

and navy practically out of the Parliament and the constituencies, so matter how the latter change their their politics the safeguards of the secure from the caprice of the mul- effect of Lord Randolph's protest how that the sooner England adopts course the better for the safety of the Following Lord Randolph, Lord resford severely criticised the Go- proposals as extremely unbusiness- s likely to produce as little good as hbrook's addition to the fleet did.

must be made all powerful, he out he would prefer to wait another the thing done in a businesslike way. w proposed to do it in a haphazard d, in his opinion, without any definite y. In conclusion the debate was for a fortnight to give both Govern-

Opposition time to consider the ore fully. In the meantime the great public opinion have given their The *Times* considers the Admiralty e "eminently satisfactory;" the thinks it "bold and well-considered;"

Telegraph pronounces it "the best our time;" the *Daily News* dismisses "not much of a scheme after all." *ing Post* allows that it "boldly meets itios of the position;" whilst on the l, in the opinion of the *Daily Chronicle* mean and meagre." The *Morning*

a little farther than its contempo- d points out that what the scheme to secure the deliberate sanction of of Commons to a definite programme e carried out continuously, and must ed at a stated time; whilst it is per- that the next Parliament will have to annul the Act passed in the pre- e, just as they will have the power, if se, to repeal the Local Government it thinks "that the solemn adoption programme of shipbuilding by this Commons will not be lightly disre- its successors."

ity Judge, Mr. Justice Gibson, finished ess of the Assizes last evening with the the presentment for the Buttevant and Tramway. His Lordship left for is morning, being accompanied to the the High Sheriff, Mr Herbert Sullivan, stomary guard of honour. We have utulate the High Sheriff on the which he discharged the important his high office at this his first

whose annual payment has been gradually extinguished, and an annual sum payable to them instead—is of itself a good example of its prosperity, whilst a profit of 60 per cent on its annual premiums may well excite the admiration and envy of the host of competitors whose profits range from 34 to 2 per cent.

FUNERAL OF MRS O'BRIEN, OLD CHURCH.

The remains of this highly esteemed and deeply regretted lady were interred yesterday at St Mary's Cathedral. The *cortège* was over a mile in length and included representatives of all classes and creeds in the city and district. Over one hundred carriages were present, and many of these came from remote districts in the county, as well as from Clare and North Tipperary. The service was partly choral, the sweet solemn music sung by the surpliced choir rendering the scene peculiarly impressive. While the coffin was being borne to the aisle the involuntary, "O rest in the Lord" (Elijah), was played on the organ by Mr Frank Mnspratt. The introductory hymn was No 190, "Jesus Lives," after which the 90th Psalm to Purcell's chant in F minor was sung. Subsequent to the Lesson "Now the labourer's work is o'er," from Hymns Ancient and Modern, was rendered, and at the conclusion of the service the "Dead March in Saul" was performed, during which the coffin was borne from the church. The officiating clergymen were the Dean and the Rev Canon O'Brien, and at the grave the Right Rev Dr Graves, Lord Bishop, pronounced the Benediction. The remains were enclosed in a suite of coffins, the inside one being a shell of polished mahogany, richly lined with white satin, while the outside one was of massive oak with heavy mouldings and neat brass mountings surmounted by an oak cross over six feet in length. The breast plate bore the following inscription:— "Eleanor Jane Alicia Lucy O'Brien, born March 13th, 1811, died March 5th, 1889." The casket was literally covered with wreaths, including one of violets, and crosses of lilies and moss.

The chief mourners were—Mr Robert Vere O'Brien, Mr Donagh O'Brien, Mrs R V O'Brien, Lord Inchiquin, Sir Stephen De Vere, Mr Aubrey De Vere, Mrs Monsell Canon O'Brien, and Major Vere O'Brien. The following are the names of some of those who were present or sent carriages—The Earl of Dunraven, Lord Fermoy, Lord Monteaule, The Most Rev Dr O'Dwyer, Roman Catholic Bishop of Limerick; Lord Massy, Lord Emly, Lord Clarina, Sir Croker Barrington, Bart; Sir James Spaight, The Hon Gaston Monsell, Sir S De Vere, Archdeacon Hamilton, Precentor Meredyth, Rev J W Hudson, Captain Croker, DL; Mr Courtenay Croker, Mr H S Croker, Mr E De Ros Rose, JP; Mr J B Moloney, solicitor, Ennis; Mr G Hunt, Mr Wm Hunt, Mr Frank Morrice, Springfield; Mr J H Harvey, Ennis; Mr J C Delmege, JP; Mr J O'G Delmege, JP; Sir David Roche, Mr Poole Gabbett, Mr C E Carling, JP; Col Maunsell, JP; Captain Vanderkiste, JP; Mr and Mrs J Fitzgerald Bannatyne, Mr F Finch, Lieutenant Colonel Finch, Mr M Leahy, Mr Wm Leahy, solrs; Mr Morton, Provincial Bank; Mr William Waller, DL; Mr P Fitzgerald, JP; Mr John White, DL; Mr Massy Hewson, Mr S E Lee, Mr Richard J Lee, Mr James Frost JP; Mr O'Regan, Mr Wyndham Gabbett, the County High Sheriff, Mr Phelps, Waterpark; Mr Wm Boyd, JP; Mr T H Cleave, Mr Cecil Vandeleur, Lieutenant-Colonel Massy, Rev J Dowd, Rev J S Flanagan, P P. Adare; Mr R Wallace, George street; Mr A C Wallace, Town Clerk; Mr R Hunt, JP; Mr P Griffin, JP; Mr Norris Russell, JP; Mr T D Atkinson, DL; Mr Enright, Mr Flanagan, Newmarket; Mr W M Beauchamp, solr, etc.

for years in respect of that guar- asked the other portions of the c come forward and reciprocate what for them. The priests would not b people did not approve of the projec their pleasure and interest to ascert ing of the humblest as well as inhabitant. The idea that a tax the county to any appreciable e bug-bear to try and frighten pe held that it could not be denied the of the line would result in developi and attracting traffic to it, and ought to be passed by the Grand Jury

Mr Sullivan addressed the Grand ratepayers, the great bulk of whom baronies were in favour of the p their interest, as well as in the i Grand Jury, he asked them to scheme had been brought forward expense to the ratepayers—it could ripe for decision than now, and he pass it, and carry joy and satis baronies concerned.

Mr J B Hewson said that he ha pleasure in proposing a resolution this guarantee (applause from t Being a Grand Juror, who lived at distance from the proposed line, s primary interest in the line one wa he thought he might say that he a matter sailing on an even keel, unprejudiced mind. Now, he w Grand Jury to consider the eviden been given at both sides. Th of it might be divided classes. First, the huge body who attended in that crowded roo day showing by their enthusiasm desired the line should pass. T seen a very large petition; the maj which must of necessity have be poor men, and there was not one s questioned. And they had thirdly position, of enterprise, and lat examined. The evidence agains would also divide into three classe petit on sent in there with a flouris —that it was signed by 50 representing a valuation of £14,000 really this huge mountain, when examined, turned into a mis (laughter.) Then they had m through whose farms the line wou a right to be heard, and he hoped compensation. And then he t James Spaight's evidence, which co heads; the first being that it wo Waterford and Limerick Railway (Mr Hewson) asked was there any world why they should take the i Waterford and Limerick Railway ation at all? Wasn't it said whole county that they were doing they could to strangle every kin and stop all kind of enterprise ev could (cries of hear, hear). Was any whose interests they ought to as against the interests of the rat county Limerick? If there was no bring competition into the county good ground for constructing the li Spaight spoke of the merchants of said the city was badly situated fo as compared with Cork. But w Jury to enable the merchants to d and put on heavy prices on poor baronies (hear, hear)? It was the give them all the facilities they them deal in the cheapest market pared to hear it said that if they guarantee it would imperil their the North Kerry line; that inster tax on £20,000. they would ha