

total tonnage of all being us, which is a quarter of a million than that for 1893, though the average for the four preceding the end of September the most nature is the great decline in the of sailing vessels, amongst those ruction, or preparing for construc- production of sailing vessels during is the smallest for the last seven the state of the building trade in was such as to call forth the stat- "the building of sailing vessels has sent practically ceased." The pro- last year is remarkable, we are also for the great number of large hat have been built. 131 steamers 523,887 tons, over one-half of the it, giving an average of 4,000 tons steamer, and of these 29 vessels 61,534 tons, and 47 vessels 237,454 arly one-quarter of the total pro- These vessels do not represent a pro- amount of ordinary cargo capacity amount of their tonnage is com- passenger accommodation, and in efor special cargoes, such as meat, oil, er remarkable feature noticed in the the past year's contracts is the e" orders that our steamship Com- r give. In more than one instance e year five similar boats of 6,000 or capacity have been ordered at the by one customer, and in many cases four similar vessels. These are not e orders, but contracts given by large experience who have regular ich they find necessitate additions to ts. Several owners have ventured mers of 6,000 to 9,000 tons carrying and one steamer is building to carry 0 tons. These vessels have been and oubtedly the great disturbers of ht market in the future. There be traces of over production—a n to which is provided by the fact aterial is at the lowest price known. shipbuilders have increased their n by 25 per cent during the year, and shipping promises to extend. The erefore, justifies the remark that if has not been a very good one for t cannot be described as being a bad

ish this evening a letter from Dr fleshy, the Hon Secretary of the Fuel ealing for public support to the fund

cation for Press messages with England and Dublin has been completely interrupted by last night's storm, we have received none of our ordinary telegrams this evening. The occurrence being almost unprecedented, we think it right to give this explanation to our readers.

CONGREGATIONAL CHURCH,
CATHERINE PLACE.

Minister, Rev D Tilsley.—Subjects for dis- course on Sunday, 13th inst—Morning, 11.30, "Divine Silence"; Evening, 6.30, "A Blind Man's Creed." Bible Class, Thursday evening 8 o'clock.

DEATH OF MR WM. BARRINGTON, C.E.

We regret to announce the death of Mr Wm Barrington, C.E, which took place to-day at his residence, "The Ferns," Castleconnell, after a prolonged illness. The deceased gentleman, who was in his 69th year, was one of the most prominent members of his profession, his name having been widely known throughout Ireland in connection with railway matters particularly. He was a pupil of the celebrated Irish engineer, Sir John McNeill, pioneer of Irish railways, and was engaged under him on the Great Southern and Western Railway, and its branches to Killarney, Tralee, and Fermoy, and also on the Limerick and Foynes Railway. He had charge of the completion of the Cork tunnel; was chief engineer of the Killaloe railway; also the line from Ballygrane to Tralee; Dunmanway and Skibbereen; the line to Bantry; and also the West Clare Railway (the extension of which to Kilkee was carried out by Mr W Barrington, junr., C.E.), and many extensive arterial drainage works. In consequence of failing health he has for some years retired from the active duties of his profession, but his name will long be remembered in connection with the most extensive and successful undertakings which he carried out during his long and active career. Mr Barrington was a most kindly and unassuming gentleman, and enjoyed throughout the country the acquaintance of very many personal friends, who will deeply regret his death. Mr Barrington was uncle of Mr B Barrington, solr, and Mr Wm Barrington, junr, C.E. Funeral will leave Castleconnell for the family burial place at Rathkeale at 10 a.m on Monday next.

DEATH OF THE SECRETARY OF THE NATIONAL BANK.

We regret to observe the announcement of the death of Mr J W Enright, secretary of the National Bank, a sad event which occurred in London on Wednesday, after a week's illness. Mr Enright was only 46 years of age. He was born in Limerick, and was attached to the Cork branch for five years.

THE IRISH LANDOWNERS' ASSOCIATION.

MEETING OF THE CLARE BRANCH.

(BY TELEGRAPH FROM OUR CORRESPONDENT.)

Ennis, Saturday Evening.

A general meeting of the Clare branch of the Irish Landowners' Convention was held this afternoon to elect officers for the ensuing year and delegates and supplemental delegates to the general convention. Lord Inchiquin presided. Also present—Messrs H V Macnamara, D.L; R V O'Brien, T G S Mahon, D.L; G Studdert, J P; H de L Willis, J P; Marcus Keane, D.L; W C V Burton, D.L; Pierce O'Brien, J P; W F Crowe, J P;

engagement at the Theatre Roya next. A most interesting and attra been arranged for the week. Ham the opening performance, which i succession by *The Taming of the Sh* *Romeo and Juliet*, *Much Ado* and *Macbeth*. It is impossible in anything but the highest Benson and his Company, it beir round Shakespearian company tr addition to Mr and Mrs Benson, th cludes Mr Frank Rodney, late lea Mr Ben Greet's Company, Miss F so well-known in Limerick throu visita here with Mr Edward Compt Touching Mr Benson's impe "Hamlet," a contemporary observe a personation like Mr Benson criticism is silent, and admiration s Benson is an almost ideal Hamlet speare thought and wrote, Mr Ben acts. He lives on the stage as the characters lived in the mind of t poets. His 'Hamlet' is no car logically constructed abstraction, l of warm flesh and blood like c whom we can love and hate and sm We feel certain that Mr Benson by a bumper house, and that the treat which will be presented du will be supported to the fullest public.

THEATRICAL PERFORMANC
JOHN'S TEMPERANCE

On Thursday and Friday night of St John's Dramatic and Gyn gave a performance in the Recr their rooms. On both occasions th was crowded by a most enthusiasti the piece selected, which was gor very meritorious manner, receive tion. Considerable expense was ir nection with the scenic effects executed in a very artistic m Kenneth Ross, and the only de the stage was somewhat limited. scene is represented a figure of Sa the rear can be observed the Pa and to the left St John's Cathedr distance may be discovered St J School. The first part of the pr sisted of the production of Mr P teresting and sensational drama, Ettrick Vale. The piece was very presented, and afforded evidence c of high dramatic ability of the Moran in the portrayal of the d "Steenie," was really clever for his pronounciation of the Scotch e perfect that one would be inclinec he was a real native of the "land part of "Red Ronald" found a vponent in Mr John Deegan, and th Mr Joseph Smith, was a very c acting for a novice. As "Old M'Evilly was admirably adopted while Mr Frank Carr as th the Brae," was excellent. The of that most difficult char by Mr P Morrison, was all that c and his drollery and witty say audience in great merriment. difficult for an amateur to ir "Laurette" of Mr John Coffey. l fully in sympathy with the senti part embodies, and his acting w graceful. The other characters impersonated by Messrs E Moloy Gabbett, P Hogan, D O'Dwyer, Buckner, and J Lyddy. The