

Canada as a sister nation than in the past, and the two countries have lost the expressive words, "can still go on business at the old stand."

CURRENT COMMENT.

Alpine Glaciers.

The appearance of certain small Alpine glaciers and the shrinkage of others, which are reported from Switzerland, is no new thing. Neither is it the result of a general movement in one direction, as has been stated, which will ultimately cause all the glaciers to disappear. It is now well known that these great ice-fields alternately advance and recede, the cycle of change probably being the best part of a century, and being dependent on meteorological conditions which simulate over fairly definite periods of time the various areas of the earth. During the last century the shrinkage of the Alpine glaciers has been going on apace, whereas in the Himalayas the advance process has been in operation, one glacier having lengthened by three miles in less than a year. The meteorological conditions from east to west and north to south are very related to the opposite movements of the glaciers in Europe and Asia.

Naval Officers.

Some well-known names are to be found in the appointments the Admiralty have made for the Royal voyage to India. One of the tenants on the Royal vessel (says the correspondent of the *Post*) will be the Hon. Charles Legge, youngest son of the Earl of Southdown, and a brother of Viscount Southdown, the member for West Bromwich. Another will be a cousin, Mr. H. C. Legge, a son of the fourth Earl of Dartmouth, who is one of the sub-lieutenants. Another young officer on board will be the Hon. C. A. Colville, Viscount Colville; while among his lieutenants is Lieutenant R. H. V. Buxton, who is the son of Sir Thomas Fowell Buxton, and a nephew of Mr. Noel Buxton, M.P. Two distinguished naval officers will be represented on the staff of the Admiralty, by his relative, Lord Richard O. B. Bridgeman, the second son of the Earl of Bradford, and Admiral Sir George Poe by a son. After the Royal party have been prepared their Majesties will pay a visit to the Medina to inspect the arrangements made for the voyage.

Registrar General's Report

The average annual death-rate represented by

... were over 1000 pigs at Killrush monthly pig market on Wednesday. All the Limerick buyers were present. Top prices obtained, and Berwicks and heavy bacon were rapidly bought up.

A charity Ball will be held in the Market House, Killrush, on Wednesday night the 11th of October. It promises to be a brilliant success. The Secretaries are Mr. Batt, Culligan, J. P. and Mr. Joshua S. Dowling, J. P.

It will be seen by advertisement that a general meeting of the members of the Limerick Branch of the "Catch-My-Pal" organization will be held on Friday, October 6th, at the Friends' Meeting House, at 8 p.m., for the election of officers for the ensuing year.

We regret to record the death of Mr. Martin Molloy, son of Mr. James Molloy, 83 Colcooney street (the latter a butler well-known to very many city and county people), which took place in Dublin yesterday. The deceased had been for seven years a postman in the Ballyneety district, and was highly esteemed by the residents, and for sometime past occupied the position of time-keeper in a Dublin building firm. His premature demise is much regretted by many friends in Limerick, and their sympathy is extended to his parents in their sorrow.

DEATH OF MR. JOHN BOYD.

We deeply regret to record the death of Mr. John Boyd, Secretary of the Limerick Harbour Commissioners and Chamber of Commerce, who passed peacefully away last evening at his residence, Rose Hill, North Strand, after an illness of some duration. He had suffered from an inward complaint, and some two months since proceeded to London for special treatment, subsequently returning home, but all that medical skill in the Metropolis or Limerick could do proved unavailing. The news of Mr. Boyd's death has occasioned widespread sorrow in the city, where he was held in the highest esteem and regard for his bright and genial manner, unvarying courtesy, and high ability as a public official. He was son of the late Mr. Wm. Boyd, J.P., of this city, and in 1895 was appointed Secretary of the Limerick Harbour Commissioner in room of the late Mr. James Harris. He was also for many years Secretary of the Chamber of Commerce. In the affairs of these two important bodies he ever took a deep and active interest, and furthermore took a leading part in the formation of the Irish Harbours Association, of which he was Honorary Secretary. He was frequently a member of deputations from the Harbour Board or Chamber of Commerce to London in connection with Parliamentary business, or to various parts of Ireland in connection with Industrial Congresses. In short, in any direction in which his services were sought they were freely and ungrudgingly given. His demise at the early age of 48 years is deeply mourned by all classes and creeds in the city, and in private life is extended to Mrs. Boyd in her poignant grief. Flags are at half-mast at Limerick Boat Club, the Harbour Office at the Docks, and the Shipping in port.

The funeral will leave Rose Hill at ten o'clock on Monday morning for St. Mary's Cathedral.

THE CHURCH.

the Great Southern and Western is practically unchanged. Many of the men of the company in the country districts have to be reinstated in the employment of the company, and their applications have been granted. A number of loco and traffic men from Kilmarnock, Scotland have arrived in Dublin, and will be taken into the company's service.

At the other railways yesterday the men as the working of the passenger and goods trains was concerned, was again satisfactory. Men who still remain out on strike from the Midland Great Western Railway premises at Broadstone matters have not yet settled, and the position of those men, of about one hundred, of all grades, in connection with arrangements which may be made by the company still remains in abeyance.

Some representatives of the men who have been from the Great Northern Railway at Belfast, and Dundalk have with a couple of days waited upon the Superintendent of the Line at Amiens street terminus on similar to that of the Midland men. They have taken to handle all traffic as directed. They are informed that they should apply to the stationmasters, and sign a declaration to the company.

The Locomotive Men

Letter from Sir Wm. Goschen

TO THE EDITOR OF THE LIMERICK GAZETTE
Great Southern and Western Railway
Kingsbridge Station
Dublin, 30th September

DEAR SIR—An offer was made by me to the whole of the locomotive men to be reinstated in their own positions. A number of men taken on in that department are comparatively small. Up to the present a great majority of the men in other departments could also be taken back to work. Enclosed is copy of the statement which was sent to Mr. Maunsell, the Locomotive Engineer, yesterday:—“Now, men, you have asked you to come here so that you may be asked to do all men in this department can do to-day to their own jobs if they make according to the directors circular an acceptance of this offer means the men to the works, and if it is not accepted they will begin this afternoon to take on the men waiting to fill up the vacant places. I am aware all men who break their contract forfeit their right to the free pension of the Company. My Board, however, is of opinion that the majority of the men who have left work have done so under the compulsion, they are prepared to be reinstated if they return to the benefit of the service if application is made by Monday next. After this hour all men who will be regarded as new servants of the Company.”

Yours truly,
(Signed) WILLIAM GOSCHEN

THE SITUATION IN LI