

It is not usual for a charitable donation to give rise to so much contention and adverse comment as has fallen to "Mr. G's" cheque for £100, enclosed by Lord Tweedmouth, with another of his own, addressed to Mr. Justin McCarthy, "in response to your circular of the 22nd," and "hoping contributions will come freely in" to aid the "new Parliamentary Fund." The Irish Parliamentary Fund is, to quote Mr. T. D. Sullivan's words, "intended mainly, though not exclusively, for the maintenance of a certain number of Irish members whose means do not enable them to attend Parliament at their own expense." Such support from their own countrymen Mr. T. D. Sullivan considers honourable to both givers and receivers, but to ask for such help from English politicians good friends though they may be, is, in his judgment, not to be thought of or tolerated for a moment. There are few willing to differ from Mr. T. D. Sullivan as to these opinions. Lord Tweedmouth's letter is dated the 27th of August, and on the 1st September Mr. R. C. Molloy called Mr. T. M. Healy's attention to the subscriptions that had been forwarded to the Parliamentary Fund. Mr. Healy was the only member of the Committee whose address he knew. Mr. Molloy hoped the Committee would without any delay thank the two donors, and "courteously explain the impossibility of receiving any such assistance from members of this or any other Government." Mr. Healy's reply does not throw oil on the troubled waters. He sees the piquancy of the situation, and takes care not to diminish the "piquancy." He even supplies a little spivoy flavouring of his own. With a charming affectation of superiority, he assures his correspondent he knows nothing of the matter but what he sees in the papers. Instead of asking money from Mr. Gladstone the latter should have been thanked by the Party, and presented with a solid memorial of his services. This ingratitude, he thinks, is now capped by appealing to him for a subscription "to support our men." "A bitter blunder has been committed," writes Mr. Healy, "but we have steered through whole monsoons of previous blunders. The discredit of it does not attach to you or me. Everyone knows where the responsibility rests, and if they now appeal to Lord Rosebery, Sir William Harcourt, the Lord Lieutenant, Mr. Morley, Mr. Asquith, and the rest of the Cabinet for funds, I shall only shrug my shoulders, and wonder at the moderation which abstains from assessing a levy of 5 per cent on the salaries of the new Revising Barristers or Clerks of the Crown." The Parnellites are, we are told, about to be refunded to the tune of £20,000 by the gentlemen who appeal to the Government for subscriptions. "To hand over your own money by the thousand to your enemies," comments Mr. Healy, "and then be glad to parade an odd hundred from one of the Ministers whom you boast of holding 'in the hollow of your hand,' is another magnificent achievement." "Whole monsoons of previous blunders" have hardly caused the breeze that "Mr. G's cheque" has raised just now. The *Freeman* tries to make out a case by charging the bitter blunder on Mr Healy and justifies the acceptance of the cheques by Mr Parnell's receiving large gifts for his party from wealthy personages such as Mr Rhodes. There is however, a very wide difference between accepting money gifts from such men as Mr Rhodes and appealing for help to the men they have kept in power by their votes during two Parliaments.

11 at the Dublin Horse Show—hunters up to 137 to 156—for "The Masher." This horse got first prize at the Limerick Horse Show, being at that time the property of Mr George Gloster, Parteen House, who bred him. He subsequently sold him for a long price to Mr J Melady, who, we learn, has re-sold him for the highest price at the Show. Mr Gloster may well feel proud of the success which the animal has achieved.

THE LATE MR. JEREMIAH M'CAETHY, SOLR.

The funeral of the late Mr Jeremiah M'Carthy, solr, took place on Sunday morning. During Saturday night the remains had lain in St Michael's Roman Catholic Church, and a large congregation attended on Sunday morning to take part in the services for the dead. The interment took place in the New Cemetery, and an immense concourse of citizens of all classes followed the remains to the grave. After the funeral service the coffin, which was covered with wreaths and immortelles, was borne from the church by Mr J P Hall, solr, Mr M D Carr, Mr Patrick O'Malley, and Mr Terence O'Brien to a hearse in waiting, and the cortege thence to the Cemetery. Prominent in the mournful procession were the Mayor and High Sheriff, bearing their wands of office draped, and attended by the sergeants-at-arms and mace-bearers. Then followed the members of the Corporation and the official staff. The prayers at the grave were recited by the Rev Dr Hallinan, Adm. St Michael's; Rev Father O'Keefe, S J; Rev Father Lynch, OSF; and the Rev Father Cregan, CC, St Michael's. Amongst the attendance were—Alderman Hall, J P; Mr Ambrose Hall, junior; Mr Ralph Nash, solr; Mr Halpin, Mr N A Brophy, Mr Ebrill, Mr T M Bourke, Mr Wm Spillane, J P; Mr William McNamara, Mr John Clune, J P; Mr W H Corbett, City Surveyor; Mr Delaney, Thomas street; Mr J Delaney, George street; Mr R McDonnell, Town Clerk; Mr F E Kearney, solr; Mr H Blackall, solr; Mr T C Donnelly, Mr W F O'Grady, J P; Mr James O'Malley, C E; Mr H J Guinane, Clerk of Union; Mr W Frost; Mr R Smith, Mr Maurice Redmond, Mr Vincent Nash, J P; Mr Jefferson, B L; Mr S Hastings, solicitor; Mr J Gaffney, T C; Mr E O'Callaghan, Mr R J Lee, Mr S E Lee, Mr F A O'Keefe, M P; Mr Blood Smyth, solr; Mr J Gaffney, solicitor; Mr P E O'Donnell, solicitor; Dr T G O'Sullivan, Dr Graham, Dr J Holmes, Dr Fogarty, Dr E O'Mara, Dr Riordan, V S; Dr Winter, V S; Dr O'Neill, Resident Medical Superintendent District Lunatic Asylum; Mr J Carmody, Mr J Goodwin, Mr Wm Leahy, solicitor; Mr James Quin, J P; Mr S B Quin, Mr J McAuley, Mr James Bodkin, Mr Wm M Nolan, T C; Mr Bodkin Kennedy, Mr Thomas M'Carthy, Mr Wm Lloyd, Mr P O'Meehan, dentist; Mr J DeCoursey, P S C; Mr T Hartigan, T C; Mr Franklin, T C; Mr W Peacocke, C E; Mr J H Moran, solicitor; Mr Peter Cronin, Mr Wm DeCoursey, Mr M McDonnell, T C; Mr Halpin, Mr F Walker, Mr John T C Day, Mr W Christy, Mr W Christy, junr; Mr E Christy, Mr Frank Cantillon, Mr Henry Christie, Mr William Halliday, Mr Hanly (Cannock and Co), Mr Toppin, do; Mr Wm Walsh, do; Mr D Tidmarsh, do; Mr R Fogarty, C E; Mr F Fitt, solicitor; Mr John E Holmes, Dr Humphreys, Dr Kennedy, Dr Shanahan, Dr P E Graham, Mr James O'Mara, J P; Alderman Gaffney, Mr James Flynn, Mr Vincent Nash, J P; Mr John Guinane, J P; Mr W B Fitt, Mr David Begley, T C; Mr Jeremiah Anglim, T C; Major Kenny, Mr O'Halloran, George-street; Mr F St Clair Hobson, Mr P Hartigan, Mr J V Golden, Munster and Leinster Bank; Mr Michael Egan, Mr James Harris, Secretary Harbour Board; Mr Joseph B Kennedy, Mr D Kennelly, T C; Mr Michael Donnelly, T C; Alderman Jerome Counihan, J P; Mr George O'Dea, Mr C H Fitt, City Sub-Sheriff; Mr John Dundon, Law Adviser to the Corporation; Mr James Doyle, solr; Mr W E Counihan, solr; Mr John Ryan, Mr J Murray, Mr M Spain, T C; Mr M Cusack, T C; Mr J J F Browne, C E; Mr James Frost, J P; Mr Patrick Herbert, T C; Mr Baker, Mr Peacocke, C E, &c.

The wreaths, which were numerous and beautiful, included a magnificent natural floral wreath from the Limerick Boat Club, porcelain wreath in glass shade, from Mrs O'Malley; also wreaths from Mr J V Golden, Munster and Leinster Bank; Mrs Peacocke, Mrs Walsh, Foynes, &c.

Mr W H Fogarty, solicitor, requests us to state that he was unavoidably prevented from attending.

The funeral arrangements were carried out by Messrs P McCarthy and Son, George street.

We reported in our last issue the inquest on the deceased gentleman, and outside that report we alluded to the supposition which had been entertained, that while in the water Mr M'Carthy was seized with an epileptic fit. It is right, however, to clearly point out that this was not borne out in the smallest degree by the evidence, which showed that it was simply a case of accidental drowning, and this was the verdict returned by the jury.

THE COWPER-CALVERT COMPANY.

INGOMAR.

of one of the London magazines, descriptive of a fishing and canoeing tour in the Floridian lagoons and rivers. The fatal malady which cut him short in his prime was contracted whilst rejourning in America last year when he travelled over to witness the match between the Vigilant and Valkyrie. A kindly disposition coupled with the frank, genial bearing so characteristic of those who live mainly on the ocean rendered him a general favourite with his acquaintances, and particularly the tenants on his father's property. Lieut Henn, though a J P for the county Clare, and an ex-officio P L G, rarely attended board or petty sessions.

The *Yachting Journal*, referred to, says:—Lieut William Henn, R N, was the eldest son of Mr T Rice Henn, D L, and Recorder of Galway, of Paradise Hill, on the estuary of the Shannon. Born in 1847, he entered the Navy in 1860 as a naval cadet in the *Trafalgar*. The crack steam frigate *Galatea* had him as a midshipman from 1862 until 1866, on the North American and West Indian station, and during the American Civil War. He was present at the bombardment and capture of the forts at Cape Hatien, and at Jamaica during the negro insurrection in 1865. Doubtless, this period was a pleasant one, or else his yacht would not have been given the name she bears. He afterwards served in various ships in the East Indies and on the coasts of Africa, Arabia and Madagascar, taking part in the Abyssinian war. Lieut Henn acted as transport pilot in the Red Sea, and whilst cruising, in command of ships' boats, captured and destroyed many Arab slave dhows, for which service he was especially mentioned in despatches. In 1872 he was selected from many volunteers, and went to Africa as second in command of an expedition organized by the Royal Geographical Society for the search and relief of Dr Livingstone.

In 1870 he built his first yacht, an open lugger rigged whaleboat, which he sailed from Plymouth to the Shannon (round Cape Clear), and in her made several voyages round the coast of Ireland. In 1874 he was by his own request placed on the retired list of his rank in the Navy, and that year purchased the 31 ton cutter *Minnie*, built by Ratsey. For 2½ years this little vessel was his home; in her he sailed nearly 15,000 miles, including a winter voyage to the Mediterranean, where in 1877 she won for him the Grand Prix at the International Regatta, Cannes (the fore-runner of the French Mediterranean regatta).

In 1877 he bought the 80-ton yawl *Gertrude*, built by Alfred Paye. His wife is as much a sailor as himself, and for seven years they lived on board, being continuously in commission, except when the yacht was undergoing repairs. In that time they covered upwards of 40,000 miles, always wintering on "the Straits," and sojourning in home waters during the summer.

At the first Nive International Regatta in 1879 *Gertrude* secured the "Grand Prix," and the following day the Prince of Monaco's Cup. Subsequently on two occasions she again carried off the "Grand Prix" at Nice, and "Prix de Monte Carlo," besides others at Cannes, Mentone, Genoa, Ajaccio, Oran, and several ocean matches at home and abroad.

For years he had wished to test the English type of racing yacht against the American, and in 1884 decided to challenge for America's Cup. He gave an order to Mr Beaver Webb to design a 90-ton racing cutter expressly for that purpose, and the challenge was sent to the New York Yacht Club before the yacht *Galatea* was launched. Sir Richard Sutton at the same time determined to challenge with *Genesta*, and the joint challenge was promptly accepted by the New York Yacht Club, and for *Galatea* they agreed to waive the six months' notice required by the dead gift. *Galatea* was constructed throughout of Siemens Martin steel by Messrs Reid, of Port Glasgow, and was the last of the big cutters built under the 1780 rule. Her principal dimensions were—Length, L W L, 87ft; length over all, 102ft 7in; beam, 15ft; draught, 14ft; ballast (lead keel), 81 tons; sail area, Y R A, 8,230.

Owing to defective casting of her lead keel, she did not stand up to her canvass as well as was anticipated. She was also very unlucky, experiencing many accidents, including breaking her mast in three pieces during the Royal Ulster regatta. These mishaps prevented her from crossing the ocean with *Genesta*; but the following year having been altered and improved, she sailed for America with her owner and his wife on board, making a summer passage (under her ordinary trysail) of thirty days to Marblehead, touching en route at the Azores. She was beaten for the cup by *Mayflower*, an 86 foot Burgess sloop, an enlarged Puritan, but the contests took place in light weather, which did not admit of either vessel attaining a high speed.

Soon after *Galatea* arrived in New York, before racing for America's Cup, Lieut Henn issued a challenge to any single-masted American yacht, to sail a match against *Galatea* from Sandy Hook lights to and round the islands of Bermuda and back, about 1,503 miles. He left the challenge open for a month, but it was not accepted. She sailed home the end of October 1887, under her ordinary storm sails, and in spite of a week's head winds and a heavy easterly gale which compelled her to "heave to" for 19 hours, made the passage from Sandy Hook to Rocky's Point in 17 days 17 hours. Her best day's run was 257 miles. She also stopped for some hours fishing on the bank of Newfoundland. Mrs Henn, who is an excellent navi-

Council. Mr McMal Harbour Ct Bridge light great impro A report stating that at Sir Harr river. Mr McMa to have Mr suggest tha the Consta attention to Mr Donn direction. The Town District Ins I The same Mr Gaffn sion from th manner in v agent, was i in the Park appreciated The Chai of hand pla Mr Gaffn bands playi Mr McMa mission of I The Tow band playin The Chai they were t ask p-rmiss Mr Gaffr affairs that this way. Mr Donn by the lease to call it a Alderma a band star not have a The Tow Barrington stand erect play there o The same Consider to a bill for his service in exam Corporation the hip. Mr McMa he consider Ultimate the Council A RT The same P Herbert Franklin, 1 The Tow for all the finished. Works stal would com ment work of work dou Alderma from the C Town Cl Mr Donn cottages th Town Cl Mr Vince Flynn, at pondence w Colonel of City Surve Rhoden str soil was th from the impractical portion of warded a s Officer the back yard Sanitary X commende and notice agent, Mr work, or el There are: to the hou Mr M'I authorities which were sanitary of the then The officer Mr Her nothing in Mr Don structed w of by the c Mr Corb won't thro Mr Her no objecti the whole Mr Cori view. Mr Nasl ing with t