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LIMERICK CHRONICLE

[ESTABLISHED 1766.]

WEDNESDAY, FEBRUARY 2, 1892.

Limerick Harbour Board at their fortnightly meeting yesterday had before them the proposed western entrance to the harbour. The matter has been discussed over again, but we do not think any change in the shipping accommodation can long be delayed. Limerick, the largest town in Ireland in population, with the longest water-way of the Shannon, is only second in rank as regards exports, and only half the size, has forty times the tonnage of Limerick. We stated lately, in the Dublin correspondent's column, that as an exporting centre it is practically nowhere, and is left almost almost any group of houses that can be clustered together on the banks of any stream. For one reason or another Limerick has not had fair-play. It would sooner send their vessels elsewhere than to Limerick for repairs. The navigation of the Lower Shannon is anything but perfect. The Dock Company seem able to impose their own terms upon the shipping. Strikes have not been unheard of besides all these, which may be ascribed to unfortunate irregularities, it was the meeting yesterday that within the last few days as much as £1,500 had been lost by the sinking of three vessels. Then there is the recurring question as to the Dock Company, whether in the altered condition of the present entrance is suited to the changed circumstances. The present dock was built when the average vessels upon the Shannon were not half the size that they are at present. They could not turn in the river and get through the gates. It is quite a different set of affairs when a long huge vessel comes steaming up the Shannon, has to go waltzing about the river up,

An election of two representatives of the consumers on the Gas Committee for the next two years was held in the Town Hall yesterday. Mr J. F. Bannatyne, D.L., and Mr James Harris were re-elected without opposition.

PRESENTATION TO MR. W. J. McNAB.—We have pleasure in stating that the congregation of Trinity Church has just made a presentation to Mr W. J. McNab on the occasion of his marriage, as an acknowledgment of his kindness in presiding at the organ of Trinity Church for several years without accepting any remuneration for his services, and for the general interest which he has for a lengthened period taken in the choir of the church.

L. P. Y. M. A. GYMNASIUM CLASS.—We understand that the committee of the above Class intend giving a "Grand Concert and Assault-at-Arms" in the Theatre Royal on Monday evening the 29th inst. Several of the leading amateurs of both city and county have kindly consented to assist in the musical programme, under the conductorship of Mr Kendal Irwin. The entertainment will in all respects be different from the recent performances given by the class. We shall give full particulars in a later issue.

THE LATE SIR JAMES SPAIGHT, J.P., D.L.—At a meeting of the Governors of the county Limerick Infirmary, held on Saturday, Captain Croker, D.L., in the chair, it was proposed and unanimously agreed to:—"That we, the Governors of the county Limerick Infirmary, desire to express and convey to Lady Spaight our deepest regret at the great loss which she has sustained by the death of her husband, a loss which the Governors also personally feel, as well as the Institution of which he was a Governor, and for several years the treasurer."

THE STORM.—A violent storm accompanied by heavy rain and hail occasionally, passed over this district last night, but no damage of any importance has been reported. In consequence of the gale the English mails did not arrive till 1.25 p.m. to-day. A Kilrush correspondent writes that a terrific storm was experienced in Clare on Sunday night and yesterday. Along the coast from Donoghmore to Seafield, wreck is coming ashore, comprising large beams of timber and planks, also in the Shannon, in connection with which a young man named Carroll was drowned, and another crew nearly lost off Querin. Around the heads and on the Coast of Kerry other casualties are reported.

LIMERICK RACE COMPANY.

ANNUAL MEETING.

The first annual general meeting of the directors and shareholders of the Limerick Race Company was held last evening in the Athenaeum. The attendance was large, and the proceedings were of a most harmonious character. The report and financial statement seemed to give general satisfaction, a result which augurs well for the

LIMERICK CORPORATION AND WATERFORD AND LIMERICK RAILWAY.

A special meeting of the Corporation to-day in the Council Chamber, for the purpose of considering the interests of trade and commerce of Limerick in connection with the Waterford and Limerick Railway. The Mayor, (Mr D F M'Namara), was in the chair, and there were also present:—The Town Clerk, J. Solicitor; D Ryan, and Thomas Town Councilors P. Keane, T. Meade, J. P. High Sheriff; B O'Donnell, S W J O'Donnell, J P; M Donnelly, J Bourke, P O'Malley, David B. Donnellan.

Mr A C Wallace, Town Clerk was in the chair. The Mayor having explained the object of the meeting, Mr Bernal said he rose with a pleasure to meet the call of the Corporation, and it afforded him still more to know that that meeting was to be non-sectarian and of a non-political character. The object of the meeting that day was to consider what would be the best interests of the Corporation in connection with the change that was proposed in the Waterford and Limerick Railway to show at first blush, the importance of the transaction, he might tell them that the Locomotive Department of the railway had the enormous sum of £7,200 per annum, and if that department were removed, the parties who built the railway, and their business, and opened an entirely new business. He concluded that the Corporation and guardianship of those people and gentlemen of the Town Council, should owe them all possible care and attention. He thought it was too early to talk of the *modus operandi* of the Waterford and Limerick Railway at the place, because, though a general meeting from Galway influenced the Railway of which he was a director, no doubt but the railway ran through parts of the country. Commencing at the Bristol Channel, narrowed at the Waterford and Milford Haven, so the a fair cross channel to make it as direct as London as via Holyhead. About a year ago, he was appointed by the Town Council of Limerick as secretary to a meeting of the Corporation against the sale of the railway. On that occasion, he had the pleasure of Mr Franklin, the Manager of the Railway, who made a general proposition that the railway should always be maintained for the prosperity of Limerick and the capital of the Empire, and it should be maintained. There was no use now in discussing secondary affairs about the management of the railway, but they might be certain that the Waterford and Limerick Railway Company should be sold to the Midland or Great Western Railway, and he was confident that the Corporation might repent even now, at the present time, that in 1872 they made a bargain with the Directors of the Waterford and Limerick Railway of a peculiar and one-sided character.