

8, but it would seem that although 0 was granted by the Board of object was never carried out. He baths would be self-supporting, but would be only £16 a year. The, or rather many of them, sup-posal, but as usual the bore of s the providing of funds. Mr. the ratepayers in general would have the baths if they imposed tion. Mr. J. F. Cullinan concur-ynch, solr., enquired would the s now recommend a loan, having or the improvement of the town. ned that the present matter had e health of the town, a question of importance. Mr. Lynch and the ed on this point, and the matter an issue on the motion of Mr. proposed—"That until the debt d of Works is decreased, it is un-ur further liability at present." econded the motion. Mr. Costelloe ption of Dr. Dillon's report, and n of the baths be proceeded with. econded to this amendment, and contemporary succinctly puts it, bath scheme fell through." Dr. r. O'Connor, at the same time, or their laudable action, and it is that the Commissioners did not o carry it into effect. However, in heavy taxation and depression aut of enterprise in the direction y well be excused.

rown open a second time for com-tract for supplying the turbines ear for the new Water Works was deration of the Water Committee t, when the tenders were opened, l to find that the local contractor ecessful, his tender being the eures standing thus—Mr W. F. non Foundry, Limerick, £2,760; t, Belfast, £2,840. The figures occasion were—Mr M'Namara, s Grant, £2,997. After such a e can be no question as to the calculations involved, when the es came so close on each and suc- and it is a gratifying fact that e thus retained at home, and the e city must consequently benefit. comes up for confirmation on efore the Corporation, where we interests will be duly guarded. s making a praiseworthy effort to its of the contract to this city for

rooms of the houses next morning. There is no definite motive assigned for these acts, which are not attributable to the lower classes. The police are on the *qui vive*.—COR.

NEWCASTLE WEST BOARD OF GUARDIANS.—At the usual weekly meeting of the above board, Mr D. D. Leahy, chairman, presiding, an application was received from seven evicted tenants on Lord Guillamore's property, requesting to be granted a month's out-door relief. After a protracted discussion it was decided to refuse the application, the Local Government Board, having on a recent occasion surcharged the guardians for out-door relief given to evicted tenants.

NEW MESSAGE BATHS AT BATH.—Dr Gelston has received an invitation from the Mayor of Bath, Mr Freeman, F.R.C.S., and the Corporation of that city to attend the opening of the newly-erected baths by her Royal Highness the Princess Louise, and the Marquis of Lorne on the 12th June, 1889. A special train for the conveyance of her Royal Highness the Princess Louise and the Marquis of Lorne, and the guests will be provided from Paddington, leaving at 10.30 on the morning of that day.

FUNERAL OF THE LATE MRS HICKMAN.—The remains of the late Mrs Hickman, widow of Hugh Palliser Hickman, Esq., of Fenloe, Co. Clare, were interred yesterday at Kilnasolagh, Newmarket-on-Fergus. The funeral left 11, The Crescent, the residence of the deceased lady's son-in-law, Dr. Whitty, at ten o'clock, and the mourners included—Dr. Whitty, Major C. A. Studdert, the Dean of Killaloe, Mr Francis Morrice, Springfield, and others. The funeral arrangements were carried out by Todd & Co.

THE TURBINE CONTRACT.—At a meeting of the City National League on Thursday evening, Mr P. E. Bourke proposed the following resolution—"That having learned through the Press that for the second time Mr W. F. M'Namara, of the Shannon Foundry, has tendered to supply the new iron work for the new water works at a lower sum than any other firm, we desire to express our opinion that in the interests of local trade, the Corporation should declare him the contractor." Mr O'Brien seconded the resolution, which was passed unanimously.

CRIMES ACT PROSECUTIONS AT KILKEE.—At a Crimes Act Court held at Kilkee yesterday, Patrick Reidy, Kate Reidy, Kate Galvin, Bridget M'Carthy, Thomas Stapleton, and Michael M'Mahon, dealers, were prosecuted at the suit of the Queen per District Inspector Dunning for taking part in a criminal conspiracy on the 15th May to compel John Breen and Joseph Moloney not to drive the police, and refusing to supply the latter with goods. On that account all the defendants were bound to the peace, and signed an agreement to supply Breen and his wife in future.

ST. MARY'S CATHEDRAL.—Whit-Sunday (Ember Week).—Matins, 11.30 o'clock.—Venite, Goodwin, in D; Chants, Turle, in D, and Crotch, in G; Service, Te Deum and Jubilate; Garrett, in F; Hymn, No. 215; Communion Service, Garrett, in F; Preacher, The Dean. Evensong, 3.30 o'clock.—Turle, in A, and Dupuis, in D; Service, Magnificat and Nunc Dimittis.

COLLISION IN THE SHANNON

Details are published of the collision which occurred in the Shannon on the 27th between the steamer Cerdic, of Newcastle, and the schooner-rigged steamer J. R. Hinde. The Cerdic arrived in port with wheat on orders from Gibraltar, and the Hinde, 476 tons register, was consigning 928 tons of gas coal from Tyne Shields. A report from the merchant vessel has just appeared in the *Shannon* Mr William Scott of the J. R. Hinde. "Arrived in the upper part of the Shannon on 27th, and about 1.30 p.m. steamship proceeding up the river. p.m. (Irish time), tide being half clear, wind about north, calm, the vessel going under steam, about 9½ knots per hour, with a two-knot tide, a pilot (Griffin) being on the bridge, and when coming to the flats below the bank in the Shannon was overtaken by a vessel steaming ahead. Observed the vessel was ported, and the pilot said that it was to the southward of the channel. This vessel was starboarded three points ahead, and the head came to the northward. Then the vessel steadied, leaving about 50 yards port of them. Continued to pass the other vessel a steady helm, and when about four points ahead the J. R. Hinde's starboard quarter struck the Cerdic's starboard side, and the Cerdic was going to starboard her helm. The Cerdic continued his course, when the Hinde closed on him, striking this vessel's anchor on the starboard side, about 100 yards of the stern, piercing two stanchions, also the covering boards and starting the division bulkhead in the fore room. On getting clear of the anchor the vessel canted right around from the other vessel's starboard side, and the engines were stopped and the helm put to starboard. The other vessel proceeded on her course, and the Cerdic that the vessel was making water, and the hole of about 18 inches by 6 inches in the water line, deponent had bags stuffed into the hole, and the pumps put to work, and the vessel was pumped dry and arrived at Limerick. The other vessel is thought to be from Newcastle. Deponent could not state to the collision, there being a bank at the port side. Neither could he state whether the other vessel would then have struck the Cerdic, or whether the other vessel would have struck deponent further forward." It seems that the Cerdic is the most seriously injured, the damage stated, being estimated at £400. Robert Horsley of the Cerdic says:—"I arrived at Gibraltar on the 19th, and received orders to proceed to Limerick. Proceeded at once and arrived at the Shannon estuary on the 25th, and was waiting for water, and proceeded to Limerick on the 27th. On that day, tide being half flood, weather clear, blowing a light breeze, with smooth water, the vessel was coming up the Shannon about four knots over the ground, and was approaching the middle bank, deponent being on the bridge, and the J. R. Hinde, of London, overtaking deponent from the port side, about 150 yards ahead, and deponent having been told by the pilot to starboard the helm to clear a rock which lay on the starboard side, deponent gave two blasts on the steam whistle to starboard, but seeing the Hinde coming too close, he at once a