weeks he would call attention to the system of jury packing pursued by her Majesty's Government in Ireland (Irish cheers).

In answer to Mr Bryce,

Sir J Ferguson said Port Hamilton will shortly be evacuated by her Majesty's forces. No arrangements have been made respecting its future custody, but it is understood that a Corean official will be present at the time of the departure of the British ships. No conditions have been made with the Corean Government, but her Majesty's Government did not determine to retire from Port Hamilton till they had received a guarantee from the Government of China that no part of Corea, including Port Hamilton, will be occupied by any foreign power.

In answer to Mr Stansfeld,

The Attorney-General explained that the Crown Solicitor in Ireland in directing jurors to stand by acted upon general directions applicable to all criminal prosecutions. These directions had been in use for many years, and formed part of the instructions given to the Crown Solicitor when taking office.

In answer to Mr T P O'Connor,

The Attorney-General denied that the directions were ever interpreted to mean that Catholics should not try a Catholic prisoner.

The adjourned debate on the Address in reply to the speech from the Throne was resumed by

Lord G Hamilton, who rose amid Ministerial cheers. Referring to the question of expenditure, on which so much had been said, the noble lord said his noble friend, Lord R Churchill, had proposed that the returns of the Admiralty and War Office, with the estimates of expenditure, should be circulated amongst members instead of being introduced to the House in the form of a speech. To this the Government had no objection, if such were the desire of the House, but otherwise it was not their desire to disturb the existing arrangements. The second proposal of the noble lord was that the Army and Navy estimates should be referred to a committee. As to this it might be worth consideration whether such a step should be taken; but he certainly thought it would be unwise to refer the accounts of the two Departments to a Select Committee of the House, inasmuch as it would be impossible for such a body to go thoroughly through those accounts in any reasonable number of years. His own department was one which expended a large sum of money, and he hardly knew what would be the effect of a sudden and large reduction of the estimates in that department. Looking at the number of men employed on continuous service and the contracts that had been entered into by the Government, the result of any such step would be to leave a large number of men in a condition of idleness. He believed that if it were possible to get over the initial difficulties and to appoint such a committee as had been asked for, that the committee would be astonished at the moderation of the demands made by the Admiralty. In considering this question the House must bear in mind the enormous increase that had taken place in the mercantile marine of Great Britain, which had doubled its tonnage within the last ten years, and must not forget that while with a commerce showing nothing like a proportionate advance, the navy expenditure of the Great Powers had during that period increased 50 per cent, as against an increase of 16 per cent in the case of Great Britain. Seeing the enormous expenditure of the other powers on naval armaments it was absolutely necessary that Great Britain should keep pace with what was going on among neighbouring countries—(hear, hear)—to appoint the committee asked for would in reality be to tie the hands of the Government. Turning to the Irish question, the noble lord announced the intention of the Government to do nothing to alienate the assistance of those allies who had enabled them to secure the unity of the kingdom (cheers and counter cheers.) He concluded by a high eulogium on the self-sacrifice and patriotism of hon members opposite who had acted with the Government in assuring so great an end.

Mr Childers who followed, said he should support any proposal on the part of Lord R Churchill to appoint a standing committee to discuss the salient points of the army and navy expenditure, because that was the very proposition which had been made by the late Government. Such a committee would inquire into the exact nature and sources of increases in naval and military expenditure, and in the event of its being appointed he hoped it would direct its attention to the most rapid method of securing the expenditure ordered, whereby the temptation to change an alteration now caused by prolonged delay would necessarily be avoided.

Mr Chaplin, who was received with cheers, said he should not have intervened in the debate but for the speech of the noble lord, the member for Paddington. He was not concerned in the defence of a Government which was well able to defend itself, but he was concerned in common with the majority of those who sat in that House in the maintenance of the Union. He was grateful to the noble lord for the reference he had made to Ireland, and with regard to the noble lord's statement that the rules of procedure about to be proposed to the House were the same as those which he (Lord R Churchill) had formerly announced. The whole Conservative party resented and repudiated the taunts thrown out by the noble lord at the Liberal Unionists (cheers). He did not think the people of this country would be misled by the idle and foolish sentiments of the noble lord—claptrap would be the right word, but he would not use it (laughter).

Mr Conybeare described what he had seen during the recent evictions at Glenbeigh, denouncing the proceedings of the agent as monstrous, and condemning the conduct of the authorities in the countenance given to those proceedings. The law as it stood, he urged, was unjust and cruel, because it enabled the landlord to rob the poor, and he maintained that it was only under a system of Home Rule that the proper remedy could be applied. But what was wanted was to bring the law into harmony with the instincts of morality and the principles of political economy. To do that they must stop these evictions, except where on due inquiry it was found that the tenants were dishonest, and prevent the destruction of any house by the tenant, whether he could pay or not, unless compensation was given.

Mr Somervell alluding to the comparison made by Lord R Churchill in which the Unionist Liberals were described as a Conservative crutch, said he should prefer to say that instead of looking for the support of a crutch the Tory Government were looking for what he would call a wooden-legged support. The wooden leg they sought in Mr Goschen (laughter). The hon gentleman went on to deal with the Irish question, denying on evidence he had obtained through his own examination that the Irish peasantry were a lazy people, and contending that nothing would make peace in Ireland but the establishment of a peasant proprietary.

Colonel Hill deprecated the sort of political agitation which had brought nothing but evil on Ireland, for which nothing could be hoped until the one administration of the law had restored the country to a state of peace and order.

Sir W. Lawson, and other speakers followed, and the House adjourned at 12.40.

THE DEBATE ON THE ADDRESS.

(FROM THE MORNING POST OF YESTERDAY.)

The debate on the address still drags its slow length along, and, considering the number of amendments of which notice has been given, we must confess that the time still seems very far distant when the House of Commons will be at liberty to discharge the functions for which it was called into being, and which, we presume, constitutes the *raison d'etre* of its existence. Close on a week has now elapsed since Parliament met, and yet up to the present the members of the Lower House have contented themselves with the discussion of the vaguest generalities, and without any intention of taking the opinion of the House on the expediency or otherwise of the suggestions they have offered. Nothing can be more legitimate than an opportunity should be taken on the motion of the address ascertaining whether the Government possesses the confidence of the House of Commons; but unless this course is taken at once in a straightforward way that motion simply affords facilities which are now too readily turned to account of pursuing obstruction tactics for the purpose of gaining them. We have already urged upon the Government the necessity of proposing such a change in the rules of procedure as will either dispense with a motion of an Address in reply to the speech from the Throne, or will considerably abbreviate

THE TERRIBLE CATASTROPHE AT SEA.

The loss of the Kapunda, emigrant ship, with nearly the whole of its living freight, is one of those calamities to the deep pathos of which no one can be insensible. It appears that the ill-fated vessel was an iron ship of over eleven hundred tons burden, classed as A 1, and manned by an experienced captain, officers, and crew. She left London on December 11, and Plymouth, where most of her passengers embarked, six days later. All went well until she arrived off Maceo, on the northern coast of Brazil, where the barque Ada Melmore, sailing from Coquimbo to London, ran into her, with the result that both ships speedily sank, the Kapunda in so short a time that three hundred and three of the three hundred and thirteen people on board were drowned. It is possible that this record of death, terrible as it is, may have yet to be supplemented; for it is not known with certainty how many were lost belonging to the Ada Melmore. The latest telegram received says that only two people sailing on board the barque were drowned; but further information may show that this underrates the loss of life on the last named vessel. But even as it is the record is sad enough. We have yet to learn—if it ever can be known—whether the collision was in any respect the result of carelessness, neglect of duty, or bad seamanship. From the absence of all news from either officers or crew it is surmised that of those who were on board the Kapunda are amongst the survivors. Should this turn out to be the case, there will be nothing surprising, though much that is deeply pathetic, in the incident. The public is occasionally shocked by the story of a calamity at sea, the saddening details of which receive an additional tinge of gloom from the selfish and unmanly behaviour of the men in charge of the vessel. It is gratifying to know, however, beyond the possibility of cavil, that such occurrences are conspicuous entirely as exceptions to a general and most honourable rule. Sailors are proverbially high-spirited and chivalrous; and we can have little doubt that the officers and crew of the Kapunda, even amid the horrors of a crowded ship rapidly settling down in mid-ocean, proved themselves equal to the emergency, and behaved like men. Had they not done so it is possible that the dreadful roll of the missing would be even a more lamentable record than it is. All disasters at sea are surrounded by incidents of a peculiarly agonising character; but the wreck of an emigrant ship is of all such calamities the one most calculated to appeal to the imagination. The hapless passengers belong to a class for which we cannot help feeling an exceptional amount of sympathy. For the most part they are men and women quitting the land of their birth for a country where the prospect is fairer and brighter. They have endured the "whips and scorns of time," amongst which deep and apparently abiding poverty holds a conspicuous place. They have borne much in the way of hardship and ill-requited labour, but at last they have felt unable to bear more. Accordingly they have scraped together their little all, and, with a hopefulness to which they have long been strangers, have turned their backs, reluctantly and sadly, on their native shores, to seek in sunnier climes the subsistance denied them at home. That "hardly entreated" toilers of this sort should find, instead of the looked-for prosperity, an awful death in mid-ocean is certainly pitiful to the last degree. No doubt, it is no harder for them to be drowned than for others to meet a like fate. The list of the passengers on board the Kapunda includes one family—Mr Field, his wife, and two children—who occupied the saloon cabin. The fate of this little party is as yet unknown. If they have all gone to their death their end will certainly be pathetic in the extreme. But it cannot appeal so forcibly to the feelings as the thought of dozens of families, bound together, probably, in equally strong bonds of affection, roused suddenly from long-forgotten dreams of hope and ambition to confront death in one of its most terrifying forms. When full details of the scene on the Kapunda immediately after the collision come to hand the story will doubtless be of the most heartrending character. The awfulness of the shock, the imminence of the peril, the impossibility of escape from it, are facts calculated to appal the stoutest heart. Probably the almost unavoidable circumstances which attend such a catastrophe as a collision in mid-ocean lend even more dread-inspiring elements to the situation. From the narrative of the survivors we shall doubtless learn how it was that the boats which the Kapunda must have carried were not put to more effective use in taking the passengers off the sinking ship. We fear that any hope which may at first have been entertained that several saved their lives at the moment of the accident by making good their escape from the Kapunda to the Ada Melmore must now be abandoned. The barque seems to have suffered nearly as much as the ship, seeing that the former sank almost as speedily as the latter. The statement that, while in the one case over three hundred lives were lost, in the other only two persons were drowned, may prove to have underrated the fatalities in connection with the loss of the smaller vessel. We have already pointed out that, so far as at present appears, there is nothing to show whether the collision was the result of pure accident or not. In any case it is one of those lamentable occurrences which from time to time make a black letter day in the nautical calendar. It is difficult to believe that science will be ever able to invent precautions sufficient absolutely to provide against the terrible calamities happening by flood and field. It will be remembered that only a day or two ago the Guernsey steamer came to utter grief in a fog, despite the fact that those in charge of her knew every inch of the water they were traversing. Neither in this case nor in that of the Kapunda should carelessness be attributed to the officers or crew until the whole facts are known. The loss of the vessels may have been as purely unpreventable as were some of the reported escapes from the ill fate of the Kapunda. It is stated that one of the steerage passengers chanced to break his arm after he had booked a place in that vessel. The consequence was that he lost his passage, and, in all human probability by the loss saved his life. A woman with a large family had several of them seized with scarlatina just before the time of sailing arrived, and was consequently compelled to postpone her departure from this country. Thus, by what appeared a painful and embarrassing incident, the lives of the woman and children were spared. Doubtless interpositions as unfortunate as these appear to have been beneficial to these concerned took place—indeed, we mention one in particular in our description of the collision and its results, so far as the facts have been ascertained. But the moral preached by both sets of circumstances is very much alike. Whatever precautions we may adopt against being overtaken by accident or sudden death in any guise, we can never be quite sure of their efficacy. They may be upset by the most unexpected and unpreventible of incidents. There is the more reason, therefore, for those in command of passenger vessels to leave nothing undone that can have the slightest influence in ministering the safety of the freight of lives under their care. If it were possible to know with absolute truth the precise conditions under which accidents like the collision between the Kapunda and the Ada Melmore occur from time to time, it would in all probability often be found that they are the fruit of some kind of neglect. It may be only forgetfulness in the mater of putting up lights sufficiently early in the evening; but when the omission imperils hundreds of lives, such a dereliction of duty can only be regarded as extremely culpable. The inquiry into the loss of the two ships, which will, of course, be held, may supply important clue to to the causes of these catastrophes. It is much to be hoped that some facts will be discovered that will lessen the liklihood of such calamities occurring in future.—*Daily Telegraph.*

Epps's Cocoa.—Grateful and Comforting.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—"Civil Service Gazette."—Made simply with boiling water or milk. Sold only in packets labelled—"James Epps & Co, Homœopathic Chemists, London."—Also maker of Epps's Afternoon Chocolate Essence.

[illegible] case of Lord Ferrers in support of his contention. In citing the supposed precedent he was wrong for Earl Ferrers, who was hanged in 1760 for murdering his steward, was tried by his Peers; but in his confession and defence before the House of Lords last night Lord Coleridge seemed by no means disposed to recant his views. The balance of opinion was, however, against him. The Lord Chancellor, Lord Fitzgerald, and Lord Herschell and all concur in the belief that a Peer has no option but to submit himself to the judgment of his own order. If they are right, the Lord Chancellor is probably not far wrong in contending that the law is not so much a "privilege" of the Peers as a restriction on the Crown—a statutory prohibition the value of which in ages past it is easy to understand. In the present day we can well imagine that a Peer might have the same desire for a jury of Commoners that a good-looking plaintiff in a breach of promise case has for a jury of susceptible males; and perhaps the same objection to answer before his Peers that that the lady would entertain to a jury of matrons. Notwithstanding the march of Democracy, there is still some disinclination to apply the standards of ordinary morality to the conduct of titled men, and the law which was intended to defend the order from the tyranny of the Crown may well be maintained in the interest of evenhanded justice. But, interesting as last night's discussion was, upon its merits, the spectacle of Lord Herschell moralising on the loose methods of judges in general, and Lord Coleridge in particular, was really amusing. The "noble and learned" Lord Chief Justice had had "to determine a particular point at a moment's notice." Not being able to look it up, he "gave at the moment the impression of his mind," and that turned out to be "more questionable than he thought at the time." Judges very frequently took that course; indeed, the same mischance "had happened before to the most eminent judges, and it might be regarded as perfectly certain that it would happen again." This is but poor consolation for those who go to law, and we are not quite certain that it was balm to the wounded spirit of Lord Coleridge.—*Standard.*

FRENCH AND IRISH OYSTERS.

As a benefactor of his species, the man who makes two oysters grow where only one grew before does not come far behind the much-quoted grower of the two blades of grass. But M. Renard, the director of the oyster fishery established by the French Government at Arcachon, has done much more than that. Where ten millions of oysters were raised in 1865 he now raises three millions. The curious point is, however, that the original seed for the Arcachon beds came from the West of Ireland; indeed, a number of the Irish beds were dredged out for seed to send to France. Even now, large numbers of Arcachon oysters are sent back to their old habitat for fattening, owing to the limy character of the water there; and the question has often been asked, why the despoiled oyster-beds of the west of Ireland might not be replenished and made to yield results like those attained at Arcachon. The conditions on the west coast of Ireland are more favourable than in Gascony. Not only is there abundance of lime in the water, but in many places the mud is hard instead of soft as on the Gascony coast. When the mud is soft the oysters sink into it and are smothered. Pits are therefore made in the mud and lined with tile or slate; the oysters are then put into boxes with wire bottoms, and the boxes are put into the pits. The young bivalves are arranged according to their ages and sizes, and they feed and fatten on the food brought in by the water; while at the same time the wire bottoms of the boxes prevent the oysters from coming in contact with or sinking in the mud. At another fishery, Auray, the oysters while young are kept in boxes called abulances; these have wire or perforated zinc tops as well as bottoms, with meshes or perforations so small as to protect the oysters from their numerous enemies, but large enough to admit the water freely. All this trouble would be unnecessary in Ireland. As for the financial question, it may be sufficient to state that since 1861 the French Government has assisted the Gascony fisheries to the amount of £104,480, but that the total value of the yield in 1885 was more than half a million sterling. No wonder M. Renard is able to say that the interest upon the capital employed exceeds what it would be reasonable to expect from the most flourishing industrial enterprises. It appears that most of the Government money has been spent upon experimental beds, with the view of finding out the most suitable places. In the French Budget this year there was an item of £1,350 under this head. A similar procedure would be essential in Ireland, for several reasons. Though the Arcachon stock came from Sligo and Galway, it will not answer for the work of restoration. It has now become acclimatized to warmer waters; and though the oysters from France fatten well on the Irish coast, they will not spat there, save in exceptional years. The Arcachon oysters will not spat under a temparature of 65 deg., and unless the water happens to be at that temperature in the very nick of time the opportunity is lost. The only oysters that can now be got to spat regularly upon the Irish coast are the American and Norwegian species, which come from a colder water; but they are said to be at present rather ugly in shape, and would want breeding. These are some of the reasons for which the Irish oyster business fails to attract private enterprise. One successful experiment would, however, sweep them all away.—*St James's Gazette.*

THE BRITISH DAIRY FARMERS.

A meeting of the Council of the British Dairy Farmers' Association was held on Tuesday in London, when Mr R W Bulwer, J P, and Mr James Robertson, J P, attended as the representatives of the Royal Agricultural Society of Ireland. The meeting was called for the purpose of settling the arrangements of the association's conference and excursions in Ireland in May next, and the cordial reception extended to the Messrs Robertson and Bulwer indicated clearly the interest taken by the association in Irish dairy-farming. As agreed upon by the council, the party will arrive in Dublin on the evening of Monday, 16th May, or the following morning. On the Tuesday morning the conference will open in the theatre of the Royal Dublin Society under the presidency of Viscount Powerscourt. An address of welcome will be presented on behalf of the Royal Agricultural Society of Ireland by the president (the Earl of Belmore) or the chairman of council (Mr J L Naper, D L), and, Lord Powerscourt having responded, a paper on "The dairy industry of Ireland" will be read and discussed. After luncheon "The utilisation of skim milk" will be dealt with in another paper, and the discussion will be closed in time to admit of paying a visit to the Glasnevin Dairy School, and a drive to the Phœnix Park before the dinner at Morrison's Hotel is discussed. The Royal Dublin Society's premises at Ball's Bridge will be visited on Wednesday morning, and at the conference in the the theatre of the society the Rev Canon Bagot will discourse upon the subject of "Creameries and Butter Factories." Luncheon having intervened, "Ensilage and succulent food for dairy cows" will be introduced for consideration. A drive through the Dargle to Powerscourt, and supper at Bray, will bring the day to a close. On Thursday Cork will be visited, and at the conference which will be held at the Munster Dairy School, Papers on "Butterine" and "Ergot" will be read. The distribution of prizes to dairy students and an inspection of the Munster Dairy School Farm are the remaining fixtures for this day. Friday morning is left open for a visit to the Cork Butter Market and the discussion of a Paper on "Preparing Butter for Market." Cork will be left for Killarney in the afternoon, and at the latter place a conference at the Town Hall has been arranged for the purpose of dealing with a Paper on "The Big in Relation to to the Dairy." Some of the small dairy farms in the vicinity will be visited, and a dinner at the Railway Hotel will close the conference. The exhibition of Kerry cattle, under the auspices of the Royal Agricultural Society, monopolises Saturday.

The New Lord of Appeal's Title.—The Queen has been pleased, by letters patent, under the seal of the United Kingdom of Great Britain and Ireland, dated 25th January, 1887, to appoint the Right Hon. Edward Macnaghten, Q.C, to be a Lord of Appeal in Ordinary, under the provisions of the Appellate Jurisdiction Act of 1876, and to grant him the dignity of a Baron for life, by the style and title of Baron Macnaghten of Runkerry in the County of Antrim.

[illegible] The Government have [illegible] service, whereby to [illegible] reinstating the service [illegible] integrity. The departures of the White Star steamers on Wednesdays from Liverpool [illegible] the arrival of the letters at New York on Friday of the following week, in time for reply by the Saturday mail from that port. The Admiralty has made a supplementary arrangement with the White Star Company, by which the service of their fleet is secured to the nation at peace prices in the event of transports being required, and the same agreement provides for the construction of new vessels by the company to meet naval requirements as armed cruisers. For these vessels, which are to be the largest and fastest vessels afloat, an annual subvention is to be paid in consideration of the owners building them to to Admiralty designs. Thus, at moderate cost, the country will secure the nucleus of a fleet of reserved armed cruisers of great speed and formidable fighting powers. Messrs Harland and Wolff, of Belfast, are to build the new ships, and as they will have twin engines, and be fitted with numerous watertight compartments, they will not only be placed beyond the chance of disablement, but will be practically unsinkable. A similar arrangement is being negotiated with the Cunard Company. Messrs Laird are preparing designs for the Inman Company for a new vessel also to comply with the requirements of the department in Whitehall. The first practical step has thus been taken in a policy long advocated, but hitherto confined to paper, in the formation of a British reserve squadron of merchant steamers.

WHAT THE *WORLD* SAYS.

The bells of Keighley were rung last week in honour of the munificence of the lord of the manor, the Duke of Devonshire, who has offered the town land worth £10,000, adjoining the magnificent estate of Cliffe Castle, for the purposes of a public park. An alternative estate has been offered by his grace, so that the corporation will have a choice in the matter.

A memorial to the late Duke of Albany, which has been executed by Mr Williamson of Esher, for Whippingham Church, is to be unveiled before the Queen leaves Osborne. Canon Duckworth and Canon Prothero are to take part in the special service on the occasion, at which the Duchess of Albany will be present, as she is expected shortly at Osborne on a visit to the Queen.

I hear that Lord Clanricarde (of Clanrikarde) has at last hardened his heart, and determined to carry out his plan of campaign against the Dillon and O'Brien plan. This, of course, involves a good deal of expenditure. Mr George Brooke, who is acknowledged by the patriots to be a lenient and large-hearted landlord will also counter-campaign his recusant tenants, and probably defeat them.

Messrs Allsopp's brewery business is to be immediately converted into a limited liability company, and the prospectus may be expected at any moment. The profits on the capital invested have lately been as high as eleven per cent, and the capital of the new company is to be £3,300,000, divided into 1,100,000 of debenture stock at 4½ per cent, 1,100,000 six per cent preference shares of £10, and 1,100,000 ordinary shares of £10.

In the various notices of Lord Iddesleigh which have appeared, no reference seems to have been made to the death of the favourite younger son, who lies buried close to his father in the Upton Pyne vault. This was the only break in the Northcote family, and happened quite suddenly about twelve years ago. The young man was killed by slipping under a roller in the cricket field, and the news was conveyed to his father addressing a public meeting. These who knew well the late Lord Iddesleigh say that the illness from which he died dated, to a great extent, from the shock then received.

The ridiculous rumour that the Prince of Wales has taken a semi-dilapidated mansion some three miles distant from Dublin—New-lands—once the residence of Lord Kilwarden, has again become current in Dublin, with circumstantial details. I believe there is no truth whatever in the rumour. It is not improbable, however, that the Prince may drive to Newlands when he goes over for the Punchestown Meeting next March, to visit its present tenants Col. and Mrs Davidson, the daughter and son-in-law of his old friend, Mr Mackenzie of Kintail. Col Davidson is the second colonel of the 16th Lancers.

Much sympathy is felt throughout Ireland for Lord Doneraile, who, together with his coachman, was recently bitten by a tame fox. The fox, a vixen, some time ago broke loose into Doneraile Court, which is a stronghold of the fox family, and after enjoying her liberty for a few weeks, returned to her box. She had been snappish ever since, and bit Lord Doneraile and his coachman as they were taking her out for an airing. The fox, it is believed, had rabies, and died soon afterwards; so Lord Doneraile and his coachman proceeded at once to M Pasteur's hospital in Paris. Both patients are perfectly well, and Lord Doneraile, who was bitten through thick dogskin gloves, has not shown any symptom of nervousness.

The search after gunpowder and treason, which usually precedes a new session, was last week supplemented by subterranean inspection of the means by which Mr I. Shone and the Public Works Department have, at the cost of some £ 20,000, effected the sanitary purification of Parliament. The engineer provided a learned pamphlet and an elaborate diagram, and explained in person the efficacy of his air compressors and sewage ejectors. In addition to the new drainage system several other notable improvements, including an entrance to the Strangers' Gallery, which obviates the necessity of passing through the lobby and some commendable changes in the arrangements of the rooms devoted to the press, have been carried out during the past recess.

The ornamental water at Osborne was thoroughly frozen for several days during the recent frost, and skating was practicable there for the first time for many years. Princess Beatrice and Prince Henry of Battenberg were on the ice every day for several hours. Prince Henry is a most accomplished skater, having taken a prize at Berlin three years ago. Prince Henry is an ardent supporter of the Isle of Wight Hunt, and is usually out twice a week. Last Tuesday the meet of the hounds was at Palmer's Brook, near the south entrance to the Osborne demesne, and the Queen drove out just before the covert was drawn, with Princesss Beatrice and the Princess of Leiningen, and stopped her carriage in order that she might see the sport. Prince Henry gave a dinner at the Royal Victoria Yacht Club at Ryde on Saturday evening, to which several of the principal members of the hunt were invited, including Sir Henry Daly and Colonel Atherley.

Irish Live Stock Exports—The official return of the number of animals exported from the ports of Ireland to Great Britain during the week ended 29th January, 1887, gives the following figures:—Ballina, 0; Belfast, 1,130; Coleraine, 42; Cork 1,307; Drogheda 1,855; Dublin 10,579; Dundalk, 1,103; Dundrum, 0; Greenore 635; Larne 194; Limerick 88; Londonderry 1,387; Newry 242; Portrush 0; Sligo, 209; Warrenpoint 0; Waterford 3,138; Westport 0; Wexford, 407. Totals—7,638 cattle, 1,943 sheep, 12,382 swine, 3 goats, 252 horses, 2 mules, 2 asses. Gross total, 22,347. Gross total for previous week, 22,825; corresponding week in 1886, 24,758.

The Philadelphia and Reading Railroad.—The new plan for the reorganization of the Philadelphia and Reading Railway proposed by the dissentients from the present reorganization scheme provides for the issue of 44,000,000 dols of New Improvement Four per Cent Mortgage Bonds, to run fifty years. Of this, 35,521,700 dols to be reserved to pay the Consolidated Mortgage of 1871 (known in London as Consolidated 1911), and prior mortgages; and also to pay the Improvement of 1873, and the Real Estates Liens of the company. A new General Mortgage of 31,000,000 dols at 5 per cent, running fifty years, to be issued in exchange for the present General Mortgage Bonds, the General Mortgage Deferred, and Perkiomen scrip and the accrued interest thereon to July, 1887. It is stated that a number of New York capitalists are willing to come in under the plan, which is based on foreclosure. Assents of bondholders will be received not later than the 21st inst.

THE LIMERICK CHRONICLE.

THURSDAY EVENING, FEBRUARY 3, 1887.

LIMERICK MARKETS TRUSTEES.

The monthly meeting of the Markets Trustees was held yesterday in the Harbour Board Room, Chamber of Commerce, Mr Wm Boyd, J.P, presiding. Other members present—Ald Walker, Ald Counihan, J P; Mr T M Cregan, J P; Mr S O'Mara, Mr E Wilson, Mr D F McNamara, Mr J F Power, J P.

Mr Hardiman, Secretary, Mr Connolly, Law Adviser, and Mr Frawley, Inspector, were in attendance.

The minutes of the last meeting were read and signed.

The Secretary announced the receipt of a letter from Messrs Russell, asking that they might be paid as soon as convenient a sum of £500, being the amount of their mortgage on the trust.

The board directed the secretary to inform the applicants that in the present state of the funds, the Trustees could not pay the sum just now.

The next business was a notice of motion by Mr Power, handed in at last meeting, to the effect "that owing to the action of the Waterford and Limerick Railway Company in charging freights on good coming into the markets, contrary to the understanding existing between the Company and the Trustees, the Inspector be instructed not to allow any waggon of the railway to pass over the line the property of the Trustees." He withdrew this in consequence of some conversation which he had had with the Law Adviser, who informed him that the railway company had consented to the agreement submitted by the Board regulating their tenancy of the line, and that pending its formal adoption they had fallen in with the understanding that no tolls were to be charged on butter and other goods coming into the market. The Inspector should understand that at present no charge was to be made by the company on goods sent into the market from the Terminus, and that they had no power to do so.

Mr O'Mara said it would be the Inspector's duty to see that the goods were sent in by the company in time for the market (hear, hear).

The Chairman said it was quite against Mr Spaight's wish or intention that any such charge should be made after the arrangement entered into between the Trustees and the company.

Mr Connolly suggested the adjournment of Mr Power's notice of motion for a month, and it was agreed to.

TRAIN ALTERATIONS.

Mr Connolly spoke of the alteration of the morning train from Charleville to Limerick, and said that the arrangement was detrimental to the farming classes, inasmuch as by the time they got into town they were late for market (hear, hear). He suggested that a representation should go from the Trustees to the Railway Company asking them to run the train which up to lately used to arrive in Limerick at 9.30 or a quarter to ten, instead of 20 minutes past eleven as at present (hear, hear).

The suggestion was unanimously agreed to.

THE MARKET FIELD.

Mr Connolly said that he had got instructions from the Trustees to get a copy of the lease of the Market Field which he did from Mr Beauchamp, and then he thought it well to lay the case before counsel for the purpose of advising the Trustees as to their right to this property intended for artizans' dwellings. The lease was made on the 16th June, 1884, and was for a term of 999 years from the 21st November, 1883, the rent reserved being £26. The document recited that the company shall not assign, transfer, or set over, or mortgage the said demised premises or any part thereof without the Trustees consent, and without their permission the premises shall be used for no other purpose than for artizans' dwellings. With regard to the first part, the erection of the dwellings had not been carried out, although the company were three years in possession of the field.

Mr Cregan—Was there any time fixed by which they were to build the cottages?

Mr Connolly—No, sir.

Mr Cregan—Won't that be a point against us?

Mr Connolly presumed that in point of law the person should build within a reasonable time, and it would be a matter of consideration for judge and jury whether three years was sufficient time or not. In reference to the second point, if what had been furnished to him was correct, the field had been actually sublet to Mr Fitzgerald, who he understood was an official of the Trustees, at the same rent that the company paid the Trustees. That was clearly a breach of the covenant—and Mr Fitzgerald sub-let it again to the circuses and wanderers of that class. That was not the object for which the lease was granted, and on these grounds he laid the case before Mr Madden, Q C, and without going into technicalities, he might say that counsel substantially concurred in the views that he (Mr Connolly) had mentioned.

Mr O'Mara proceeded to address the board on the subject, and was interrupted by

The Chairman, who in reply to one of his