

BLEATRE AND STEADY.

Glad Willie sang a merry lay
Whose'er he saved the green sward over,
And his charm'd boy he went to play
And hoveon midst the summer clover;

THE LIMERICK CHRONICLE

(ESTABLISHED 1786.)
SATURDAY EVENING, AUGUST 19 1893

THE APPALLING ACCIDENT ON THE SHANNON.

INTERESTING INTERVIEW AT TARBERT.

On visiting Tarbert on Thursday to make inquiries concerning the awful catastrophe which occurred on the Shannon on Tuesday night, our reporter found the little village overshadowed with gloom, and a look of sadness was pictured on every visage.

CELEBRITY SESSIONS—YORKSHIRE.

Before Mr J B Irwin, B.M. (in the chair), Mr Jones, R.M., Zachary, Miles, Mr G W Bassett, Mr Robert McRobson, Mr W F O'Grady, Alderman Gaffney, Mr John Guinness, Mr Maurice Leishan, Mr James O'Mara.

FALSE ATTESTATION.

Private Wm Kennedy, of the Manchester Regt, was charged by Head-Constable McBrinn at the suit of the Military authorities with making a false attestation.

Sergeant Limerick, of the Manchester, deposed the defendant enlisted under a wrong name and stated he was not married. It has since been ascertained that he is married.

Captain Willoughby, G.D., gave the prisoner a good character, adding that the Military authorities did not press for heavy punishment.

The accused, in reply to the Bench, stated he enlisted under the circumstances because of want of work, he was circumvented for fourteen days.

Thomas Hoare, charged by Sergeant Sherwood, Collooney-street, with assaulting Mr Craigh, was remanded in custody, the injured man not being able to attend.

Patrick McRihill, Cornwallis-street, was charged by Constable McNamara with setting fire to rooms occupied by himself, his wife, and her mother.

Constable Farrell charged a man named White with intimidating the women against prosecuting Malvin.

Sergeant Cully gave evidence of previous records against the prisoner.

Michael Costelloe was charged by Constable Farrell with drunkenness and resisting arrest.

Mr Irwin remarked it was very satisfactory to hear that civilians resisted the police.

Mr Connaught appeared for the defendant.

Evidence of identification of the hammer was given by Raleigh and a man named Donovan.

Tom O'Halloran, a nailer in the employment of the defendant, swore that one of the hammers produced was the defendant's property.

Wm Bannigan was charged with the larceny of forty-two bags from the stores of Messrs Bannigan.

Head-Constable McBrinn presented, and Mr S Hastings, solicitor, defended.

Sergeant Hoar deposed that from information obtained he went to Arthur's Quay, where he had reason to believe a sale of bags was to take place.

The majority of the Bench decided to inflict a sentence of fourteen days' imprisonment.

On the application of Mr Jeremiah McCarthy, solicitor, the licence held by Mr P M Sweeney for a house in Mary street, was transferred to Mr J Dineen.

Thomas Brittan, a person of gentlemanly appearance, and described as a representative of Statute and Company, an association for the punishment of fraudulent traders, was prosecuted at the instance of Detective-Constable Leavelle, for having a revolver in his possession without a licence.

Detective-Constable Lervelle deposed that he was on duty at the Limerick terminus on the evening of the 25th ult; the defendant arrived by the last train from the Junction; from information received witness accosted him and inquired if he had firearms in his possession.

The defendant stated he had only got the revolver that morning, and he was proceeding home to Cork, where he presently resides; he intended taking out a licence in Cork; and he had since got one; he was representing the Mercantile Association; he was aware he should not have carried the revolver, but he did it thoughtlessly.

Mr Jones said he had no doubt as to the defendant's respectability, but that was all the more reason why he should know he was acting wrongly in carrying the revolver.

The defendant was fined 20s and costs.

The Corporation summoned Messrs Boyd and Co, and Mr Woodhouse, whose premises were recently burned, for the purpose of obtaining an order obliging them to take down the walls which were at present dangerous.

Mr Holliday stated that a contract had been entered into for the restoration of the premises. Up to the present it was impossible to venture into the place.

Mr Irwin observed that only for Mr Holliday the destruction would have been much greater.

Mr Connolly said Mr Holliday's courageous conduct on the occasion was a matter of public notoriety.

Mr Holliday said if the oil store had caught fire he would not have been there to-day.

The magistrates made the necessary order. The court adjourned.

KILMALLOCK BOARD OF GUARDIANS.

The usual weekly meeting of this Board was held on Thursday, Mr John Carroll, V.C. presiding. The other guardians present were—Messrs ECTownsend, J.P., M Miller, J.J O'Sullivan, J.P., P.J Walsh, J.Quade, J.Pender, J.J O'Callaghan, D.McGrath.

Remains on Saturday, 7th inst, 363; admitted, 52; died, 1; born, 0; discharged, 50; remaining, 363; corresponding period last year, 338.

Lodged, £100; paid, £145; balance in favour of the guardians, £4,439; weekly cost outdoor relief, £72; general average cost, 2s 7d.

Mr Coll, V.C. reported that a dog apparently suffering from rabies ran through the town, and after a careful examination he came to the conclusion that the animal was mad.

Mr J.J O'Sullivan said that a young man named Johnny Grady behaved very bravely on the occasion. He kept following him from first to last, striking him with stones. The rabid animal would have done harm but for "Johnny," as mentioned in a report of the matter published in the papers. He asked if he was entitled to anything from the board.

Mr Miller, in support of it, voted 5s. It was a brave act of the young man to prevent harm.

The sum mentioned above was allowed subject to the sanction of the Local Government Board.

The Bank of Ireland wrote stating that they had been authorised to pay to the Treasurer of the Kilmallock Union the sum of £266 11s 6d, being a grant in connection with the probate duties.

The Local Government Board wrote in reference to the application made by Mr W.F O'Shaughnessy, solicitor, Charleville, for costs in respect of his opposition on behalf of owners and occupiers of land, to portion of improvement schemes made by the Kilmallock Board of Guardians, under the Labourers' Acts.

In pursuance of an order of the board asking the collectors to attend before the board to-day, Mr Martin W Carroll, one of the collectors, said he had made several seizures since this day fortnight, and had four men employed. He was successful in a good many cases, but in one case he made a seizure which was a rather a pitiful one.

Mr Miller—We will leave the matter in your hands, Mr Carroll.

Mr M W Carroll (collector)—There is a man on whom I relied for the rate, and he served notice on me that the crops sowed are not his. I will sell the property no matter who owns it, and get my money.

Mr Carroll's collector was looked through, and was found satisfactory. His total outstanding poor rate is less than £100.

A second collector, Mr M J Ryan, said he did his very utmost to collect the seed rate and failed. He was out two days with two bailiffs, and failed to get anything, although put to pretty heavy expense in the matter.

Mr Ryan—I have issued altogether between 50 and 60 summonses, and have got decrees against the defendants. I am at the loss of the costs in 20 or 25 of them, and have had to pay it out of my own pocket.

Mr Miller considered that proceeding by civil bill was not the right way. The warrant which the collector held was more powerful in this way, and he thought it the easiest and best way of recovering the rate.

Mr Ryan—I cannot get these men until the week after next. I ask for time till the 15th September, as I cannot get the writ, but by that time I will have some good done.

Mr Pender—That is the least you ought get.

The third rate-collector, Mr H.P Ryan, stated that he seized in many places. In Killybeg he seized a crop and offered to pay two men 21 to stop there, and they refused.

Mr Townsend—We are the only Union that cannot collect the seed rate. In the Mitchelstown Union it is nearly all collected.

Mr M J Ryan—Excuse me. All in Mitchelstown were secured.

Mr McGrath—Look at the fact that got it there. A notice to quit was proposed as being the best way to compel the parties to pay the seed rate.

Mr M J Ryan—What do you propose, Mr Miller?

A Guardian—It was proposed to raise the rent here some time ago by 1s, but it was not carried out.

It having been shown that one of the collectors had practically collected all the seed rate in his district, the Board unanimously reported that as the other collectors had repeated their inability to collect it, notices to quit be forthwith served on the tenant of each cottage who is in arrears.

The Board adjourned.

THE CAPITAL OF IRISH RAILWAY COMPANIES.

Official statistics show that the total capital of railway companies in Ireland (exclusive of light railways) was at the end of the last year close on 424 millions, of which £39,562,961 was accounted for in shares and stocks. The light railways add £1,621,000 of authorised capital to this total, and the amount to be contributed from the public funds under the Acts of 1889 and 1890 is returned at £206,390, the largest sum being £15,000, for the 19 miles of the Donegal and Killybegs Line, £116,000 for the Stranorlar and Glenties Line of 94 miles, and £181,400 for the Westport and Malinbeg road of 18 miles. The total receipts of the companies from all sources were £3,177,751, of which the Great Northern took 476,079; the Great Southern and Western £312,753; and the Midland Great Western £315,336. The Great Northern working expenditure was £302,497, or 80 per cent of the receipts; the Great Southern and Western, £242,133, or 54 per cent of the receipts; and the Midland Great Western, £256,435, or 80 per cent of the receipt. The

A HOLIDAY IN THE SOUTH.

The train from Cork responded to every itself up to the level of the Youghal line, in a sinuous and zig-zag way, which was disagreeably suggestive of our being spilled out upon the houses beneath, to the great detriment of their honest inhabitants. Chubby on the right rolled "The pleasant waters of the river Lee," sparkling in the sunshine, and ploughed by full many a noble ship, while fussy little steamers went their busy way in a state of intense perspiration and puffiness, and white-winged sail-boats glided gracefully about. What a difference this from our Shannon—Spencer's "mighty Shannon, bowing like a sea!" The Shannon is, unquestionably, the most dismal river I know of, and its sadness is aggravated, if not actually caused, by its great size. I suppose it is its infortune, not its fault; but if ever a river suffered from acute melancholia, the Shannon is that ill-fated patient.

But by this time we have gained the high level, and are bowling along merrily through the exquisitely picturesque neighbourhood of those suburban stations—Tivoli, Duncastle, and Little Island. I sometimes wonder whether those wondrously fortunate people who have the felicity of living in those lovely villas on the lowing, softly-wooded banks of the Lee, when they go on their holiday trips in search of change, I say I wonder whether they carefully look-up the most burly, bald, repulsive and deserted wilds that can be found, and there revel and dissipate in the enjoyment of ugliness. If that be so, let them apply to me, and I think that I have, as the shopman would say, a stock of places on hand calculated to suit all ranks, up to Elysium itself. We presently got to the Junction, whence a fine branch off to Queenstown. Many people, I think, do not know that Queenstown is situated on an island. The railway to it, soon after leaving the Junction, spans the intervening estuary of the Lee by metal bridges, the lattice-work of which makes a curious rhythymical sound as you pass them.

Once past the Queenstown Junction, we pursued a bucolic and countrified career on our way to Youghal. Middleton—which seems to be a flourishing town, and very much in the distillery or milling line of business, to judge by its display of chimneys—is about half-way on the journey. Soon after passing the little village of Killybeg—a most picturesque place, where there is a most charming wooded demesne—you begin to be conscious of outlying indications of the vicinity of Youghal. The grey horizon of the sea opens on your gaze, and presently you see "Capel" Island, with its abortive lighthouse cutting the evening sky. The local and popular pronunciation is "Cable" Island; but as far as I know, it appears that all these are corrupted attempts to Anglicize the Celtic word "Coppal," or "Coppal." (I am no Celtic scholar, which signifies a horse, to the back of which animal the outline of the island suggests a resemblance. It is some six or eight miles from Youghal, and is reported to be inhabited exclusively by rats. A little further on, and you see the riddle ranges, or butts, or whatever their technical name may be, with parties of (apparently) toy soldiers like the tin ones of your childhood—firing silent little puffs of smoke at things near the sea with one black eye which you can just discern, while at uncertain intervals a bugler is moved to study the doctrine of harmonies on his instrument, and men holding flags display much agitation.

In a very few minutes more you reach the terminus at Youghal, after pursuing your last six or eight hundred yards in wonderful proximity to the modest back-yards (or "door-yards" as the Americans phrase it) of a row of modern houses built for the accommodation of sea-side visitors. These visitors are liberally and emphatically seaside. The houses are built so very close to the water that the winter billows, after playfully annihilating several stout walls that have been erected as a mild hint that their visits were not exactly acceptable, have rudely opened the doors without knocking, and made things, no doubt extremely uncomfortable for the rats, mice, and cockroaches, who constitute the inhabitants of these lodges during the shattered months. The terminus, lately built, is a neat and pretty one. The exigencies of the situation compel it to be at a considerable distance from the town; but buses and cars in abundance await each train. As you drive in to your hotel, you have the wide mouth of the lovely Blackwater fringed by rocky cliffs at your right, while the horizon of the Atlantic waves dim in the twilight behind you. Wondrous, awful rocks! I see you indeed the eternal substance, and we who rustle and drive past, the shadow? There is one particular rock beneath that cliff beyond the lighthouse that I have, as one may say, identified with my life. I looked at it, an infant in a nurse's arms ere yet these eyes had seen little else; I looked at it a Sunday afternoon, when all Youghal takes a walk out to "Clay Castle," held by the hand, a curly-headed child, by my hugely big grandfather; I looked at it many a sunny morning when, in company with a band of lawless school-boys I took reckless horders into the sea under the light-house; I looked at it with the grave and saddened eyes of manhood and trouble, but how stolidly unchanged it is!

Away with morkling! here is the gate of my hotel. My hostess and all her dogs—(I could very easily write a whole letter about them) are awaiting my arrival. They give me a hearty and noisy welcome—(the heartiness applying to my hosts, the noisiness to the dogs)—and so I bring myself and my readers on to Youghal.

THE WEATHER AND THE RAILWAYS.

"It is not surprising," says the Times, "that the very unusual meteorological history of the spring and early summer of 1893 should have left its mark on the railway working of the first half of the year. Those lines have done best which have the largest proportion of passenger traffic. The London and South-Western, the London, Brighton and South Coast, and the South-Eastern, each show an increase of 1 per cent in their rates of distribution. The London, Chatham and Dover is an apparent exception to the rule, but the reduction in the dividend in this case is due to the sum brought forward being about £30,000 less than that available a year ago. It is usually possible to earn increased passenger revenue without much increase in expenditure, for the obvious reason that the chief difference between good and bad passenger traffic is that trains are run with their carriages full in the one case, and half empty in the other. The cost of running being the same either way. The South-Eastern, we notice, has succeeded in earning £26,000 more, and spending £7,000 less, chiefly because it has spent considerably less in coal. This is a source of saving which will be available to the company some while longer, as the coal strike, even if it results in causing a rise in the price of fuel, will not affect railway coal contracts yet. On the whole the results of the half-year, though, considering the state of trade, they are no worse than was to be expected, cannot be called good. In order to be convinced that this is so, it is only necessary to compare the amount now distributed with that divided for the first half of 1891, when the North Eastern Company paid 6 per cent. The total sum then paid to holders of ordinary stocks was £4,596,000 against only £4,074,080 paid for the past half-year."

THE UNIONIST PLAN OF CAMPAIGN.

IMPORTANT STATEMENT.

The London correspondent of the Daily Express says—I have reason to know that the Unionist Plan of Campaign as sketched in the Birmingham Post has been agreed upon by the leaders of both sections of the party. The leaders of the Opposition as well as the rank and file are convinced that the country is with them in desiring that the simple issue of Home Rule as embodied in Mr Gladstone's Bill should be submitted as speedily as possible to the verdict of the constituencies. To effect this it has been determined that the Government, unless by the freest use of the closure, shall not obtain any legislation beyond the Home Rule Bill this year. At the cost of any personal inconvenience the party led by Mr Balfour and Mr Chamberlain will use every effort in their power to prevent the Ministry from carrying any portion of the New-castle programme, or acting in any way to confuse the plain issue of Home Rule. It may be taken as certain that this plan of campaign is not a mere idle threat, but is, as my authoritative information goes, the result of a deliberate and well thought out scheme of the leaders of the late Cabinet and their allies on the Liberal Unionist benches.

NOT FOR PUBLICATION.

An official explanation has been sent to the Times this morning of the interview which the Speaker had with Count Szapary, and which that nobleman inserted, or permitted to be inserted, in the Post. This kind of thing is becoming a really serious nuisance. The Speaker talks, as a good host naturally does, over his own table, upon the subjects in which his guest appears to be interested. He gives an outline of admitted constitutional principles for the information of an intelligent foreigner, and then finds that the intelligent foreigner has seized the occasion to compose a sort of "Essay on the English Constitution," in which the conversation is "written up" quite in the American style, and the Speaker is dragged into a controversy which it is above all things desirable he should avoid. There is an end to all pleasure of intercourse if a man is to consider whether every casual sentiment which he expresses over the nuts and wine will appear in print the next day, with amplifications and picturesque details added according to the journalistic capacity of his guest. In the United States, of course, the evil has grown to such dimensions that no one talks at all outside the family circle except when intending to be reported, but it is a pity to see that this nuisance is becoming prevalent in Europe too. This is by no means the first instance of the kind, but, so far, the offenders have not, if we remember rightly, been Englishmen. There is a certain healthy feeling among us that if you accept a man's invitation to dinner you are under an unwritten, but well-understood, obligation to regard what passes as confidential, at any rate to the extent of not putting it in print, and though the warning of "a chili among ye takinotes" was originally written about an Englishman, it is not often that they have been "printed" after all.—Globe.

THE BEHRING SEA DECISION.

AMERICANS DISSATISFIED.

Now that the officials of the State Department have had the opportunity of examining the Behring Sea decision more closely, they do not hesitate to say that America has got the worst of the contention. Publicly these officials will not express any opinion on the matter. Their feelings, however, are well known, and they are highly dissatisfied with the verdict. They maintain that the establishment of a zone round the Pribyloff Islands, and the necessary regulations which they will be required to make and enforce cannot but entail upon the United States much trouble and expense, and operate mainly to the disadvantage of the Americans. This latter view is based on the contention that, while the decision of the Court of Arbitration prevents Americans from sealing it leaves the sea open to Russian and Japanese poachers, and to vessels of all other nations except Great Britain.

THE LOSS OF THE VICTORIA.

MEDALS FOR SAVING LIFE.

At a special meeting of the Royal Humane Society, held in London, Captain Hawes, B.N. presiding, the committee was engaged for several hours in the investigation of a large number of cases of saving life, especially those resulting from the lamentable disaster to H.M.S. Victoria off Tripoli on June 22nd. The undermentioned cases were specially recommended for consideration by Captain the Hon Maurice Bourke and the Lords Commissioners of the Admiralty, and medals were conferred upon Lieutenant H.D. Farquharson, a young officer of the Royal Marine Light Infantry, for saving Charles Pawsey, secretary to the late Vice-Admiral Sir G.Troy. The circumstances as detailed in official reports were as follows—During the fleet manoeuvres H.M.S. Camperdown accidentally collided with H.M.S. Victoria, ramming her on the starboard side, and the latter vessel turned over and sank bottom upwards in fifteen minutes. There was no time to hoist out boats of make any provision for saving life. After the collision Mr Pawsey was standing on

RE-ENGLISH.

THE SHANNON IS NOTED FOR THE MANY ACCIDENTS WHICH HAVE OCCURRED BETWEEN TARBERT AND KILRUSH AND FOR THE FEW BODIES EVER RECOVERED. IN 1839 THE SCHOONER GEORGE WAS ANCHORED IN TARBERT

On visiting Tarbert on Thursday to make inquiries concerning the awful catastrophe which occurred on the Shannon on Tuesday night, our reporter found the little village overshadowed with gloom, and a look of sadness was pictured on every visage.

On the 19th inst. the schooner George was anchored in Tarbert, and was being towed by the tugboat "The Shannon" to Kilmallock.

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EMIGRATION TO CANADA.

IMPORTANT APPOINTMENT OF A TIPPERARY GENTLEMAN.

Sir Charles Tupper, High Commissioner for Canada, at the request of the Canadian Government, is sending out to Canada a number of gen-