

four arranged by the Royal Mail Steam Packet Co, whose steamer the "Avon" will take in the Shannon in its cruise next summer, and it is hoped that the visitors will have time, after sailing up our noble river, to explore the many places of scenic and antiquarian interest in this district. Recently Captain C. Harrahan, our energetic and courteous Harbour Master, arranged in his capacity as Pilot Master with the Shannon pilots to charge reduced fees in respect of the "Avon," and at yesterday's meeting of the Harbour Board a letter was read from the Company thanking the Board for their generous concession. They added that they hoped they would be successful in bringing a full complement of passengers on the cruise to Limerick.

ACCOUNTANT'S SUDDEN DEATH.

The death occurred in one of the city clubs last night with tragic suddenness of Mr James Maunsell, chief accountant at the grocery and spirit establishment of Messrs W. Lloyd, O'Connell street. The deceased, who was about sixty years of age, was a native of Cashel, but had been in business in the city for a number of years, and was unmarried. He was sitting in the club, chatting with a friend when he had a seizure, and expired soon after the arrival of a priest and doctor. The remains were later removed to the morgue at Barrington's Hospital in the Fire Station ambulance.

An inquest was held this evening by Mr J. S. McNeice, City Coroner, and a verdict of death from heart failure returned.

RUGBY INTERNATIONAL BROADCAST.

The broadcast of the International Rugby match at Cardiff on Saturday last was entrusted to Dr W. P. Roche, a Limerick man, now practising in Newport. Dr Roche, whose running commentary on the game was quite clear and well delivered, got his Green Cap while a student at University College, Cork, and since he went to reside in Waterford has been prominently identified with the Newport Club. He is a son of Mr J. H. Roche, flour merchant, William street.

L.P.Y.M.A. LITERARY CLASS.

A most interesting lecture was

link railway, and of reduction in harbour dues. His firm was not interested in dock extension, as there was no congestion as far as the timber trade was concerned. He would not be opposed to an extension if he required it himself.

The witness created much laughter when he said that he was sorry he was not Mr Goodbody.

Mr Reardon—You seem to be strongly in favour of reducing the dues?—Naturally.

And a reduction of income tax?—Yes.

Mr Reardon—If we could abolish income tax we would have a regular El Dorado.

Continuing, the witness said as far as he could see Messrs Bannatyne found, in the course of their business, that they required this extension and other people did not.

What about Mr Ryan, who is interested in the timber trade as a Director of Messrs. Spaight?—As a Director because he is a builder.

Do you really suggest he has not sufficient intelligence to give an opinion about the timber trade?—I think Mr Ryan's knowledge of the timber trade is about equal to mine of the building trade.

You are out for your own business altogether, and you are in favour of the railway?—It is a very good idea.

From your point of view a railway link would suit you admirably, as the Great Southern system is alongside your premises.

MR M. MARTIN.

Mr M. Martin, a member of the Advisory Board of the Condensed Milk Company, stated they were large importers of sugar and coal, and were in favour of the link railway and a reduction in harbour dues. They had no interest in dock extension.

Mr Reardon—How many employes have you in Limerick?—Off-hand I could not tell you.

Have you twenty?—We have much more.

This Company was in liquidation?—Yes, it is.

You are interested only in the manufacture of condensed milk?—And butter.

I thought butter-making had ceased at the Lansdowne Factory?—Yes.

MR E. J. MURPHY.

Mr E. J. Murphy, B.E., Dublin, was next examined on the engineering aspect of the new dock, and said his view was that Sir John Griffiths' plan, which provided for an extension at a cost of £98,000, would be the most suitable. An extra depth of two feet at the sill would not be sufficient unless the channel was deepened.

The witness was cross-examined in detail on the technical side of the proposed scheme. By means of two model ships he gave the points of difficulty in the navigable channel for ships of 22 feet draft. His

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