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CHRONICLE
768.]
MAY 22, 1890.
mitted, the Pros-
our fourth page.
Promoting Irish
suggestions that

ould be avoided, and £3 10s more value re-
tained upon each beast, which value would be
retained in the country. But this is not all,
for by slaughtering the animals in this country
and utilising the offal, a great impulse would
be given to such industries as tanning and
leather dressing, wool cleaning, glue and gela-
tine making, and many others which are in
need of support and encouragement. The
Irish Meat Company has, therefore, been
formed for the purpose of avoiding all deteriora-
tion in value and all waste. The animals will
be bought here and slaughtered, the meat
being transmitted in cool chambers to the
great English markets, without any deprecia-
tion in value occurring between the sale of the
animal and the joints being placed in the stalls
of the butchers. The difference is clear gain
to the farmer and the Company. Then, again,
the offal is all utilised here, being not only of
value to the owner but productive of much em-
ployment to various classes of the community.
There is evidently an opening here for carry-
ing out an immense reform, and there is no
reason why Ireland should not enjoy all the
benefits arising from the valuable industry
which is so peculiarly hers. Turning from
Ireland in general to Limerick in particular,
we trust that when the Company is in working
order their attention may be turned to the un-
rivalled facilities afforded by Limerick. There
is every necessity for doing so, for in glancing
over Mr Tallerman's pamphlet "Ireland's real
remedy," we find on page 30 that the cattle
were nearly all shipped from five Irish ports—
namely, Belfast, Drogheda, Dublin, London-
derry, and Waterford. Where is Limerick?
Echo answers, "Nowhere." We hope there
will shortly be an end to that disgraceful state
of things, and whatever may be said for or
against live traffic, that in dead traffic the posi-
tion of Limerick and its many exceptional
facilities will receive this attention. It cannot
be too often repeated that Limerick, by its
exceptional situation, right into the heart of
the country, and on the banks of the finest
estuary in Great Britain, has all the advantages
of a seaport and an inland town. Regarded as
an inland town it is the centre of a district
which embraces Clare, Galway, Tipperary,
Limerick, and Kerry in its immediate
neighbourhood and in closest proximity,
whilst, by means of canals, it is the
natural port for the middle and west
of Ireland, reaching far up to Ulster even.
The whole meat traffic of perhaps the half
of Ireland can most conveniently have its centre
and seat in Limerick, where there is besides,
regarding it as a seaport, a line of quays and
docks that cannot be surpassed, all kinds of
accommodation ready to hand. We are sure
the peculiar advantages of Limerick will not
be overlooked, as we observe the names of
several local gentlemen in the lists. Amongst
the Directors, the name of Mr J. B.
Hewson occupies a prominent place, and
the interests of the county could not
be in the hands of a more able and
capable representative. On the Breeders' and
Feeders' Committee we notice the names of Mr.
R. Bayly, Mr. P. Griffin, Mr. W. Waller, and
Mr. J. H. Weldon; and on the Provincial
Committee that of Mr. H. M. Lefroy. The
capital, we should add, is £200,000, in
shares of £5 each, and the subscription list will
close on Saturday next.

DEATH OF MR. WM. J. HALL, B.E.

It is with no ordinary feelings of regret that
we record this evening the demise of Mr Wm. J.
Hall, B.E., the talented engineer of the port of
Limerick. For a considerable time past we can-
not recall the death of a leading citizen which
has aroused such feelings of profound sorrow as
are everywhere evidenced at the present moment.
Quite a gloom hangs over Limerick since the sad
intelligence was published yesterday morning
that Mr Hall had breathed his last. In the prime
of life; occupying, as he did, a high position in
his profession, esteemed and respected by all who
knew him, Mr Hall has succumbed to a long and
trying illness. Some six weeks ago, while
engaged in superintending the re-building of the
Dock Wall, Mr Hall got stricken down with
typhoid fever, and though at times his condition
was of a most critical nature, there was up to a
few days ago a hope that the patient would pull
through it, but on Monday evening Mr Hall sank
rapidly, and at half-past one on the following
morning his sufferings had ended. As to Mr
Hall's career it is really unnecessary for us to
speak at any length. A gentleman of great
intelligence, refined taste, one who possessed a
fund of humour which was peculiarly his own,
and whose courtesy to all with whom he came in
contact was never found wanting—one possessing
such qualities as these was, we need hardly
say, beloved by a very large circle of friends
not alone in his native city, but far outside it.
Any movement for the benefit of the poor, for
Barrington's Hospital, or for some other worthy
charity, had Mr Hall's best support. We could
dwell, if it were necessary, on the receptions
accorded him over and over again at the Theatre
Royal, and how delighted the audience was with
his unique rendering of humorous ballads. He
was the life and soul of many an amateur per-
formance, and yet Mr Hall seemed scarcely con-
scious that his presence on such an occasion was
an absolute necessity to ensure for the event a
complete success. But to pass to the more serious
side of his career. In his studies at the Christian
Brothers' schools, and later on at the Sacred
Heart College, as well as the School of Art, the
deceased in very early years always occupied a
foremost place, and he was a distinguished
graduate of the Queen's College. He served his
apprenticeship to Mr Wm. Barrington, and was
assistant to Mr John Long, Harbour Engineer,
for some years, and when that gentleman retired
from office in 1877, Mr Hall was appointed to
succeed him. When we say that he realised all
the expectations which were then formed of him,
we but feebly convey the high opinion held of
him by each and every one of the Commissioners.
A more careful and painstaking public officer,
it would be impossible to find—he threw himself
heart and soul into his work, and made the cir-
cumstances and the history of the port his
dearest study. His recent directory of the
Harbour, which we had the pleasure
of noticing in these columns, indeed
amply proves this, but it may be added
that Mr Hall's versatile abilities were more than
once recognised by the Board. We have one
occasion in particular in mind—the year 1881
—when, as a compliment for valuable services
rendered about that time to the harbour, Mr Hall
was presented with a service of plate. During
his time of office many important works were
carried out by him—the lighting and buoying of
the river underwent great improvements, and
various obstructions in the river were removed,
greatly facilitating navigation. The docks and
quays were maintained by him in the
most efficient order, and one of his more recent
important works was his splendid specification
for the Dock gates on which they were built and
set. The plans were so much thought of that the
Institute of Mechanical Engineers had them
specially published for the advantage of the
profession. The falling of the Dock wall placed
on Mr Hall very great responsibility, and as
already stated, his illness is attributed to colds,
which were contracted by his never ceasing at-
tention, day and night, to the work of recon-
struction. A useful and ornamental work at the
docks, the clock tower, bears his name, and we
might refer to various other events if necessary
with which he was intimately associated. Mr
Hall, who was oldest son of Mr Ambrose Hall,
J.P., was a member of the Mechanical
Engineers, the Institute of Civil Engineers,
and other scientific bodies, while he
was also one of the committee of the school
of Art, in the development of which he took the
greatest interest. The sincerest regret is felt by
all for Mrs Hall in her great bereavement, as also
for Mr Ambrose Hall and the other members of
his family. The vessels in the harbour have
their colours flying half-mast high, and the same
remark applies to the Limerick Boat Club, the
Town Hall, and the monster and other houses.
All through the city there is evidence of the
feeling expressed at the great loss of a true-
hearted, kind, and talented citizen. During his
illness Mr Hall was attended by Drs Malone, R.
O'Connor, and J. W. Moore, Fitzwilliam Square,
Dublin. The funeral leaves 18 Hartstonge-street
at 9.30 to-morrow morning for Mount St.
Lawrence Cemetery.

amiers were the Rev W. J. Clarke and the Rev
J. B. Radcliffe. There were present for examina-
tion from St. Munchin's, 33; from St Patrick's, 7;
from Kilmurry, 4. There were also 21 from
Trinity Church, who were obliged to attend the
Model School examination on Tuesday and
Wednesday.

SIXTH CLASS.
First Rank—*Annie Radcliffe and *Joseph
Shire (St Patrick's), *Sarah Stephenson (St
Munchin's).
First Rank—*Frances Jesson and Edward
Kavanagh (St Munchin's).

FIFTH CLASS.
First Rank—*Sarah Duffield (Kilmurry),
*Emma Cullimore (Trinity), Margaret Barry (St
Munchin's), *Agnes Ball (Trinity), *Christia
Carey and M. J. Stevenson (St Munchin's), *Anne
Shire (St Patrick's), *S. McCormack and
Margaret Ginnelly (St Munchin's).
Second Rank—Wilhelmina Maguire, and Mary
Finnelly (St Munchin's).

THIRD CLASS.
First Rank—Maggie Duffield and Rose Gubbins
(Kilmurry), Massy Hewson (Trinity), George
Keaton (St Munchin's), Bella Stephenson (St
Munchin's), William Leslie (Trinity), and Letitia
Copland (Trinity).
Second Rank—Walter Bolton (St Patrick's),
Lizzie Ellis (St Munchin's), and Susan Clarke (St
Munchin's).

SECOND CLASS.
First Rank—May Clarke (St. Munchin's), May
Williams (Trinity), Tom Moorhead, David
McClelland and James McClutchy (St. Munchin's),
Joe Gubbins (Kilmurry), Fanny Gale and Susan
Eggleston (Trinity), Herbert Despard (St. Munch-
in's), Eddie Leslie (Trinity).
Second Rank—Grace Henderson and Rose
Sandwith (St. Munchin's), Jack Healy (Trinity),
Harry Shire (St. Patrick's).

FIRST CLASS.
First Rank—Lizzie Stephenson (St. Munchin's),
Daniel Cullimore (Trinity), Eileen Clarke (St.
Munchin's), Alice Leslie (Trinity), Lizzie Hen-
derson (St. Munchin's), Emily Rookby (Trinity),
Fanny Taylor (St. Munchin's), Eddie Bell
(Trinity).
Second Rank—Tophie Eddie (Trinity), Emily
Bassett (St. Munchin's), Ernest Bell and Robert
Healy (Trinity), Frank Keaton (St. Munchin's).

* Those whose names are marked in the above
list with a * can attend and compete at the Medal
Examination, which will be held in the Protestant
Orphan Hall on Tuesday next, the 27th inst, at
10.15 a.m.

THE VACANT RATE-COLLECTORSHIP IN THE LIMERICK UNION.

An instance of the anticipated closeness of the
contest for the vacant rate-collectorship in the
Limerick Union, which was decided yesterday,
is afforded by the fact that Mr Finucane, M.P.,
specially came over from London to be present.
"The hon gentleman left London on Tuesday
night," says the Freeman, "with the consent of
Mr Parnell to give his vote at the meeting of the
Limerick Board of Guardians for Mr Martin
Ryan, an evicted tenant on the Towerstate, who
is candidate for the post of rate collector."
In reference to the voting of some of the
Nationalist Guardians, the following circular is
published:—

DEAR SIR—There will be a meeting of the Na-
tional members of the Limerick Board of Guar-
dians on next Saturday at the New Dispensary,
Cornwallis-street. The object of the meeting is
to see what action, if any, ought to be taken in re-
gard to those members of our party, who, at the
election for the poor-rate collectorship on Wed-
nesday, identified themselves with the rack-
renters of Limerick and Clare.

Those men up to the present have been mem-
bers of our party, and have promised to go with
the majority of the board on all questions in
which a National principle is involved. We
expect that every member who is not a 'trimmer'
will be present on next Saturday. Those men
have violated the promises made at the time
of their election, and to which they subscribed.
The committee are unanimously of opinion
that those recreants ought to be publicly ex-
pelled.

The hour of meeting will be two o'clock,
JOHN M'INERNEY, } Hon.
JOHN M'NAMARA, } Secs.

THE GLENSHARROLD EVICTIONS.

Notwithstanding the rumours to the contrary,
no evictions took place at Glensharrold to-day.
In anticipation of the evictions, Messrs
Harrison and P. O'Brien, M.P.'s arrived from
London, and with Mr O'Keefe, M.P., proceeded to
Glensharrold to-day. The party visited a number of
houses of tenants under notice of eviction. A
meeting was held this evening at which addresses
were delivered.

SAD DEATH OF TWO SOLDIERS.—A steam
trawler towed into Aberdeen on Sunday a small
pleasure-boat which she picked up about two
miles off Donmouth, containing the dead bodies
of two privates of the Gordon Highlanders. The
men went out for a pleasure trip on the previous
evening, and it is supposed they lost control of
the boat and became stupefied through sickness
and exposure. There was a good deal of water in
the boat, and death was probably caused by
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