

reland, and the South of England dependent upon Dublin for their means of communication, an alternative route would be available, and that this route would be used by an amalgamation of all the Ireland lines into one great and powerful company, and it was believed that such a movement would lead to more satisfactory working results, and an immense increase in the tourist traffic from England. On the other hand the traders of Limerick and Cork raised the cry of "monopoly." There are at present two railways at their disposal, and if the proposed amalgamation were carried into effect these two would be reduced to one system with all the evils attendant upon a monopoly. The traders of Limerick have taken fright at the suggestion that the locomotive works of the Limerick and Limerick Company might be removed from Limerick. These are the chief points which were to be considered and discussed by the local committees of the Managers and considered together, as the course of amalgamation would be very much smoother by arriving at a mutual understanding on the main points of the subject. The Managers believed that amalgamation would be beneficial to the whole of Ireland, and to Limerick, whilst the representatives have their own fears that the result might not be as bright as it was painted. Mr Holliday yesterday stated to the Harbour Board the result of his conversation with the visitors. It appears that a rosy picture was presented, and many assurances were said, yet the result did not appear to Mr Holliday very favourably, and he came to the conclusion that the proposed amalgamation must be resisted to the end, and that if the worst came to the worst, and the Limerick Company became bankrupt, railway syndicates would gladly take it up. Before concluding, Mr Holliday referred to the splendid services rendered by Mr Shaw in this vital matter. He said, manfully resigned his seat on the part of the Directors rather than countenance a course of action, which would injure the city. Mr Shaw's action has earned for him the ever-grateful gratitude of his fellow-citizens. Mr Shaw's speech is a most valuable contribution to the finance of the subject, as it concerns

Mr Denis F McNamara, Messrs P L K Dobbin, The County Surveyor, Mr F Naunton Stalder, Grand Jury Secretary, and Mr Richard Dowling, County Surveyor Assistant, were in attendance. The first business on the list was the appointment of Baronial Delegate on the West and South Clare Railways. It was proposed by Mr John Lynch, and unanimously adopted, that Mr Solomon Frost be elected to represent both railways. Mr Rody Murphy was appointed to represent the Barony at the County at Large Session. After passing road contracts on the certificate of the County Surveyor, the Sessions adjourned.

DEATH OF CAPTAIN GEORGE HUNT, R.N.

We announce with much regret the death of Commander George Gerald Hunt, R.N., son of the late Mr Robert Hunt, J.P. of this city, who passed away at his residence, Mallow street, this afternoon. His death will come as a shock to a wide circle of friends in city and county, for though it was known that he had been in delicate health for some time past, the sad ending which we record was not expected. Captain Hunt, who was in his 56th year, joined the Royal Navy at an early age and became connected with the "Vengeance." He became Lieutenant in April, 1872, and saw considerable service in China and other parts of the world. He was appointed Commander on the 22nd January, 1878, and retired with that rank many years ago. Some time since he was awarded a good service pension by the Admiralty. Captain Hunt since his retirement has mostly resided in his native city, where his unassuming manner and kindly disposition won for him many friends. We deeply sympathise with his widow and relatives in their bereavement.

RUNAWAY HORSE AT BRUFF.

An exciting scene occurred at Bruff on Sunday last, just as the congregations were leaving their respective churches. A young mare attached to a car, the property of the steward of the Count De Salis, became restive, and the driver, John Moloney, was in the act of getting off the car when she broke away and ran through the Main street at a tremendous pace. A man who endeavoured to stop her was violently struck on the side by the "fall" of the car and dashed against the side walk, his forehead coming against the curb stone, and he was rendered insensible. The horse meanwhile plunged along till she came to a sharp turning and dashed against a wall with great force with the result that the car was partly overturned. Some distance further on, Father Ambrose, who was passing at the time, very courageously rushed across and caught her by the head, and with the assistance of others held her till the traces were cut, and the horse on being unharnessed was found to be badly injured about the forehead and eyes. District Inspector Sharpe had the injured man taken to the establishment of Dr Rowdon, who attended and dressed his wound, a bad cut on the forehead but not of a dangerous character, and the patient was subsequently taken to Croom Union. The wonder is that more damage was not done as the thoroughfares were crowded at the time of the occurrence.

GARRYOWEN NEW FOOTBALL AND ATHLETIC GROUND.

The efforts made by the Garryowen Football Club to obtain a lease of the Market Field have

eggs were, he considered, on the justifiable, and, he might add, regretted that he was unable to attend the meeting, but he would be with them if they might adopt in resenting a meeting. Mr James O'Brien, of Clonakilly, referring to the "recent attacks on egg dealers on Irish exporters' bad packing, damp straw," said: "a formidable indictment to which of some standing for over 30 years 'not guilty.' I have no doubt experienced small traders may have read on the subject, but we should be all tarred with the same brush that such sweeping assertions should not pass uncontradicted. My experience of recent years is that exporters hold their eggs for higher prices and are anxious to dispose of them as soon as possible, the practice of 'storing' them, a thing of the past. As a matter of fact, any position in the trade would not employ an incompetent packer unless intentionally—which is a very bad thing. Damp or dirty straw is left for use, and clean, dry, sweet straw is left for use. I entirely agree with our friends with regard to cleanliness and the first place all dirty, stained, and soiled should be absolutely rejected, and grading they should be bought at the weight being branded on the egg. This many of our English friends and it is our duty, and also our interest with their requirements. I would like to see the trade established on a firm basis and will be pleased to co-operate in any plan formed with that object subsequently."

Letters were also read from Messrs Russell and Sons, Mitchelstown, Keohane, Bandon.

The Chairman said that at the meeting was, as they were advised on behalf of Munster egg exporters, grave charges made by certain persons against the packing and freshness of the eggs. Anyone acquainted with the trade on seeing the alarming result of those attacks—"The Irish egg trade," "Grave charges by Liverpool," would conclude that that branch was not in the hands of men who do the best for the interests of the trade. He denied that the egg trade of Munster, on behalf of which they were present, was in any way declining. On the contrary, he could state that those who may be inclined to alarm that the egg trade of Munster is a regressive one, as clearly proved by the growing increase during recent years that according to the Cork Fish Market returns that the value of fish from Cork had increased six months, and on the other hand in the district he could say that the value of fish showed equally satisfactory results. As to boxes he believed that the fish shippers now pack their eggs in a proved style of case, as they had discarded the old equipment of past ten years pack all their eggs in twelve and six hundred boxes which were quite equal to the supply of clean, bright straw. He experienced expert packers and them it was quite clear that those packing and package could