

cularly lively fame of it in this country till the General Election is over. The struggle is just beginning. The parties are evenly matched, for if Mr. Parnell is head and shoulders above all the rest put together he is confronted by the hierarchy and priesthood of the Roman Catholic Church, who have made the quarrel their own.

The half-yearly meeting of the Great Southern and Western Railway in Dublin on Saturday was of a very satisfactory character. Mr Colvill, the Chairman, was enabled to put the affairs of the Company—so far as the past half-year's workings concerned—in so encouraging and so lucid a light before the shareholders that it was only natural to expect the proceedings of the meeting should be of a most harmonious nature. The increase in the traffic showed a net gain of £13,777 18s 6d, and it was interesting to learn that every class of the traffic contributed to this result. We are reminded that pasture farms are still extending, by the fact that there was an increase of 48,000 gallons of milk carried over the Company's system during the half-year as compared with the corresponding period of 1889. It is, indeed, becoming such an important source of traffic that the Directors hope to be able to run special milk trains, and thus ensure more punctuality in the passenger trains by which milk cans are now conveyed. As against the increase in the earnings of the Company—which in itself speaks well for an improved state of trade throughout the country—there is a larger advance in the working expenses which is set down at £17,191. This increased outlay was easily accounted for by the Chairman. A very considerable advance in the price of coal was the first point dealt with, and then came the rolling stock, to which the Directors are devoting special attention, so much so that in a short time they expect the supply of waggons will be found equal to any emergency. It is easy to imagine the great amount of employment provided in the coaching factories at Inchicore, and it was gratifying to learn from Mr. Colvill that with the improved appliances and the manner in which the works are conducted, the Company "are now able to turn out a better article at least 15 per cent. under what we would have to pay if we went elsewhere for it." This may help to change the minds of a good many well-meaning people who seem to think that the farther you go for your goods the cheaper and better you will get them. In the traffic department there has been an increase of £6,000 between wages and salaries, but the employees are now content with their positions, and there appears to be no probability of friction in the future. The whole tone of the Chairman's speech denotes admirable management on the part of the Board. They are ever improving their system—as, of course, they are in a position to do so—and the spirit of progress which animates them, is amply shown by the results of the half-year just closed. One matter cropped up in the course of the meeting which is of more or less local interest—we refer to the suggestion

a stable and coach house. There was also a hay loft, and on another storey a large quantity of confectionery and other goods was stored. On the fire being discovered word was at once despatched to the Mayor, the police authorities, and the fire stations. The military were requisitioned, and in very quick time a party of the Worcestershire regiment, under command of Lieut-Colonel De Berniere arrived with their engine, also a party of the Royal Artillery, under Captain Guinness, with their engine, and the Corporation fire engine, which was worked by a number of labouring men, under the superintendence of Mr Forrest. The military formed a cordon in Bedford Row, to prevent the spectators from encroaching on the brigade men. There was a plentiful supply of water from the hydrants, and lines of hose having been connected with the burning store, the engines worked uninterruptedly until the fire was extinguished about two o'clock. Fortunately, the flames were confined to the store, and none of the adjoining premises suffered any damage. A great deal of the stock in the store has been destroyed as well as two pony traps, and some of the goods in the shop have been injured by the water, one line of hose having passed through the outer premises. The Artillery worked from the corner of Bedford Row; and the Worcestershire and Corporation engines from the end of that thoroughfare. The Merchant's Fire Brigade arrived on the scene with steam fully up, but it was not found necessary to work her. The premises and stock were insured. In consequence of the fire business in the shop will be interrupted for a short time. Too much credit cannot be given to the military for the energetic manner in which they worked, and to the Mayor and other citizens who rendered assistance.

SUSPICIOUS FATALITY AT THE DOCKS.

This morning a man named Thomas Doyle, dock labourer, aged 39, was drowned at the Docks, and suspicion exists as to the manner in which he came by his death. It appears that he was in the employment of the Limerick Steamship Company, against whom the society labourers have been on strike for some months back, and since then the company have had non-union men, including the deceased, in their employment. Deceased, who lived in Flag Lane, went to his work this morning at six o'clock, and it is alleged that he had an altercation at the Docks with some men who are unknown, it being dark at the time. Whether that is so or not remains to be proved. Two of the dock E. I. C. heard a splash in the water, but on going to the place neither heard nor saw anything more. At 7 o'clock the body of the deceased was recovered near the bridge between the Floating Dock and Graving Dock. An inquest will be held to-morrow. Sergt Flynn has arrested a man named John Bourke on suspicion in connection with the case. Deceased belonged to Limerick, and served in the Leinster Regiment at the time it was stationed here. There are no marks of violence on the body.

DUBLIN MUNICIPAL RATES DEPARTMENT.

The *Freeman* of to-day has the following:—The appointment of Mr Charles Dawson to the control of the Municipal Rates Department will give great satisfaction to all sections of the citizens. The office was created under the Dublin Improvement Act of last year, and gives to the Corporation the power of collecting the municipal rates. It was essential that a competent and experienced man should take control of the office, upon the efficient working of which a good deal depends. There could be no better appointment than that of Mr Dawson. He has exceptional knowledge of

Mrs. J.P.; Joseph M'Interson W. Shaw, J.P.; Thomas H. C. J.P.; J. N. Russell, J.P.; James Hennessy, C.E.; W. J. O'Donnell.

Mr James Harris, Secretary; Harbour Engineer; and Mr Adviser, were in attendance.

The minutes of the previous and confirmed.

INCREASE OF THE SECRETARY

Mr Robert M'Donnell said would not be very much notice of motion he had given been read at the previous meeting effect, that taking into consideration duties imposed upon their side out the pilotage returns, that salary to £350 a year. No doubt present time took a great interest and they were aware that these complicated and very involve considerable time from their other very important work he as secretary of the Board—that very important and flour the members of the Board's mind that the secretary was duty which in most of the Ha Kingdom, so far as he knew distinct from that of secretary very important offices which responsible for a large income, say an increasing income, account for to the Board, he by the Trinity Board the returns, and, in fact, the entire financial arrangement of M'Donnell) was quite sure it would be very glad if there was devised by which he would responsibility of making out the knew what it was to have to do ment Board, every one of their stroke of a "t" or the pip of at there would be very often a dence about it. In a Board li were all businessmen, allowances if the work was su but it must not only be substa Government Board, but it mu very last figure. He (Mr M that not only had the secretar able time over these accounts order not to allow other work he had to come into the office of them might enjoy themselves athletic pastimes, or something on a Sunday, but he did not would care to have to come to days. They had quite enough during the week. He was su member of the Board who would pay every one who worked for ferred to the efficient manner tary had discharged the duties office as secretary, and also had given in taking charge o ments. In conclusion he as the resolution.

Mr Shaw moved as an ar secretary's salary be increased reason to believe that Mr Harris in addition to some perquisite excess of the present secretar then the business of the creased. He did not think it man of Mr Harris' ability and who had such an immense responsibility on him, to give h than £400 a year. The gentleman position in Cork had, £1,200 a year—but he £1,000 a year. That important Board in the city thought they should pay a officer a fair recompense for t