

Irish grievance is being brought before Parliament, and it is generally admitted on all hands that the various sections of Irishmen have some tangible ground of complaint. So far these grievances have only met with expressions of sympathy, and the hope that they will continue to be borne patiently a little longer. The all powerful Government which it was hoped would redress all just and real grievances, whether of landlords or people, has as yet listened and done nothing. There was a further example of this cautious line of conduct last night when Lord Belmore introduced his resolution with regard to the Tithe Rent Charge. He asked for the appointment of a Royal Commission to inquire and report to what extent the payers of tithe rent charge are reasonably entitled to a reduction, having regard to the fall in the amount of tithe rent charge in England during recent years; to the fall in the market price in Ireland on the articles on which such tithe rent-charge was originally fixed; to the reductions of lay tithe rent-charge which have been made upon this basis in Ireland; and upon any other grounds. Also whether and to what extent such ecclesiastical tithe rent-charge could be reduced or extinguished at the present time (or at some future date) without material prejudice to the security of the loans at present charged upon the Irish Church estate. The statement of the case as it is given above has all the force of an argument that cannot be answered, presuming that the facts are as stated, and of that there is no reasonable doubt. But as Lord Belmore pointed out in the opening remarks of his speech, it is one thing to convince a government of the justice of a certain course, and quite a different thing to get them to act. So far back as over nine years ago the late Lord Waterford brought the matter before the House of Lords. On that occasion the present Lord Lieutenant, then Lord Privy Seal, and speaking on behalf of the Government, gave such sympathetic assurances that it was hoped and believed the Government fully intended that the question would be dealt with, but there it is still dragging on its weary way like some other matters which are going to be done, yet are never finished. It is unnecessary to go into the history of the question. The point of the whole matter is to be found in the fact that in the year 1872, three years after the Irish Church Act was passed, a Bill was brought into Parliament by Mr Gladstone's Government, and by this Bill the power which had belonged to the payers or owners of ecclesiastical tithe rent-charges in Ireland to get revision from time to time was taken away, and tithe rent-charge was for all time fixed at the then rate, which happened to be higher than it had ever been. The Bill attracted very little attention. It was not explained to Parliament. It was passed sub silentio; as there was every prospect of a rising market, nobody thought they would be injured by it, and nobody objected to it. But a very considerable change has passed over agricultural matters since 1872, and there was then carried on a system of financing which had remarkable effects. The tithe rent-charge amounted to £11,000 a year, and the value of it was fixed at 22½ years' purchase. There were also per annuity rents to the amount of £181,000, the value of which was fixed at 25 years' purchase. But Mr Murrough O'Brien,

Pennywell, by kicking him in the abdomen. Dwyer's injuries being serious, he was detained in Barrington's Hospital for treatment, and Cagney has been remanded.

SAD FATALITY IN THE CITY

A very sad fatal accident occurred in the city yesterday. Mr. Matthew Coffey, Butter-broker, Back Clare-street, had engaged a float to take a load of empty butter boxes to the co-operative stores at the railway. He accompanied the float on the flagway but when the float got inside the railway premises he made an effort to jump upon the vehicle but unfortunately apparently missed his hold and fell in between the float and the horse's legs with the result that the axle of the float passed over his body and he sustained such injuries which resulted in his death almost before Barrington's Hospital was reached. The driver of the float, an experienced man, left nothing undone to bring the horse and float to an immediate standstill when the accident occurred, and Mr. Coffey was lifted out but he did not regain consciousness. He was highly esteemed by all connected with the butter trade and his sad death is deeply deplored by all who knew him. An inquest was held this afternoon at Cathedral Place, by Mr. Coroner De Courcy and a jury, of which Alderman Ryan was foreman.

Head-Constable Fitzgerald conducted the inquiry on behalf of the Crown, and Mr. W. M. Beauchamp, solicitor, appeared for Mr. Michael Egan, whose float had been engaged by the deceased at the time the accident occurred.

Philip Coffey, son of the deceased, gave evidence of identification. Saw him last alive at about twenty-five minutes to eleven yesterday morning; he was then in his own house and in his usual good health; next saw him in Barrington's Hospital at eight o'clock last evening; he was then dead.

John Cahill deposed—I am a carman in the employment of Mr. Michael Egan, Patrick-street; I was sent with a float yesterday, by Mr. Egan's instructions, to Mr. Coffey's place; I met Mr. Coffey there; he assisted me in loading the float with empty butter boxes; I put 150 on the float; they were tied all round, and I put the cover over them so that they would not fall off; it took about ten minutes to load them; Mr. Coffey was perfectly sober; I drove the boxes to station, Mr. Coffey walking along the footway; I rode on the float, and had a reins to the horse; when I got beyond the railway gate at the back premises passing the car stand the horse gave a sudden plunge, and when I looked to see what was the cause of it I saw Mr. Coffey go down between the shafts and the horse's legs; he was endeavouring to get up on the float and in doing so he fell; he had not been on the float previously; I pulled up the horse as fast as I could, he had gone about three yards; I let go the reins and ran round to look for him, thinking the float had passed him; a man called out to me "he is under the float still"; the man pulled him out then; we had no difficulty in getting him out; he was clear of the axle which had passed over him; deceased never spoke; he was conveyed to Barrington's Hospital by some boys.

To the Coroner—I was on the right hand side of the car; I was going at a very slow rate.

George Hehr, car driver, deposed he was at the railway station at one o'clock, when the last witness passed with his float; Cahill was sitting on the right hand side of the float, which was going very slowly; he saw the deceased in the act of getting up in front of the float on the left hand side; he was just landed on the seat alongside the shaft when he fell in, and the minute he tipped the horse's legs the horse made a jump and that made the float go over him; the axle went over his body; he did not ser-am or shout; he was not two seconds under the float when the horse was pulled up; they got him out at the back of the float, and took him to the hospital; the driver was facing his horse and from the position he was in could not have noticed a man getting up on the car.

Dr. Haran deposed that the deceased was brought to the hospital yesterday afternoon; he was totally unconscious; he examined him and found that life was almost extinct; he had a contused wound on the head over the right eye, that would be caused by a fall; witness did not see any wounds on the body; there was an abrasion on the right leg and also on the forehead over the wound; he found seven of his ribs broken on the right side and five on the left; the cause of death was shock consequent on the injuries received.

The Jury returned a verdict that death was due to injuries resulting from being crushed by a float, and that same was accidental.

THE SHANNON LAKE STEAMERS.

The new Shannon steamers Countess of Mayo,

whom a "boat race," as it is popularly termed will be quite a novelty, considering that it exactly twelve years since there was last a contest for supremacy on the waters of the Shannon. Excursions will be run on all the lines coming into Limerick, and then as regards the citizens, we are glad to learn that a very large proportion of them will have an opportunity of seeing the regatta as it is in the intention, we are informed, of all the large houses in the various classes of business to do early on Friday afternoon. The Regatta may be said to commence at 2.30, and then making jump to the very opposite side of the programme, it will be interesting to state that night there will be a grand display of fireworks from a barge in the centre of the river. It is a happy idea to revive the Limerick Regatta everyone is looking forward to it with extreme pleasure, and we have every hope that it will be the forerunner of similarly pleasant reunions in the future. We may add that the Presentative prizes and cups which are on view at Messrs G & Co's, are very pretty and valuable, and have evidently been chosen with great taste.

WATERFORD REGATTA.

(BY TELEGRAPH FROM OUR CORRESPONDENT.)
Waterford, Tuesday.

The annual Regatta, under the auspices of the Waterford Boat Club, came off this afternoon. The weather was charming, and there was very large attendance. The head of the Bay performed a choice programme. The several events were well contested. Results:—

WATERFORD BOATCLUB CHALLENGE CUP.		CUP.
Course one mile and a half.		
Waterford	...	1
Limerick	...	2
Cappoquin	...	3

WATERFORD CHALLENGE CUP. Course same last.		CUP.
Waterford	...	1
University Boat Club	...	2
New Ross	...	3

WON BY FOUR LENGTHS.		CUP.
FOUR OARED BOAT RACE.		
New Ross	...	1
Waterford	...	2
Kilkenny	...	3

SUIR CHALLENGE CUP.		CUP.
One mile and a half.		
Waterford	...	1
New Ross	...	2

WON VERY EASILY.		CUP.
Harbour Commissioners Challenge Cup. Same course as last.		
Dodder Rowing Club	...	1
Waterford	...	2

The eight-oar race between Waterford and the University Club was won by the Waterford Club after a very exciting contest.

THE ROXBORO' ROAD SCHOOL

FURTHER OBSERVATIONS BY THE JUDICIAL COMMISSIONERS.

The Educational Endowments Commission has published a supplementary paper in connection with the proceedings relating to the Roxboro' Road School, Limerick. The Observations of the Judicial Commissioners set forth that the Scheme originally published by the Full Commission on August 4th, 1890, proposed to give credit to the Rev J F Gregg for a sum of £4 15s 5d as having been expended by him upon the Roxboro' Road School buildings, when those premises should be sold by the Commissioners pursuant to the scheme. The Judicial Commissioners, upon consideration of objections, fixed a sum payable to the Rev J F Gregg at £4 which he was to receive out of the purchase money in the event of the premises being sold at a larger sum, and of his being evicted by the purchaser. The Judicial Commissioners in the judgment did not consider him entitled to an absolute right of pre-emption of the property. The original scheme was remitted to the Judicial Commissioners by the Lord Lieutenant on August 24th, 1892, with a declaration of his Excellency in Council to the effect that a right of pre-emption in favour of the Rev Canon Gregg at price to be ascertained by valuation, and that case he shall not become the purchaser, the premises to be set up and sold as provided in the draft scheme. The Judicial Commissioners took evidence of the value of the school premises subject to the existing tenancy of Canon Gregg and ascertained it to amount to the sum of £8 On February 27th, 1893, they signed an amicable scheme giving a right of pre-emption at that sum to the Rev J F Gregg, his heirs and assigns