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LIMERICK (NO. 2) RURAL DISTRICT COUNCIL.

A quarterly meeting of the Limerick (No. 2) District Council (Clare) was held at the Workhouse on Saturday for the purpose of dealing with new works, etc., Mr. John M'Inerney, J.P. (chairman) presiding. Also present—Messrs Captain O'Brien, R.N., James O'Regan, T. Bourke, J. Madden, W. Fitzgerald, P. Malqueen, J. Hefferian, Arthur Stritch, P. Stritch, R. Nix, J. O'Connell, J. L. Frost, Denis Stevens, B. Skehan, Crotty, M. Fitzgerald, D. Carroll, J. Mullins, T. Hartigan, M. Corry, D. Stephens.

Mr. Guinane, Clerk; Mr. John Ryan, Solicitor, and Mr. Gilligan, Deputy Surveyor, were in attendance.

The County Surveyor's recommendations with respect to the repairs of roads were read by the Clerk.

During the discussion with reference to the repair of 851 perches of road from Broadford to Limerick at 7s. per perch.

The Chairman said he was in favour of getting the main roads being done by direct labour if they could be done cheaper than by contract.

Mr. Madden said the County Council was monopolising the whole show. The initiative should be with the District Council. He noticed that at the meeting of the County Council Mr. McNarney proposed that main roads in East Clare be done by contract for three months at a price not to exceed that paid under the Grand Jury until the steam roller had been procured. There was no use in coming there; they might as well stop at home.

The Chairman said the addendum about the steam roller had been made by the County Council who was in favour of Direct labour.

With reference to notices of motion for new works,

Mr. O'Regan said that the Limerick No. 2 District had been paying 2s. 3d. in the £ less than the Rural Districts in the County, but owing to the number of new works that had been gone on with they were now paying one penny more than any other district. He proposed that they reject every one of these new works.

Mr. Corry seconded.

Captain O'Brien proposed, and Mr. J. L. Frost seconded, as an amendment, that the County Surveyor's report be read.

This was carried by a majority.

The County Surveyor reported that most of the works were not necessary or were for local accommodation.

After a long and animated discussion, it was decided by a majority on the motion of Mr. O'Regan, that four of the works be passed.

The meeting adjourned for a fortnight.

P.C., J.P., D.L., has been president of the Board of Agriculture since 1900, and Conservative M.P. for Preston since 1885; he was born on the 21th February, 1845, and married Ellen, the only child of Lieutenant Colonel Knott H. Milton, in 1884; he was educated at Rugby, and was an M.A. of Corpus Christi College, Oxford. He sat as member for Tamworth for the years 1872 to 1878. He was also member for North Staffordshire 1878-80. He was Financial Secretary to the Treasury from 1895 to 1900. He was a large landowner, and took a very great interest, as recreations, in various sports, notably golf and cycling. Since Mr. Hanbury has been Secretary of the Board of Agriculture, which was established in 1889, he has taken the warmest interest in matters of agriculture, and although not directly connected with the same Department in Ireland, his speeches and advice on various agricultural matters have always been perused with the great interest.

The salary of the office, which falls vacant by his death, is £2,000 per annum.

CO. LIMERICK MAN KILLED.

ANOTHER RACING FATALITY.

On Saturday morning, whilst schooling Bushmaster over hurdles at the Curragh, young David Condon, attached to Dawson's stable, Rathbride Manor, was killed. Young Condon was a most accomplished horseman, and was associated with nearly all the victories that have fallen to the stable with which he was connected, having ridden St. Brendan and Meldhre in all their races. He was riding the previous day at Leopardstown, and steered Castleshira to victory in the Trial Plate, putting in one of his artistic finishes. He was a native of Kilfinane, Co. Limerick, and his father, who only died as recently as last month, was a well-known figure at South of Ireland meetings for many years.

The remains were removed on Sunday morning from Rathbride Manor to Kildare Railway Station, when they were conveyed by the 9.45 train to the residence of his mother at Kilfinane, and interred beside those of his father. A very lengthy cortege followed the hearse from Rathbride to Kildare, the coffin being covered with numerous beautiful wreaths sent by many sorrowing friends and admirers of deceased. Several travelled by the train on which the remains were conveyed and remained for the funeral.

occurring to brakeless legislation making it be fitted with reliable apart from the risk su their own safety, they use's of the road.

There is a cycling c of London, which beli in the multitude of c The members do not s As we have elected elect an assistant raci their system of reason of the club, in additio treasurer, and further day captain and a Saturday captain and a Sunday captain were elected. What captain, or even a Sur What are the special tion? Must the cand or possess a groundir One can picture the lo aspiring for his senior captain waiting for the captain, and so on, ladder is reached, a captain is attained.

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FOR WOMEN

Much That Every Woman
Desires to Know