

that the sooner England adopts the better for the safety of the following Lord Randolph, Lord Lord severely criticised the proposals as extremely unbusinesslike to produce as little good as the addition to the fleet did. It should be made all powerful, he would prefer to wait another thing done in a businesslike way. He proposed to do it in a haphazard manner in his opinion, without any definite plan. In conclusion the debate was adjourned for a fortnight to give both Government and Opposition time to consider the matter fully. In the meantime the great public opinion have given their verdict. *Times* considers the Admiralty proposal eminently satisfactory; the *Standard* is "bold and well-considered;" the *Graph* pronounces it "the best yet seen;" the *Daily News* dismisses it as "much of a scheme after all." The *Post* allows that it "boldly meets the requirements of the position;" whilst on the other hand the opinion of the *Daily Chronicle* is "small and meagre." The *Morning Post* goes still farther than its contemporaries and points out that what the scheme requires is the deliberate sanction of Parliament to a definite programme to be carried out continuously, and must be done at a stated time; whilst it is expected that the next Parliament will have to annul the Act passed in the present session as they will have the power, if they so desire, to repeal the Local Government Act. It thinks "that the solemn adoption of a programme of shipbuilding by this Government will not be lightly discredited by its successors."

Judge, Mr. Justice Gibson, finished his speech at the Assizes last evening with the expression of his resentment for the Buttevant and Carrigrohane railway. His Lordship left for Carrigrohane, being accompanied to the High Sheriff, Mr Herbert Sullivan, and a military guard of honour. We have to thank the High Sheriff on the occasion for the discharge of the important duties of his high office at this his first appearance. He fully upheld the traditions of the Shrievalty, not only by the splendour of his appointments and liveries, but

FUNERAL OF MRS O'BRIEN, OLD CHURCH.

The remains of this highly esteemed and deeply regretted lady were interred yesterday at St Mary's Cathedral. The cortege was over a mile in length and included representatives of all classes and creeds in the city and district. Over one hundred carriages were present, and many of these came from remote districts in the county, as well as from Clare and North Tipperary. The service was partly choral, the sweet solemn music sung by the surpliced choir rendering the scene peculiarly impressive. While the coffin was being borne to the aisle the involuntary, "O rest in the Lord" (Elijah), was played on the organ by Mr Frank Muspratt. The introductory hymn was No 190, "Jesus Lives," after which the 90th Psalm to Purcell's chant in F minor was sung. Subsequent to the Lesson "Now the labourer's work is o'er," from Hymns Ancient and Modern, was rendered, and at the conclusion of the service the "Dead March in Saul" was performed, during which the coffin was borne from the church. The officiating clergymen were the Dean and the Rev Canon O'Brien, and at the grave the Right Rev Dr Graves, Lord Bishop, pronounced the Benediction. The remains were enclosed in a suite of coffins, the inside one being a shell of polished mahogany, richly lined with white satin, while the outside one was of massive oak with heavy mouldings and neat brass mountings surmounted by an oak cross over six feet in length. The breast plate bore the following inscription:—"Eleanor Jane Alicia Lucy O'Brien, born March 13th, 1811, died March 5th, 1889." The casket was literally covered with wreaths, including one of violets, and crosses of lilies and moss.

The chief mourners were—Mr Robert Vere O'Brien, Mr Donagh O'Brien, Mrs R V O'Brien, Lord Inchiquin, Sir Stephen De Vere, Mr Aubrey De Vere, Mrs Monsell Canon O'Brien, and Major Vere O'Brien. The following are the names of some of those who were present or sent in carriages—The Earl of Dunraven, Lord Fermoy, Lord Montague, The Most Rev Dr O'Dwyer, Roman Catholic Bishop of Limerick; Lord Massy, Lord Emly, Lord Clarina, Sir Croker Barrington, Bart; Sir James Spaight, The Hon Gaston Monsell, Sir S De Vere, Archdeacon Hamilton, Precentor Meredyth, Rev J W Hudson, Captain Croker, DL; Mr Courtenay Croker, Mr H S Croker, Mr R De Ros Rose, JP; Mr J B Moloney, solicitor, Ennis; Mr G Hunt, Mr Wm Hunt, Mr Frank Morrice, Springfield; Mr J H Harvey, Ennis; Mr J C Delmege, JP; Mr J O'G Delmege, JP; Sir David Roche, Mr Pools Gabbett, Mr C E Carling, JP; Col Maunsell, JP; Captain Vanderkiste, JP; Mr and Mrs J Fitzgerald Bannatyne, Mr F Finch, Lieutenant Colonel Finch, Mr M Leahy, Mr Wm Leahy, solrs; Mr Morton, Provincial Bank; Mr William Waller, DL; Mr P Fitzgerald, JP; Mr John White, DL; Mr Massy Hewson, Mr S E Lee, Mr Richard J Lee, Mr James Frost JP; Mr O'Regan, Mr Wyndham Gabbett, the County High Sheriff, Mr Phelds, Waterpark; Mr Wm Boyd, JP; Mr T H Cleve, Mr Cecil Vandeleur, Lieutenant-Colonel Massy, Rev J Dowd, Rev J S Flanagan, P P, Adare; Mr R Wallace, George street; Mr A C Wallace, Town Clerk; Mr R Hunt, JP; Mr P Griffin, JP; Mr Norris Russell, JP; Mr T D Atkinson, DL; Mr Enright, Mr Flanagan, Newmarket; Mr W M Beauchamp, solr, etc.

The funeral arrangements were carried out in a faultless manner by Messrs Cannock and Company.

THE CHARGE AGAINST AN EXCISE

bug-bear to try and frighten people held that it could not be denied the of the line would result in development and attracting traffic to it, and ought to be passed by the Grand Jury. Mr Sullivan addressed the Grand ratepayers, the great bulk of whom baronies were in favour of the project, their interest, as well as in the Grand Jury, he asked them to consider the scheme had been brought forward at expense to the ratepayers—it could be ripe for decision than now, and he would pass it, and carry joy and satisfaction to the baronies concerned.

Mr J B Hewson said that he had pleasure in proposing a resolution in favour of this guarantee (applause from the Grand Jury). Being a Grand Juror, who lived at a distance from the proposed line, his primary interest in the line one way or the other he thought he might say that he was a matter sailing on an even keel, with an unprejudiced mind. Now, he would ask the Grand Jury to consider the evidence which had been given at both sides. The evidence of it might be divided into three classes. First, the huge body of people who attended in that crowded room yesterday showing by their enthusiasm that they desired the line should pass. They had seen a very large petition; the majority of which must of necessity have been signed by poor men, and there was not one signature questioned. And they had thirdly, the position, of enterprise, and large scale, examined. The evidence against the line would also divide into three classes. First, the petition sent in there with a flourish—that it was signed by 500 people representing a valuation of £14,000, really this huge mountain, when examined, turned into a miser (laughter). Then they had met the case through whose farms the line would pass a right to be heard, and he hoped to get compensation. And then he turned to James Spaight's evidence, which covered the heads; the first being that it would Waterford and Limerick Railway Company (Mr Hewson) asked was there any world why they should take the line in Waterford and Limerick Railway Company at all? Wasn't it said in the whole county that they were doing it, they could not strangle every kind of enterprise and stop all kind of enterprise ever could (cries of hear, hear). Was there any company whose interests they ought to go against as against the interests of the ratepayers of county Limerick? If there was no competition into the county, it was good ground for constructing the line. Spaight spoke of the merchants of Limerick said the city was badly situated for business as compared with Cork. But would the Jury to enable the merchants to do business and put on heavy prices on poor people's baronies (hear, hear)? It was their duty to give them all the facilities they could to do their deal in the cheapest market. He compared to hear it said that if they gave a guarantee it would imperil their project the North Kerry line; that instead of a tax on £20,000, they would have to pay £38,000. The speaker did not appear to think it would occur, as no traffic would come from the North Kerry, and in conclusion he said "Resolved—That having carefully considered the evidence given on behalf of the