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CHARGES

of Motor Cycle

geant Summoned

District Court, before Mr. L. D.J., money charged Company Sergeant Joseph Moloney, Listowel Co. Kerry, with driving a motor cycle; insurance; (3) having no (4) having no road tax; the machine without the

Mr. Listowel, appeared for

said the cases arose out at Ballyengland, Askeaton, when a child named knocked down and seriously the defendant.

own, in evidence, said that the accident was 1½ miles on the Limerick side. At the scene the road was a tyre mark leading up to it, which was a foot from the south side. There were aping marks beyond the which apparently had been machine after the accident.

a pool of blood nearer to the and it was apparent that also after the accident.

Mr. Murray was very fond of cycling, but the Shannon made the strongest appeal. He held various offices in the Boat Club, and two years ago he was the guest of honour at a dinner.

When health considerations compelled him to make a sea voyage many years back, his choice was a sailing ship to New Zealand. His death snaps another Limerick of other days, customs and fashions.

THE FUNERAL.

The funeral of the late Mr. Murray took place to-day from the Presbyterian Church to St. Mary's Cathedral, following a service conducted by Rev. W. M. Cargin.

The cortege was very large and representative. The coffin, draped with the colours of Limerick Boat Club, was borne on the shoulders of members of the Presbyterian Committee. Members of the L.B.C. subsequently provided a guard of honour beside the hearse.

The attendance included:—J. E. Galbraith (representing Col. H. W. Murray), the Mayor (Ald. D. Bourke, T.D.), Edward Buckley (Chairman, Wm. Todd & Co., Ltd.), R. V. Dornelly (Director, do.), G. Creany, Philip Gleeson (Managing Director, Cannock & Co.), J. Walshe (Director, do.), W. J. Brown (Manager, Provin-

ESTEEMED CITIZEN

Passing of Mr. B. Murray

Distinguished Sportsman

The death, which we regret to announce, took place on Sunday of Mr. Bruce Murray, at his residence, Portland, North Circular Road. He was 85 years of age, and had been ill since January.

Mr. Murray was a citizen whose reputation stood high in the commercial life of Limerick. He was Director of Messrs. William Todd & Co., Ltd., and Chairman of Messrs. George McKern & Sons, Ltd. To the business activities of these well-known firms he brought a keen intellect and a thorough understanding of market fluctuations. His interest in the staffs, especially that of Todd & Co., was not the attribute of his long association with these establishments.

It was due to his solitude and zeal that the weekly half-holiday was initiated. Todd's gave the lead in this piece of social betterment, and Mr. Murray was the most enthusiastic advocate.

It was in the realms of sport the deceased gentleman came prominently into the public ken. He divided his leisure between aquatics and athletics, but it was in the former he excelled, and will be best remembered. He was elected a member of Limerick Boat Club in 1877, three years after its foundation, and his connection continued unbroken to the very last. He "pulled" a classic oar for a man of small stature, and barely turned the scale at 8 st. He won the Irish Sculls and stroked the Boat Club Eight to victory many seasons. What Mr. Murray did not know about rowing was unworthy of a passing thought, and his judgment of "material" was unerring. He was a first-class coach, and in that capacity the Club is immeasurably his debtor.

He was one of the early members of the defunct Limerick Athletic and Bicycle Club, of which he was Vice-President and Hon. Secretary. As a sprinter he had few compeers, and none, probably, in the 100 yards.

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'BERKELEY SQUARE'

Gate's Opening Performance

Brilliant Acting

The beautifully fantastic "Berkeley Square" was selected by the Gate Theatre Company for their opening performance at the Savoy Cinema last night, and, judging from the very large audience, the selection was a happy one. "Berkeley Square," with its extraordinarily clever mixture of eighteenth and twentieth century life, has always been a popular favourite with seasoned playgoers, and its presentation by the Gate Players demonstrated clearly the splendid talent and co-operation of the group. The lines spoken by Helen in the third act: "I am jealous, and yet I will be dead," taken out of the context, appears to be the most arrant nonsense, but in actual fact it is a perfect summary of the entire play. A twentieth century American, who is transferred back into the eighteenth century, retaining all his knowledge of his future life, is a difficult theme to handle successfully, but at no time did the Players allow the slightest suggestion of phantasy or unreality to creep in. It was an outstanding production, well deserving of the enthusiastic applause accorded it.

SKILFUL LIGHTING.

A special word of praise must be given to the lighting, which was extremely skilful. The lighting of the candles with a taper was a perfect demonstration of that careful attention to stage detail, which always characterizes Mr. Hilton Edwards' work.

The performance of Mr. Michael MacLiammoir as Peter Standish was a fine piece of interpretation, and another triumph for this talented actor. Miss Meriel Moore, as Helen Pettigrew, a young lady of the eighteenth century, gave one of the finest performances of her career, and further enthroned herself in the affection of Limerick playgoers. With delicate skill she brought every emotion to assist her, and gave a beautifully sympathetic performance. As the tempestuous Kate Pettigrew, Miss Corale Carmichael was most impressive, and Mr. Roy Irving enhanced his reputation in depicting an arrogant fop.

A delightful interpretation of Lady Ann Pettigrew was given by Miss May Casey, while Miss Sheila Richards as the Duchess of Devonshire gave an interesting depiction.

The other characters were—Lord Stanley, Mr. Tyrrell Pine; The Duke of Cumberland, Mr. Hilton Edwards; Major Clinton, Mr. T. St. John Barry; Mrs. Barwick, Jean St. Clair; The Ambassador, Mr. Liam Gaffney; Mr. Throstle, Mr. Christopher Casson; The Maid, Miss Sally Travers.

To-night the Company will produce the famous thriller, "Ladies in Retirement."

Afternoon Reception

A reception for the members of the Gate Theatre Company was given by a committee of ladies and gentlemen, headed by Mr. J. M. Flood, B.L., at the Savoy Restaurant yesterday afternoon. There was a large gathering to welcome

PILOTS' FLIGHT

Minister's Decision

Relief from Benefit Fund

A special meeting of Limerick Harbour Board was held on Monday to consider a letter from the Minister for Industry and Commerce relative to the Board's proposal to utilise the Pilots Benefit Fund for the purpose of assisting the pilots, whose earnings have been stopped, owing to the complete loss of shipping caused by war conditions.

The Mayor (Ald. D. Bourke, T.D.), presided, and the other members present were:—Ald. J. Reidy, T.D.; Messrs. D. J. O'Malley, solr.; T. J. Loughrey.

The Secretary (Mr. D. McNeice) read a letter from the Minister, stating that the Commissioners' proposal to encroach on the Pilots Benefit Fund for the purpose of supplementing some of the pilots' earnings had been considered by him and he was prepared, as a result, to confirm a bye law amending the existing Pilotage Bye-laws, so that the money in the Benefit Fund would be available to supplement the earnings of the Eastern Pilots to the extent of £12 per month per pilot, subject to the proviso that the amount so drawn from the fund shall not exceed £300 in the aggregate.

Mr. McNeice said that he had got into telephone communication with the Department and ascertained that the £300 would have to be applied to both the Eastern and Western Pilots.

Mr. O'Malley—The Eastern Pilots are referred to specifically in the letter.

A COMMON FUND.

Secretary—That was only because the first application to the Department was made on behalf of the Eastern Pilots. The Western Pilots subsequently made application and, as the fund is common to both, it cannot be applied to one section alone. The Eastern Pilots are not earning a penny now and there are eight of them.

Mr. McMahon said if £12 a month was paid to the Eastern Pilots it would only be available for two months. After that there would be no more money available.

Ald. Reidy suggested that a conference might be held with the men to ascertain how best the money might be applied. It was quite obvious, he said, that the money must be extended as far as possible, and if they were given £5 a month, the money available would last for over four months.

NO EARNING LIKELY.

Secretary—The pilots are not likely to have any earnings from shipping in the near future, but if they do earn anything in excess of £7, a sum can be deducted from the £5 they are going to receive from the Benefit Fund to bring the monthly earnings down to £12.

A resolution was passed on the proposition of Mr. McMahon, seconded by Mr. Loughrey, providing that when the earnings of the pilots for any month are less than £12 per man, in the case of the Eastern Division and less than £8 in the case of the Western Division, the Authority make up the difference by payments from the Pilots Benefit Fund, provided that the sums so paid do not exceed £5 per man in the case of the Eastern Division and £3 per man in the case of the Western Division.

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