane—almost a club. He apologized, then searched me for weapons.

"We've a two-hour drive ahead of us," he said as the automobile moved away from the hotel. In a few minutes we were out of Dublin, turning and twisting over country roads until all sense of direction was lost. We arrived eventually in the outskirts of a sleeping village. There we walked up and down, while the Irishman frequently peered at his watch. Presently another auto, without lights, drew up. My guide jerked my cap down over my nose so I could see nothing, then pushed me into the car. For half an hour we drove at a rate that seemed very fast. We got out and I sensed a garage. Then I was led across what seemed to be a courtyard. My guide kept urging speed. A door slammed and I felt the warm air of a house. Up a heavily-carpeted stairs and through a door we went. Then I heard: "Now you can take the bandage from your eyes."

I was surprised to find myself in a big room, richly furnished in mahogany, with thick velvet carpets and velvet curtains, tightly drawn over tall windows. A softly-shaded lamp stood on a grand panel in one corner. Before a great fire place, warming his hands, was a tall man in a baggy black suit, with a black silk handkerchief around his throat instead of a collar. He wore rubber-soled slippers. This was De Valera.

He smiled broadly, shook hands swiftly and turned to whisper some directions to the guide. Then he talked. A maid in trim uniform appeared with a tray and silver tea service. Between sips, De Valera discussed the chances of a successful revolution against 200,000 soldiers, who he said are "occupying Ireland." A half hour later I was again speeding toward Dublin, my cap still over my nose. De Valera, I was told would soon be hurrying in another direction.

De Valera's statement will be published tomorrow.

DUBLIN CORPORATION PROTESTS.

DUBLIN, March 5.—At a meeting of the Dublin corporation last night, Sinn Fein members of parliament protested against the action of prison authorities at Belfast jail. The corporation, led by Lord Mayor, proceeded to Dublin castle where they protested to the government officials. The under secretary agreed to communicate protest to British cabinet.

The dispatch does not indicate what "action" of Belfast prison authorities was under protest.

Wild West Tragedy In Chicago Street

CITIZEN WITH RIFLE RESISTS POLICE

CHICAGO, March 12.—Two policemen and a civilian are in the hospital today with bullet wounds inflicted by a man barricaded in his own house while the latter is dead, with part of his head blown off, having turned his rifle against himself.

For three hours, early today, George Ondek, a real-estate dealer and expert marksman, held more than half a hundred policemen at bay, exchanging shot for shot and driving the besiegers to the cover of adjacent buildings. When Ondek was reduced to his last cartridge, he shot himself.

Half an hour after the firing ceased, the police entered the house and found Ondek dead in a front room. In rear room were Mrs. Ondek and her 6 children, lying on the floor to escape the bullets that crashed through the frame cottage walls.

Ondek is said to have been drinking and the police were hunting him with a warrant charging cruelty, sworn out by his wife.

Rhine May Be Opened To All Nations

PARIS, March 12.—The recommendation that navigation of the Rhine be opened to all nations without discrimination, was made in a report to the Peace conference today by the commission on the International regime of waterways, railways and ports.

It was suggested that the Rhine be controlled by a Commission similar to the Danube commission.

The status of the Kiel canal has been settled by the commission on the basis of freedom of use for all nations and their merchant vessels and steamships in time of peace. The canal would continue under German ownership and operation.

German Gov't Troops Take Lichtenberg

SPARTACANS HOLD SECTION OF BERLIN.

BERLIN, March 12. (Fred J. Taylor)—Berlin was menaced anew by Spartacan outbreaks today. Government troops, after desperate fighting captured the greater part of the suburb of Lichtenberg. Most of the Spartacans fled from there to the southeastern part of the city proper. Strongly reinforced by recruits they entrenched themselves. From these new positions their artillery now endangers a large portion of city.

Meanwhile the insurgent forces remaining in Lichtenberg fell back to the railway station where they organized new defenses. Detachment of a large part of the government forces to combat the Spartacans in the southeastern section of city, rendered capture of the Lichtenberg station a serious problem. The government's position was made increasingly difficult by a public demand that the use of artillery and airplane bombs cease.

Through fear that resistance this demand might turn the people against the government, it seemed possible that War Minister Noske would accede

completion of the terms for a preliminary treaty. The next step will be calling in the German delegates for submission of the draft.

The plan for the establishment of a new "buffer" state, composed of Rhineland provinces, is expected to permit rapid progress in the determination of Germany's western boundaries, probably on Friday, the day it is taken up.

Hundreds Of Thousands To Be Spent On O.A.C.

PRESIDENT CREAMER MAKES ANNOUNCEMENT.

GUELPH, Ont., March 12.—Dr. G. C. Creamer, President of the O.A.C., stated today that new buildings, which would cost close to a quarter million of dollars, would be erected at the O.A.C. this year.

These include a new boys' dormitory, which will be erected on the campus at a cost of \$150,000; an addition to McDonald hall, to accommodate 15 more girl students, at \$200,000; a new assembly building at \$15,000; and a Memorial hall in memory of the O.A.C. students who were killed during the war.

This latter building, which will have a public lecture room and chapel, will cost about \$40,000.

Between 600 and 700 O.A.C. students enlisted and of this number more than 100 paid the supreme sacrifice.

Regrettable Incident Occurs At Halifax

OTTAWA REFUSES TO SEND RESERVISTS TO NEW YORK.

HALIFAX, N.S., March 12.—Conditions aboard the troopship Toloa are in a critical state to-day owing to the refusal of the military authorities at Ottawa to furnish transportation for their homes for three hundred British reservists, who were proceeding

ing to New York on the steamer when she was ordered back to Halifax to coal, owing to a strike in that port.

Captain Jackson came ashore this morning to receive the decision of the Canadian authorities after he had been informed by a delegation that the men would take the ship unless they were allowed to come ashore and proceed to their destinations by rail. Captain Jackson states that he has no guns aboard and that the ship is at the mercy of the men.

Among the 293 men aboard the Toloa are eighty-one American citizens, seventy of whom claim to be American born. They all came to Canada during the early months of the war and enlisted in the British expeditionary forces. Captain Jackson contends that his orders from the British admiralty were to take the men to Halifax and disembark them there.

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ALEX ANDER MCKENZIE, an old-time fur trader of the Peace River district, who served 40 years as an officer of the Hudson Bay Company and whose name and fame counted for much in the north land, died recently at Peace River, Alberta.

ELORA MEN PUT THEIR APPEAL FOR ELECTRIC RAILWAY BEFORE THE CITY

B. and N. Railway Co. Ready to Build Provided Municipalities Guarantee Bonds Which Would Amount to \$500,000 to \$600,000, Estimated Cost of Road. Local Board Will Seek Co-operation of City Council in order to Investigate and Have Action Taken.

The city can secure electric railway connection with Elora. The B. and N. Railway company, who own and operate the Bridgeport line are ready to proceed immediately with the extension of the present railway provided the municipalities interested and to be benefited by the extension will support the company in the way of guaranteeing their bonds, which would be issued by them to cover the cost of the extension, which would be \$500,000 to \$600,000. It was intimated some time ago by Mr. W. H. Breithaupt of the company that they would be ready to proceed soon, provided some support were received from the municipalities but the announcement made last evening in the City Hall by him before the local Board of Trade and a delegation from the Elora Board was the first definite announcement that has been received.

Elora wants the electric road and is after it in all seriousness. They placed their appeal before the local Board and they met with a reciprocal enthusiasm on the part of the city's men who were present at the meeting. The result of the discussion was that a motion was passed unanimously authorizing the Board and the Council of the Board to cooperate with the City Council in investigating the matter thoroughly and in having action taken. Assurance was given the Elora men that the city also wants the railway and that no stone will be left unturned in the efforts to secure it. "Let me assure the gentlemen from Elora that we want this road. We are going after it and will apply pressure and more pressure until we get it. This resolution to-night means action," Mr. N. M. Davison, the president of the local Board of Trade, said. "Hear, hear, that's the way to talk," one of the Elora men replied amidst the plaudits of his codelegates from the north.

Elora Needs The Road

Mr. J. F. Cameron, the president of the Elora Board of Trade, was the first speaker of the deputation which was introduced by Mr. A. S. Capwell, who was glad to see them here, interested in a question which vitally effected all municipalities, the advantages in additional links in transportation being well-known. Mr. Cameron said: "Our purpose is to learn your attitude to the matter of getting an electric road between your city and Elora. My hope is the line will be built. Personally, I am strongly in favor of radial railways. I have travelled on the Lake Erie and Northern considerably and others and I have noticed the benefits that the various towns on these roads have derived from them. As far as Elora is concerned we must have something new. The manufacturers in our town want something this year. Our freight facilities are poor and must be improved. In our own instance we must team all our shipments to the railway."

"Regarding this matter, personally I don't know what you have done. There are a few things about which we would like to get information. What about the franchise renewal of your Bridgeport line? If we secured an extension of the line would we get connection with the Lake Erie and Northern road? What has Kitchen done with Mr. Carvell. I was under the impression that a reasonable amount had been set aside to improve the harbor facilities at Port Dover but now it seems nothing or very little is to be done. Could we get coal via the Port? We want to be on the lake."

City Has Been After It

President N. M. Davison replied that this city has been after the desired improvement at Port Dover. "In fact the city had much to do in starting the movement to secure better facilities at Port Dover. As to our 1919 program unfortunately the matter has been left off and it must be a great disappointment to note that this occurred. But nevertheless let me assure the gentlemen that this Board will continue to apply pressure and increase it if necessary in order to secure the necessary facilities at Port Dover," the President said.

Must Build after Securing Franchise

Mr. J. F. Richardson, M.P.P., of Elora, was called on. "Regarding

the question of electric roads, generally speaking, leave it Sir Adam. They'll win out we know. We want the Hydro Commission to control all electric roads in the province.

"Regarding the extension as proposed let me say I will do all I can to secure it. But what about the extension of the franchise that the Bridgeport line are asking for? Will Mr. Breithaupt assure us that he will build the road soon? The main thing for Elora is to get better transportation facilities. The matter of going further, say to Fergus, might also be thought of. There is no reason why the proposition would not carry in all municipalities if we all put our shoulder to the wheel. We don't like the idea of renewing any franchise without getting the road built. We want them to build the line."

Mr. J. C. Mundall, one of Elora's big manufacturers, followed. "There is no question about the line as proposed paying, nor about the necessity. This line will not compete with any other line. The day of stage coaches is past and there is no doubt about the paying possibilities of the road. We must have a system to connect with the C.P.R. line so that we'll secure connections with the lines to the South and with the lake port to the south. I look to the line some day being extended up north too, to Fergus and even to the lake."

"As far as we in Elora are concerned we're not afraid that Kitchen will benefit to our disadvantage. We see advantages in it for us. We have a fine place up there which would become still more popular were such a line built. There are the rocks, so attractive, and we could provide a dancing quarter, a pavilion, and refreshment places."

"As I have said, there is no doubt about the desirability of the road. What has the G.P.A.H. meant for Galt, Preston and Kitchener? Just consider Preston. I remember the time when the cry was raised in Preston at the time the road was advocated that it would mean ruin for that town. In those days you could shoot a cannon down street in Preston without hitting anybody. (Continued on Page 2.)

Tex Rickard Prefers To Stage Fight in N.Y.

Says Better 10 Rounds in New York Than 20 in Reno.

WATCHING ACTIONS OF LEGISLATURES.

NEW YORK, N.Y., March 12. (By To - Lewis)—"Better ten rounds in New York than twenty in Reno," This in substance is the slogan of Tex Rickard, promoter of the Willard-Dempsey championship contest, who has just breezed into New York, fresh from the oilfields of the southwest.

Rickard would not admit that the west is definitely out of the running for the combat, but he did confess a strong liking for the east. "I'm not jumping at a place to hold the fight," Rickard told a flock of newspapermen who bombarded him at the Biltmore, "but I will be honest about this thing. I would rather promote ten or twelve rounds in the east than to go in for a twenty-rounds slug in the west. But there are a bunch of places; and there is plenty of time."

"But how are you betting," Tex was asked.

He laughed. "That's a puzzle," he said, "and I'll admit I haven't figured it out. "But" he added significantly, "I'll predict that Dempsey will go into the ring on July fourth an even-money choice. Think not that well I know that's something that has never happened in a championship contest, but they're mighty strong for Jack out there in the sticks."

Here the wily promoter opened up a bit and contributed this bit of information: "I'd rather bet my money that the fight won't go ten rounds than to wager that it would go over ten."

"Why?" he was asked.

"Dempsey's speed," he said laconically. "That's what makes me feel that way."

Rickard's statement, coupled with the fact that the New York boxing bill comes up for hearing in Albany today, leads boxing followers here to

believe that Tex has his New York very close to his heart all along. His timely arrival here on the eve of the hearing, his frank admission that he has a hankering for the eastern battle-ground, and his easy dismissal of the subject, when flattery offers from west were suggested, confirms that belief in the minds of many that the big fracas will be staged here if Rickard has his choice.

The promoter is watching the actions of the Illinois and New York legislatures with keen interest. But Rickard has ample rooming ground if these strongholds fail him.

"Haven't we got Arizona, Massachusetts, New Jersey, Colorado, Ohio, Louisiana, Rhode Island, Oklahoma, Mississippi and Texas to lean on?" he asks with his quiet grin, "and besides we have Hamilton, Quebec and Halifax. So why jump at a place?"

Rickard said he would hang up a purse of \$10,000 for the semi-wind up. He is willing that the largest man in the navy and the heaviest man in the army shall contest for this prize. But he will tolerate no professional. "Just two big green heavy weights. Is the way we put it."

Disposing of an Idaho offer from Alla Hager of \$165,000 for the sale of the fight, Rickard said the big bout is not on the market in quite this way.

OLYMPIC B.INGING 5,000 CANADIANS.

LONDON, March 12.—It is officially announced that the White Star liner Olympic, with five thousand Canadians on board, sails for Halifax on March 15. An additional thirty thousand Canadian soldiers should sail before the end of March.

150,000 SA LOONS PLANNED ACROSS MEXICAN BORDER.

SAN FRANCISCO, March 11.—At least 150,000 men, according to statement of James W. Coffroth, race-track owner and sportsman, plan to open saloons and other resorts where liquor can be purchased on the Mexican side of the border after July 1.