

way for a width of about ten feet between coping and the dock face of the sheds. rails will be laid, in a very permanent manner, to the Irish gauge of five feet three inches, and in such a way as to admit a future extension if desirable; or in the event of connection with the Waterford and Limerick or other railways, to suit their rolling stock."

The most important part of Mr. Morony's weekly paper is that under the heading of "Suggested Improvements." The most urgent case he considers to be a railway connecting Limerick Harbour with the system of the country. As this has not been done long ago we can say. There is not the slightest difficulty in the way of connecting the Docks with the other railways whose termini are at the station. This could be done *via* Ballinacurra up to the level crossing near Rosabrien, or more directly to the station. The country is flat, there are no engineering difficulties, the project would be comparatively inexpensive, whilst the trade of the Port and the ways would advance by leaps and bounds. The project is so simple, so easy, so advantageous in every way that it is astounding to think

Limerick is so very backward in this respect. "Limerick Harbour," says Mr. Morony, "is in an isolated position in this respect, when compared with Galway and the less important town of Westport, both of which, as our own seaport, have railway communication with their ports. An additional objection in that consideration is that Limerick is flanked by two rival ports—Foynes and Foynes—the one already connected and the other about to be with the country systems."

Mr. Morony, in addition to the names of the towns as mentioned, might add also Sligo, and perhaps every seaport town in Ireland that has a railway station. Another very valuable objection is that in reference to large vessels they cannot always enter the Docks at the appointed time, thus causing delay and expense. Mr. Morony proposes to erect a pier wharf 20ft. or 25ft. wide along the dock face of the Dock to admit of deep-water vessels being dredged and maintained without endangering the foundations of the wall. By this means considerable expense and delay might often be saved to vessels in discharging and loading of their cargo on this wharf before entering the Dock under above circumstances. Mr. Morony also pointed out that a further, though a slight, minor advantage in a wharf on the east side of the Docks, would be to enable the boats to start more regularly at stated

MILITARY.—Colonel Blake, who has been in command of the Royal Munster Fusiliers Regimental district at Tralee since June, 1889, proceeds to Galway this month to replace Colonel Browne as commander of the Connaught Rangers Regimental district. Col. Magill Crichton-Maitland, late commanding 2nd Bat. Grenadier Guards will proceed to take up command in Tralee.

LIEUTENANT-GENERAL LORD CLARINA.—The Military correspondent of a contemporary states that Lieutenant-General Lord Clarina obtains promotion to the rank of general after just over five years' service in his present rank. He was last employed as commandant of the Dublin district, a post he held from 1881 until 1886. The vacancy on the list of lieutenant-generals will be filled by the advancement to that rank of Sir Charles P. Pearson. Lord Clarina will not enjoy his promotion very long, for he will at the end of next month be placed on the retired list, as five years will then have elapsed since he gave up the command of the Dublin district.

DEATH OF MR S. H. HARRIS.—The death is announced of Mr Samuel Hayman Harris, eldest brother of Mr James Harris, Secretary of the Limerick Harbour Board, which took place on yesterday morning at his residence, Blackpool Road, Cork. The deceased gentleman had been largely connected with the business of the port of Limerick in conjunction with the late Mr Michael Robert Ryan, J.P., under the title "Ryan Brothers & Co." He subsequently left Ireland for the Argentine Republic, where he engaged in farming pursuits, but, the climate not agreeing with him, he returned in 1875, and took up his abode in the City by the Lee, where he had since been engaged in commercial pursuits. Mr Harris was a highly popular gentleman, and his demise has been heard of with much regret in this, his native city.

THE MOST REV. DR. ODWYER AND THE WATERFORD AND LIMERICK RAILWAY STRIKE.

TO THE EDITOR OF THE LIMERICK CHRONICLE.
The Palace, Corbally,
February 5th, 1891.

DEAR SIR,—May I ask you to allow me to state the terms on which I have asked the railway directors to take back their employees?

When the men first came to me I required, as a condition of my interference, that they should admit their error in striking, and apologise for it, and to this they assented. Then I told them that I would not be a party to asking the directors to dismiss any of the men whom they had employed during the strike. And it was only when the strikers absolutely acquiesced in these two conditions that I saw Sir James Spaight, and wrote to the directors on their behalf.

I am now distinctly of the opinion that however wrong the men were in the beginning, or during the course of the strike, they have put themselves in the right by their submission, and that the public of the city will regard it as foolish and cruel oppression on the part of Sir James Spaight and the directors to exclude forever from employment on the Railway all these poor men, many of whom have spent long years faithfully in the service of the Railway Company, and are men totally unfit to go to work elsewhere.

And even if the men themselves deserved no sympathy, surely there might be some pity for their poor wives and innocent children.

I am, dear sir, your's faithfully,
† EDWARD THOMAS,
Bishop of Limerick.

Dr Gelston desired to add his testimony to Alton's great ability as a banker, his character as a friend, and the fact that he was to be of service to anybody irrespectively of politics (hear, hear).

Mr Alton, in returning thanks, said: "Gentlemen, I cannot find words to thank you and all my friends as I ought to do, and I must, therefore, attribute my inability to express my feelings to a want of proper appreciation. It is pleasant for me to be present at the present abode is not far removed from my city, my old friends, and pleasant to me, and I shall always take a lively interest in the success of Limerick men. During the time in which I was a resident I have the greatest kindness, not only from the members of the institution to which I belong, but from the general public, and I have almost invariably inclined to overlook little attentions I was enabled to receive. Reference is made in the address presented me with to my having assisted in the most valuable efforts in this city, and my friends that my help was not more valuable than the assistance of gentlemen, allow me again to thank you most heartily for your very handsome contribution (applause). Mr Alton, in thanking Mr Hunt for the very valuable gift which he had made in conveying the book to me, Mr Christy then handed Mr Alton a book of sovereigns and the book of subscribers, expressing the hope that he might long occupy a responsible position he had been appointed to, which was the sincere wish of all present (hear, hear).

Mr Alton entertained the guests with refreshments. The healths of the members of the committee, Mr and Mrs Alton were duly honoured, and the proceedings terminated.

The following is the list of subscribers to the testimonial:—Lord Clarina, Colonel Massy, Colonel Maunsell, J.P.; Sir Vere, Bart., D.L.; Robert Hunt, Croker, D.L., The Grange; M.R. Kell, J.P.; Rev Canon Gregg, George Weir, F.G. Bannatyne, J.P., D.L.; Riel, Richard Wallace & Co., William Caldwell Murray, William Todd & Co., Dr O'Shaughnessy, J.P.; Montif Cunnihan, J.P.; L.E. Ryan, James T.S. Deane, Dr R. Gelston, O.W. Fitzgerald, J.P.; William E.L. Hunt, J.P.; J. and G. Boyd, George Boyd, William Holliday, J.P.; Richard Smith, E. Dillon H. Spillane, J.P.; J.P. Newsom, William Taylor, Sellors & Pitt, William S. Cox, Mr Cox, Miss Cox, Manager; William Renahan, Rev David V. Edward O'Connell, T.E. O'Brien, James Kelly, Edmond Gleeson, Cay Cratloe; Robert MacDonnell, J.P.; Mrs. Gloster, Rev W.J. Clark, M.E. Conway, P. Kenna, Dr Malone, Solicitor; William H. Fogerty, O'Halloran, J.R. Tinsley, J.P.; C.A. makeogh; Marcus Slade, C.E.; James Webb, John Morton, Hugh MacHugh G. Westropp, Thomas George J. McDonnell, Broadford; S.F. Dr. R. B. Walton, Captain McKnight, Patrick Corbett, J.O. Ryan, Kilbride, Hostford, William L. Hunt, Dr M. William Bentley, J.P., Captain R.N.; John Bernal, Captain St. Richard J. Lee, Colonel Vincent, John Michael Egan, B. Barrington, solicitor; B. Fitt, Robert de Ros Rose, J.P.; J.P.; R.H. Flynn, Ennis, Peter M. Wm F. Maunsell, D. Tidmarsh, Wm.