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may be obtained by
Director, London,
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TS LIMERICK.
Referee.
August 22.

WERN RAILWAY
(ND).

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call remain unpaid
at the rate of 5 per
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in respect of such

ROYAL MARINES—To be Second Lieutenants—
Philip Harris, Gent. William J. Dunn, Gent. John H.
Parry, Gent. Richard K. Willson, Gent. Edmund H.
Cox, Gent. Edmund B. Snow, Gent. Gentleman Cadet
James Taylor.

Tower Hamlets Militia—J. Burgess, Gent. to be
Lieutenant; G. F. Richardson, Gent. to be Lieutenant.

THE LIMERICK CHRONICLE.

SATURDAY, AUGUST 29.

The late Marquis of Thomond was born in the year
1776, and died in his 80th year; he married 15th Sept.
1799, Elizabeth, daughter and heiress of Thos. Trotter,
Esq. of Duleck, by whom he had issue four daughters—
namely, Susan Maria, who married the Hon. Captain
Geo. F. Hotham, R.N.; Sarah married Major William
Stanhope Taylor, son of Thos. Taylor, Esq. of Seven-
oaks, and grandson of the late Earl Stanhope; Mary
married in 1836, Richard, Viscount Berehaven, son of
the Earl of Bantry; Elizabeth married December 1835,
to G. S. Buck, Esq. of Hartland Abbey, Devon. In
1816, the late marquis was elected a representative
peer of Ireland, but was subsequently raised to the
peerage of the United Kingdom by his English title.
He entered the army at a very early age, served in the
12th Foot at the taking of Guadaloupe and St. Lucie,
and afterwards proceeded to the East Indies. He sub-
sequently exchanged into the 14th Dragoons, with
which regiment he saw some service. He retired from
the army in 1808, on the death of his uncle, The
deceased nobleman was, with the exception of the King
of Hanover, the senior Knight of the order of St.
Patrick; a privy councillor for Ireland; extra aid-de-
camp to the Queen, and his late Majesty William IV.

Mr. Vignoles, the Engineer in Chief of the Water-
ford and Limerick Railway, has resigned, and the line
remains in charge of Mr. Osborne. It is to be extended
four miles further than the Junction, in order to em-
brace the entire traffic from Limerick to Tipperary.
A contract is entered into for the line from Grannagh
to Clonmel, and all expensive works at or near either
terminus at Limerick or Waterford, are to be in abey-
ance until the main portions of the line are completed.
This, of course, comprehends that incubus on the line
—the bridge of Grannagh, which almost every share-
holder hopes will never be carried into execution, its
procrastination until after the completion of the re-
mainder of the line will have the effect of raising the
shares considerably in the market.

For the South Riding of Tipperary, Special Road
Sessions will be held at Dunderum, 5th November; at
Tipperary, 6th; at Cashel, 7th; at Ballynonty, 9th;
at Clonmel, 10th; and Caher, 11th November.

Mr. Walker, of Westminster, president last year of
the London Institution of Civil Engineers, was lately
sent over by Government to report upon the capa-
bilities of the harbour of Valentia as the packet
station between Europe and America. His report has
been published; and it is decisively favourable to the

watch and money, at the
house, Woolwich, and
imprisonment in Maidstone
500l., and his friends h
his discharge from the
petition the Secretary of
ment to remit his impriso

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dren of Roman Catholic

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frigates, Constance, Euryc
squadron has been at s
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vented any interesting evo
squadron do not expect t
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Captain Stewart, R.N.,
Superintendent of her M
Francis Collier, C.B., will
Lords of the Admiralty.

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of the American, 50, fo
returning from South Am
out leave of the Admiral
Charles Ogle will act as
of the freight money acc
bringing home the treasu
the ship's company £1,20

NAVAL AP
Mates—J. R. Reynolds, Rob
Lieutenants. Assistant Su
Surgeon. Clerk—Francis Co
Commander—Thomas Ba
Dover. Lieutenants—Henry