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COMMERCIAL MOTOR VANS.

CRITICAL DISCUSSION.

Mr. E. Shrapnell Smith, London, editor of the "Commercial Motor," delivered a highly instructive lecture, entitled "Commercial Motor Vans," at the Chamber of Commerce on Friday night.

Sir Thomas H. Cleeve, D.L., President of the Chamber, presided, and there was a large attendance of members and their friends.

Mr. Boyd announced an apology for non-attendance from Mr. John Norris Russell.

The President said—Gentlemen, I have much pleasure in introducing Mr. Shrapnell Smyth to you this evening. Mr. Smyth has kindly come here to give a lecture on heavy motors. Of course Limerick like many other towns which have not been interested in the matter will eventually be so. Anyone who has so far attempted motors in this city has had his little difficulties, but I am pleased to say that the cloud is now moving away, and I daresay that the lecturer this evening will put figures and facts before us showing that motors are not such bad things after all. I have now much pleasure in introducing to you Mr. Smyth (applause).

Mr. Shrapnell Smyth then delivered his address. He said the project of goods conveyance by self-propelled road vehicles was a new one; it was the dream of the pre-Victorian steam engineers, but their efforts never resulted in anything more serious than the experimental conveyance of passengers. Until the year 1897 nothing material was accomplished in the direction of improving the traction engine. The first series of public competitive trials for goods vehicles to take place in the United Kingdom was held in Liverpool two years after the Motor Car Act, which was passed on the Statute Book in 1896. A series of those trials followed, and the upshot was that a number of orders for cars was placed in the hands of the makers. The closing days of the year 1907 brought the long-deferred improvement in legislation which had been foreshadowed in the Motor Car Act of 1903, and the new regulations took effect from the 1st March, 1905. The principal changes of the moment were—(a) maximum unladen weight raised from three to five tons, (b) minimum width of tyres increased from four inches to at least five, (c) maximum speed for heavy vehicles with tyres of a soft or elastic material increased to twelve miles an hour if the back axle weight was below six tons, or to eight miles if from six to eight tons, (d) overall width increased from six and a half to seven and a-half feet, and (e) definition of a heavy motor car as one whose unladen weight was more than two tons. The far-reaching and beneficial effects of the Order could not be exaggerated, and thereon followed more trial competitions, organised by the Royal Automobile Club, with the co-operation of the Commercial Users' Association, and the Society of Motor Manufacturers and Traders. No less than fifty three vehicles and three tractors took part in those tests, which lasted some five weeks, and if an analogy was of any value, the commercial motor had a splendid and immediate future before it. The competition in connection with the sports which were available from users of long standing had demonstrated that modern forms of mechanical transport were commercially admissible to-day. The lecturer then directed the attention of his hearers to the contest between petrol and steam, and said events proved that the former mode of driving had peculiar advantages over the latter for long trips. Merchants and traders at present looked askance at the first cost of commercial motors, which first cost they were prone to compare with the first cost of a horse vehicle and its horse or horses for the conveyance of an equal load. He was prepared to concede, however, that any tradesman who was short of capital would probably be able to employ to better account in his own business such money as he had available rather than to spend it on the purchase of a van costing from £300 to £400 or more; but then, the pace in commercial enterprise was not set by the small man. Mr. Smith next proceeded to deal with that phase of his theme dealing with lean and journey performances, and an analysis of the working costs of the various cars on the market. The driver question, important as it was, was now on a more satisfactory basis as a large number of men were available who had experience. The disadvantages of road motors might be summed up in the statement that they were not so well understood by the people as were horses, but he submitted that the mechanical was steadily triumping over the animal, and was bound to do so, as in many other branches of industry and commerce (applause).

The President said Mr. Smith would be glad to hear any remarks from any one that might require further information.

Mr. J. Ellis Goodbody said it was very hard to say anything on a paper at once which contained so much matter. The great question of the motor in commercial life was that of its cost. For instance if a trader wanted to deliver bread with a motor how would the cost compare with horse labour. In the country it would be much easier to develop, and here, he fancied, the man that wanted to develop his business the motor would be advantageous.

Mr. H. V. Morony, C.E., asked for some information as to how the motor affected the roads in England, and if there were any complaints about it. In this country the weights of those vehicles were certainly as great for the roads as any constructed at present. To develop the motor there should be some prior attempt to strengthen the roads and bridge culverts.

Mr. Smith—Is there any fixed rule in Ireland, or does it vary in each county?

Mr. Morony said the weights on each iron were fixed by the Board of Trade, to which the country had nothing to say.

Mr. Smith said the same thing applied to England.

Mr. Holliday said there was nobody more anxious to see the city up to date than he was. But when they looked at the streets of London they should begin to think. In London streets and suburbs one might never see a loose stone, but what was the case in Limerick (laughter). The Messrs. Cleeve Brothers had been the pioneers of motor driving for commercial purposes in Limerick, and had been successful. Outside of that firm anyone would not attempt to use motors certainly he would not, but he was looking forward to the time when the streets were paved when he could send a motor car to the railway and suburbs. The streets he believed were not fit for an enterprise of this kind at the present time.

Mr. P. E. Bourke said he was in thorough concord with Mr. Holliday as to the condition of the streets. They were in an absolutely disgraceful condition, and he made use of that expression without fear of contradiction. As an illustration of the condition of their thoroughfares he was speaking to a gentleman who motored a good deal, and he said to him—"I am prepared to be blindfolded and put into a motor car on a journey from Dublin, and I'll tell you when I am in Limerick" (laughter). That was very laughable but very sad for Limerick, and he thought it was time that the people spoke out and rose up in rebellion against what was taking place (hear, hear). The condition of the streets was a bar to progress so far as the motor industry was concerned. He wanted to gather from the lecturer whether he understood him to say that for traffic of one or two tons internal combustion engines had proved unsuitable, and that steam was better.

Mr. Smith—For three tons.

The President said he would like to hear an expression of opinion from the Corporation.

Mr. T. Ryan, B.C., said he came there as an apologist for the Corporation, and wished to say that they were now making a move to try and improve the condition of the streets. Mr. Bourke was a past member of the Corporation, and knew something about the difficulties the Corporation had to contend with in this respect. There was the great question of funds. He didn't think the Council after all was guilty of all the indignities cast upon it.

Mr. Holliday—I think I must join the Corporation myself.

Mr. Ryan—We will be pleased to see you there. I hope your efforts will bring about certain reforms.

The President—You must pave the streets.

Mr. Ryan—As everyone is aware an inspector from the Local Government Board is to sit within the next few days to hold an inquiry among other things into the advisability of paving.

The President—Mr. Smith is not aware of that.

Mr. Bourke said all the trouble of bad road keeping was due not to the Borough Surveyor but to the action of the Corporation in appointing men over his head whom he might have reason to dismiss (hear, hear).

Mr. Goodbody thought they might have Sir Thomas Cleeve's experience of the motor.

The President said his firm had a very considerable experience of motor cars. They had something like ten heavy steam motors. He should say that they commenced at a time when this class of conveyance was not as it was today, and no doubt encountered a good many troubles, but they had persevered, and did what they could until they got an improved car, and were now able to say that they had motors which they considered a charm. There had been some little trouble with the streets, but a test showed that the motors were not responsible for some houses tumbling down (laughter). Of the recently improved motors he could speak very highly. They were doing excellent work, and not being a member of the Corporation now, having retired on his laurels at the last election, he was in a position to speak more freely on Corporate affairs. When he was a member of that body a great many of the members were anxious to improve the streets. The great difficulty about keeping the streets was encountered in the soft nature of the stone used which was reduced to powder in a very short time. They should try and get the harder stone which undoubtedly would improve the streets. This could be procured a short distance out, but then there were the influences of the local quarry owners to be taken into account. On that he would not offer further opinion. As regarded the cost a motor could go eight or ten miles into the country, there was no comparison with the cost of horse power. They had an Association in Limerick city and county—a very good one—that of the Protection of Animals. In that respect he thought the long distance in summer, and carrying very heavy loads, constitute an act of cruelty. If the motor had done nothing else but obviated that, he thought it had done a lot (hear, hear). As far as his firm was concerned, they would be very sorry to go back to animals.

Mr. Bourke—What is the carriage of the motor?

The President said eight tons with the greater sized ones. If he was recommending anyone to buy a motor he would say buy a Foden.

Mr. F. C. Cleeve said their great trouble was broken springs. The authorities laid down a speed of 2½ miles. Well, they could not travel more than two miles having regard to the crossings.

The President—You find the roads worse in the town than in the country?

Mr. Cleeve—Yes.

Mr. Goodbody said if the streets were properly swept there would be no need for crossings.

Mr. Bourke said the billows one saw in Kilkee, were not worse than some of them (laughter).

Mr. Cleeve said that a good many people held that the motors were injuring the roads; well the motors never went over the Wellesley Bridge, and it was the worst thoroughfare in the city.

Mr. Holliday said the blame was not thrown on the proper shoulders.

Mr. Smith said some roads were damaged more by motor vehicles than by horse vehicles, but the contrary also held good. It all depended upon the road itself in its making, and in the material used. Where there was no bottoming of the road unquestionably more harm would accrue. As to the spring question all that depended on the driver who should drive according to the nature of the road, and in a way it was satisfactory to localise. He then dealt with the other aspects of the question, and at the conclusion the thanks of the assembly was accorded to him for his useful address.

Mr. Smith returned thanks, and said their thanks were also due to Sir Thomas Cleeve for coming there to preside.

Sir Thomas Cleeve having replied, the proceedings closed.

IRISH EMIGRATION.

641 persons emigrated from Ireland during the month of January, this being a decrease of 52 over the numbers for 1907. Leinster contributed 131, Munster 117, Ulster 360, and Connaught 33 for the month.

DEATH OF MR. M. O'CONNELL

(FROM OUR CORRESPONDENT.)

We regret to announce the death of Mr. Maurice O'Connell, C.E., Knocknagorna, Athea which took place on Friday morning after a lingering illness. Deceased had been a member of the Glin Rural District Council since the passing of the Local Government Act, and filled the chair of the Council for three years.

THE NEW SEEDS LOAN.

(FROM OUR CORRESPONDENT.)

At the meeting of the Kilrush Board of Guardians on Saturday, Mr. Thomas Talty, J.P., in the chair, the Board accepted the tender of Mr. Ryan, Kilrush, for the supply of 150 tons of North of Ireland champion potatoes at £5 10s per ton, and 12 tons of "Beauty of Butes" from another contractor; and ten tons of white oats, and 5 tons of black oats from Messrs. Smith and McGill, of Ayr, at £10 10s., and £10 5s. per ton respectively. There were several tenders.

DEATH OF DR. MADIGAN.

The death in his 70th year is announced of Dr. John F. Madigan, medical officer for the Feenagh Dispensary district, County Limerick. By his kindly and courteous manner, as well as by his skill, deceased endeared himself to all who had the pleasure of his acquaintance.

P. O'CONNOR CARVER AND GILDER
CATHERINE STREET.

THE LATE DR. ROBERT R. GELSTON.

Dr. Robert Ringrose Gelston, whose death took place on Thursday morning, was a surgeon of fine capabilities and of considerable scholarly attainments. He spent the whole of his professional life in Limerick, with whose vicissitudes he was in many ways associated, and recounted with marked ability. Having read a distinguished course at Glasgow University, he came to Limerick in the year of the late Queen Victoria's Coronation, at a time when the profession of which he was a bright ornament was not nearly so crowded as at present. He soon earned fame as a physician, and in the course of a half dozen years had built up a practice which extended into the adjoining counties of Clare and Tipperary. The deceased gentleman's services were sought in the best families, many of whom are now extinct. He married Miss Phillips, of Guile, Co. Tipperary, in 1845, who predeceased him by several years. In addition to his private practice he held various public appointments, including those of Visiting Surgeon to the County Infirmary, District Lunatic Asylum, and Surgeon to the Male and Female Prisons. In the early forties he held the position of City High Sheriff, an office, the functions of which he discharged with conspicuous ability. He was the best known figure who has passed away in our time in Limerick, and by his death the last link has been severed with a past, with which scarcely one remaining in the city was familiar. In 1893 the doctor's eyesight began to fail, and in May of that year he retired from practice to seek that well earned rest, which a private retreat provides after a life which is allied to strenuous work. Since then, though naturally enfeebled by age and quite blind, he has been a familiar figure in our midst, and nothing gave him greater delight than to be accosted by an old friend, or to talk over the reminiscences of the past with which his mind was stored. His exceptionally long life closed in perfect peace, and he was followed to his last resting place yesterday by "love, honour, obedience and troops of his friends," who will long treasure the memory of one who was well described as the grand old man of Limerick city.

MAGISTERIAL SYMPATHY AND REGRET.

Petty Sessions Court Adjourns

At the City Petty Sessions on Friday, the Mayor, Mr. William Holliday, Mr. D. L. Roche, and Mr. E. F. Hickson being present, allusion was made to the death of the late Dr. R. Gelston, and the Court adjourned out of respect to his memory.

Mr. Holliday said the magistrates and citizens heard with great regret of the death of Dr. Gelston, who was the grand old man of Limerick—the oldest citizen they had up to yesterday in their midst. He could remember Dr. Gelston for the last forty years very distinctly, as one of the most promient figures in the city. He was sure the magistrates would agree with him in proposing the Court adjourn after the disposal of the dock cases as a mark of respect to the late Dr. Gelston's memory.

Mr. Roche seconded the proposition. Words of his were unnecessary. They all recognised that Doctor Gelston was one of the finest characters loss to the city for many a year, for a century perhaps. He was a leader of his profession in his time, and the least the Bench could do was to adjourn as proposed by Mr. Holiday.

The Mayor said the resolution was passed unanimously, and as for himself he wished to join with the other magistrates in paying a tribute of respect to one of their oldest citizens. He (the Mayor) re-echoed the feelings of the magistrates, for he remembered Dr. Gelston as one of the old faces who moved about for so many years and then disappeared from the midst of his fellow citizens. He remembered Dr. Gelston for forty years, and his kindly and genial presence would be missed by them all. They all joined in the tribute of affection and esteem due to Dr. Gelston as an old citizen, and he was sure the resolution of sympathy and condolence from the magistrates would be conveyed to the family of the late deceased gentleman.

Reference at the Corporation

At the Corporation meeting on Thursday night,

Mr. T. Ryan proposed the following resolution:—"Resolved—"That this Council hereby places on record its deep sense of the loss sustained by the family of Dr. Robert Ringrose Gelston, and of the citizens, at the death of one of the oldest, if not the oldest citizen of Limerick, a gentleman who was at one time connected officially with the Municipality, being one of the two High Sheriffs of the city in the forties, and whose family has been so long and honourably associated with Limerick, including his son, that estimable gentleman, Dr. Thomas Gelston; that a copy of this resolution be conveyed to the family of the deceased gentleman."

The resolution was seconded unanimously.

The Mayor said the passing away of Dr. Gelston was like the removing of a city landmark. Dr. Gelston had been associated with Limerick for a long number of years, and the citizens without distinction would regret his demise.

Resolution at Barrington's Hospital.

At the meeting of the Governors of Barrington's Hospital on Saturday,

Sir Alec W. Shaw proposed—"That we have heard with deep regret of the death of Dr. Robert R. Gelston, for so many years Honorary Consulting Surgeon to the Hospital; and we desire to convey to his family our sincere sympathy and regret." The late Dr. Gelston was known to many of them very intimately indeed. One of the earliest recollections he (Sir Alec) had as a child, he might say, was seeing that fine man riding along the streets on his horse, and jumping off to go in to see a patient. He was one of the most agile and able men the city ever produced. He was a delightful man to meet at all times. His charity was beyond reproach, for he was a man who in his day did a good deal for the poor. His public offices included honorary physician at the Infirmary and this hospital. The city was proud of such a man, and now that he had gone from them, after having been allotted a long span of life, it was their melancholy duty to pass a vote of condolence with his family. (Hear, hear.)

Father D. R. Shanahan, P.P., said it was a very great privilege to him to be allowed to second the resolution. He had known the late Dr. Gelston for many and many a day; he knew him when he was a very active and energetic man, and one of the most painstaking in the discharge of his professional duties especially to the poor (hear, hear)—it would be very hard to excel him in his devotion to the poor. He heartily endorsed everything that Sir A. W. Shaw had said, and he would like to say a great deal more in appreciation of Dr. Gelston, but he did not think it necessary. The citizens of Limerick knew him thoroughly, and he did not think there was anyone amongst them held in higher esteem (hear, hear).

The Mayor put the resolution, which was adopted unanimously.

THE FUNERAL.

The funeral of the late Dr. R. R. Gelston took place yesterday morning from his residence, 68 George street, for interment in the family vault at St. Munchin's Church. The cortege was of very large proportions, a striking evidence of the high respect and esteem in which the venerable citizen who has passed away at the patriarchal age of 93 years was held by all classes and creeds in the city. The business houses along the route were also shuttered or had their blinds drawn as a further mark of respect. There were no flowers by request.

The chief mourners were—Dr. and Mrs. T. J. Gelston (son and daughter-in-law), Mr. G. P. Gelston and Mrs. Hunt (son and daughter), Messrs. R. Gelston, E. T. Gelston, and R. J. Gelston (grand sons), Mr. R. R. White, and Mrs. Muspratt (nephew and neice).

Letters were received from nephews and grand nephews regretting they were unable to attend the funeral.

The clergy present were—The Right Rev. Bishop Orpen, the Dean, Precentor Archdall, Archdeacon Wynne, Canon Luther, Rev. T. B. Robertson, Canon Ross-Lewin, Rev. J. T. Waller, Rev. J. Dowd, Rev. T. F. Abbott, Rev. R. H. Semple, Rev. C. V. Atkinson, Rev. S. E. Taylor, Rev. R. M. Gilbert, Rev. R. A. Adderley, Rev. D. R. Shanahan, P.P., St Mary's.

Amongst the general public were—Sir Charles Barrington, Captain Caulfield, Milltown; Colonel Massy-Westropp, C.B.; Arthur White, J.P.; Colonel Gloster, J. E. Murphy, Captain Vanmitart, Captain O'Brien, R.N.; R. G. Kennedy, J.P.; Sir Thomas Cleeve, F. J. Cleeve, Archibald Murray, M. G. Slade, H. V. Morony, Colonel Graham, Captain Verschoyle, J.P.; F. A. Johnstone, Drs. Holmes, W. A. Fogerty, Geo. Fogerty, Kennedy, O'Neill, M'Grath, Shanahan, Malone, Myles, Mulcahy, Graham, G.F. Hare, P. O'Meehan, Lee, O'Sullivan and Ryan (Castleconnell), Messrs Wm. B. Fitt, S. E. Lee, E. Lee, Sir A. W. Shaw, Wm. M. Beauchamp, David Tidmarsh, Sir Vincent Nash, D. McCann, B. Plummer, B. Lucas, C. H. Fitt, M. Herriott, W. L. Stokes, J.P., A. Woodhouse, T. Geraghty, M. O'Sullivan, B. Barrington, Wm. Barrington, C.E., Colonel Browne, F. Muspratt, J. W. C. Barry, S. B. Cole, T. Grubb, P. O'Sullivan (Manager West Clare Railway), P. Hartigan, J. G. Wilkinson, R. Hunt, C. Heaton-Armstrong, T. W. Browning (Carass), B. de Ros Rose, J. G. Barry, D.L., J. T. Barry, C.E., J. H. Wallace, — Heath (Inland Revenue), W. Kidd, E. J. Long, S. Hastings, solicitor, J. Welply, Colonel Hunt, J. N. Russell, E. H. Poe Hosford, J.P., E. D. Hunt, T. H. Brett, J. Thompson, T. Maguire, D. O'Keeffe (ex-Telegraph Supt., G.P.O.), Charles Cowpar, William M. Nolan, J.P., H. Blackall, Ambrose Hall, J. P. Hall, Austin Hall, T. Ledger, Gerald Goodbody, B. Gubbins, District Inspector White, P. J. O'Sullivan, solr., W. Christy, E. Christy, D. Thompson, J. T. G. Day, R. L. Stewart, J. Stewart, John Boyd, W. W. Cooke, N. A. Brophy, S. Tubridy, James Forrest, W. F. Hanna, J. B. Waugh, James Quin, J.P.; R. Cartledge, S. F. Ebrill, L. B. Leonard, J. B. Barrington, J.P.; J. Laverline, Wm. Holliday, J.P., F. Fitt, solr., H. Christie, J. F. Power, E. F. Hickson, R.M., Captain Twiss, Birdhill; W. H. Gabbett, Mount Rivers; J. Hanrahan, R. Harris, Peter Fitzgerald, J.P., T. A. Ferguson, F. St. C. Hobson, R. S. Welsh, M. G. Welsh (Clonlara), E. C. Winter, V.S., W. H. Owens, J. Lalor, W. Clarke, J. H. D. Courcy, Stephen O'Mara, P. J. Frost, P. Kennedy, B.C., John Russell (Glenview), H. Russell, W. J. McNab, G. E. Farmer, G. H. Ryan, R. W. Switzer, T. Duggan, W. Gullen, F. Van Eesbeck, J. Auchmutty, M. O'Brien (Mulgrave Street), A. J. Barnett, A. J. Eakins, W. Thompson, — Hayes, P. Walsh, butler; A. Roberts, attendant, and servants at 68 George Street.

Amongst those who sent carriages were:—Right Rev. Dr. Orpen, Most Rev. Dr. O'Dwyer, Sir Thomas Cleeve, W. Barrington, Mrs. O'Brien, South Hill; Sir V. Nash, J. H. Green Greenmount, Miss Croker, Grange; Captain O'Brien, J. Dowling, Peter Fitzgerald, T. A. Ferguson, Col. Maunsell, Gerald Goodbody, Dr. Kennedy, F. Hobson, Mrs. Smith O'Grady, Erinagh; R. S. Walsh, J. Lavertine, James Quin, Col. Vincent, Summerhill; Mrs. Shine, Pery Square, Mrs. Hunt, Friarstown, Dr. Fogerty, G. F. Hare, E. C. Winter, V.S.; S. O'Mara, J. Russell, Glenview; Dr. Graham, Dr. Mulcahy, Mr. Furnell, Ballclough, etc.

The officiating clergy were Rev. T. B. Robertson (Rector of St. Munchin's) and Archdeacon Wynne (Rector of St. Michael's). The service was partly choral, the 90th psalm and the hymn "Peace, Perfect Peace," being sung by St. Munchin's choir.

Rev. Mr. Robertson delivered an impressive address on the deep Christian character of the deceased gentleman and his great devotion to professional duty during his very long and active career in our midst.

The funeral arrangements were carried out by Messrs. P. McCarthy and Sons.

Mr. Robert White Ievers, Tullonie, Croom, regrets very much having been unavoidably prevented from attending the funeral of the late Dr. Gelston.

OUTSIDE OPINIONS.

*** TO CORRESPONDENTS—We cannot guarantee to insert letters sent to us on days of publication. They should be sent in on the previous days—Mondays, Wednesdays, and Fridays.

This column being open to all, we do not hold ourselves responsible for the opinions of our correspondents.

WORKHOUSE DOCTOR'S PAY.

TO THE EDITOR OF THE LIMERICK CHRONICLE.

SIR—It would be indeed curious if no protest was made against the ascending scale of the doctor's proposed remuneration as a beginning—to say nothing of the friendly additions that will be made to later on. Some little time ago, £200 a year, only as the initial, was proposed, and now already, even before the appointment is finished, £50 a year additional is laid on the already overburthened ratepayers, nine-tenths of whom cannot expect by dint of hard work, long hours and strict economy to earn half as much, and this only during their middle life, and yet the despotic and responsible guardians of their expenditure abuse again their power in this way, while there are hundreds of good, clever, conscientious young doctors who would be glad—and compete for the sit at £150 a year, even though it were (as it should be) well known that as long as he held the position there would be no addition or increase to this, which is liberal pay compared with the fluctuations of so large a majority of his poorer brethren and fellow-citizens, compelled alas to contribute to the safety, permanency and security of what is to them a fat living.

Yours truly
J. F. BENNIS.

THE LATE MR. JAMES NEVILLE.

Memorial Fund.

TO THE EDITOR OF THE LIMERICK CHRONICLE.

Quinville Abbey, Quin, Co. Clare.
February 9, 1908.

DEAR SIR—As I see by the "Chronicle," you are kindly starting a fund for the proposed memorial to the late Mr. James Neville will you be good enough to accept enclosed my cheque for £1 towards it.

Yours faithfully,
J. BUTLER-IEVERS.

[Other subscriptions will be acknowledged as received and paid over to a treasurer when the public fund is started.—ED. L.C.]

THE PRICE OF BUTTER.

A startling advance took place last week in the wholesale price of butter, says the 'Grocer,' and retail prices will have to be generally advanced this week to a minimum of 1s. 2d. a pound.

Australian, New Zealand, and Siberian butter is now fully 30s. a hundredweight dearer than last year, and Danish butter is 20s. dearer. The cause of the advance is said to be the drought in Australia, which has caused a deficit in the supply. Butter is to-day dearer than it has been since 1885.

THE DRY CLEANING OF
Ladies' Blouses AND **Costumes**
Is a Speciality With
R & J. M'Kechnie
DYERS AND CLEANERS,
2, CECIL STREET,
LIMERICK,
AND AT DUBLIN AND CORK
69

To Builders and Contractors.

WANTED—Estimates for the taking down roof and walls to level of top string course of house, No 28 Mary street, and building up 3 fire places in chimney shaft, and building up front windows (opes) and shop front with old brick and mortar and cement. The top of front and side walls where removed to be cemented. Apply to
MICHAEL McDONNELL, Agent,
22 Nicholas street, Limerick.

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HEARTS OF OAK
guard our shores from danger without—
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Hearts of oak beat in robust bodies. Nothing is better than Lifebuoy Soap for keeping the body healthy and free from contagion. For the home, too, it is unrivalled. As you use the soap you administer its antiseptic properties, for it
CLEANS AND DISINFECTS
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THE NAME LEVER ON SOAP IS A GUARANTEE OF PURITY AND EXCELLENCE.

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CLARKE'S BLOOD MIXTURE
THE WORLD-FAMED BLOOD PURIFIER,

FOR cleansing and clearing the blood of all impurities from whatever cause arising, "Clarke's Blood Mixture" cannot be bettered. It has over 40 years' reputation, and is to-day more popular than ever, the reason being undoubtedly because it is recognised throughout the world to be the only safe, thorough and lasting remedy for Eczema, Scrofula, Scurvy, Bad Legs, Ulcers, Abscesses, Boils, Pimples, Blotches, Spots, Sores, Eruptions of every kind, Blood Poison, Rheumatism, Gout, etc. Clarke's Blood Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value.

CURES PERMANENTLY

THOUSANDS of Testimonials have been received from all parts. Read the following: Abscesses Cured.—Mrs. Clark, of 40, North-st., Tunbridge Wells, writes: "Gentlemen,—I had been suffering from abscesses for many years, and after taking four bottles of your Blood Mixture am perfectly cured, and have not had the slightest sign of them since. My little boy also was suffering from the same disease. After giving him two bottles of your medicine he was cured, although at the time he was such an awful sight that I was ashamed for anyone to see him, abscesses being all over his body. You can make use of this testimonial so that it may reach other poor sufferers far and near, as I think it a remedy everyone should know."

SKIN & BLOOD DISEASES
OF EVERY DESCRIPTION.
Of all Chemists and Stores, 2/9 per bottle. BEWARE OF IMITATIONS.

433 PRIZE RATS.
Mr. James Scott found 433 dead rats after using "RODINE" Rat Poison, and gained first prize at the Blackmore Rat and Sparrow Club. Safe, sure, and speedy.
NO SMELL. NO TROUBLE. NO FAILURE.
Price—6d., 1s., 2s., 3s., 5s. Post 2d.
T. HARLEY, Chemist, Perth.
Agents—P. Liston, Chemist, Limerick. F. C. Guest, Chemist, Bridge Street, Newcastle West.

TELEPHONE SERVICE at POPULAR RATES.
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UNEQUALLED FOR THE COMPLEXION.
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SIRES, 1908.

AT McCARTHY'S HOTEL, CROOM,
President Roosevelt,
Registered D.A.T.L.

AT QUEEN STREET, LIMERICK,
Golden King,
By Golden Bay, by Bendor, out of Witchcraft II., by Kingscraft, out of Traveller's Joy, by Adventurer. Apply:
E. C. WINTER, F.R.C.V.S.,
QUEEN STREET, LIMERICK.

LIMERICK UNION.

APPOINTMENT OF RESIDENT MEDICAL OFFICER.

THE Guardians of this Union will at their meeting on Wednesday, the 19th February, 1908, proceed to elect a duly qualified Resident Medical Officer for the Workhouse at a salary of £250 per annum, with apartments, fuel, and light. The appointment will be made in pursuance of the Rules and Regulations of the Local Government Board and be subject to their approval. Any candidate qualified since 1st May, 1906, must produce a certificate from a recognised teacher as to his proficiency in vaccinations. Applications accompanied by diplomas and testimonials will be received by me up to 12 a'clock noon on above-named day marked on outside "Resident Medical Officer, Workhouse."

By order,
H. J. GUINANE, Clerk.
Clerk's Office, 7th February, 1908.

TENDERS FOR SUPPLIES, 1908

ST. JOHN'S HOSPITAL.

THE Management Committee of St. John's Hospital, at the next meeting, on Friday 14th February, 1908, will consider tenders for one year's supplies of the following articles:—Tea, sugar, jam, soda water, beef, mutton, bacon, bread, soap, rice, tapioca, cornflower, pearl barley, raisins, currants, starch, blue, washing soda, etc.

All tenders must be on the Tender Form supplied to the Secretary. Samples of tea and sugar must accompany tender. Where possible tenders must be for goods of Irish manufacture. All tenders, in sealed covers, marked on outside, "Tender for ———," should be lodged with the Secretary at 85 O'Connell street, not later than 12 Noon on 14th February Next.

JOSEPH PURCELL, Secretary.
(23 fi1)

LIMERICK DISTRICT LUN

THE Committee of Mana above asylum, at their on WEDNESDAY, the 12 1908, will consider tenders f Institution with the followin months from the 1st April, 19 1909, in accordance with sam specifications (Irish manufact able)—

Groceries—Arrowroot, coffee rice, pepper, mustard, sugar vinegar, condensed milk.

Tobacco—Best Irish manuf Snuff, at per lb.

Chandlery — Starch, blue, candles, safety matches, bla black lead, bees' wax, emery paper.

Clothing and bedding mate specification and standard sam

Materials for male and fe clothing, according to standa

Shoe leather and findings, b and females.

Hardware—Brushes, tin w repairs, tin ware.

Paints, oils, cements, glass.

Stationery, printing, advert

Funeral requisites—Coffins,

Old Stores.

No samples of any kind except cement sacks and five printed form of tender to be keeper's office up to 5 p.m on will only be received, and no board day. All tenders sh endorsed, and be lodged in the Asylum boardroom not later on Wednesday, 12th February tors will be required to execu own expense, and to attend at within ten days of the accept the purpose of signing sam contract will be annulled. not bind themselves to accept tender.

N.B—No Tenders consider "1908."

LIMERICK DISTRICT ASYLUM.

TO BUILDING CON

THE Committee of Manag Asylum at their meetin Wednesday, the 12th Feb consider tenders for the erec at the Asylum Grounds, Li 25 ft. wide, and 18 ft. high t te Plans and Specifications Architects, Messrs. Browne a may be seen at the Asylum O

Tenders must be lodged at room not later than 10.30 February inst., and the shed before the 1st July, 1908.

LIMERICK DISTRIC ASYLUM.

TO COAL MERC

THE Committee of Manag Asylum, at their mee Wednesday, the 12th Februa sider Tenders for supplying t 500 Tons Best Steam Coals. "through and through," an some one of the following Merthyr, Globe Merthyr, Oc gation, International, St. He Ebbw Vale, or Great We coal must be fresh wrought ment, and must be deliver direct from ship to Asyl certificate" and "bill of ladi before delivery. The delive until complete, and not less day, between the hours of otherwise a penalty of £10 w coal must be supplied wi acceptance of tender, an the Harbour Commissione delivery. The contractors will the names of collieries from w supply. The printed form c at the Storekeeper's office Tuesday, 11th February, wil and none issued on board da be properly endorsed and than 10 30 o'clock on Wedne 1908. Contractors will be a bond at their own expens at the Clerk's office, with th purpose of signing same, w the declaration of the cont contract will be annulled. not bind themselves to accep tender.

N.B—No Tenders consider large, which must be sta certificate.

LIMERICK DISTRIC ASYLUM.

TO TIMBER MERC

THE Committee of Manag Asylum, at their meet Wednesday, 12th day of Fe consider tenders for supplyin 12 months (from the 1st A March, 1909), with Best various kinds and scantlings printed form of tender to be keeper's Office up to 5 p.m. No tenders issued on Board will be required to execute expense, and to attend at th their sureties within 10 day tender for the purpose of si wise the contract will be should be endorsed "Tende be sent in not later than Wednesday, the 12th Fe Committee do not bind th the lowest or any tender. considered except marked "

LIMERICK DISTRICT LU

TO SOAP MANUFAC CHANDLE

THE Committee of Mana Asylum, at their meet Wednesday, 12th February, tenders for supplying the In months from the 1st April, March, 1909, with Pure Manufacture, at per cwt. S must be lodged before Wednesday, the 12th Februa may be had at the Storekee p.m. on the 11th February. on board day. Contractors execute a bond at their ow attend with their sureties at for the purpose of signing sa of acceptance of tender, othe will be annulled. Tende endorsed. The Committee serves to accept the lowest or

N.B.—No tenders consider 1908."

CARNEGIE FREE LIBRARY.

LIBRARIAN'S RETUR December, 1907:—New ence library—No. of visito books turned over, 675. Len of new borrowers enrolled, turned over, 1,775; 245 pers tention of books, £2 1s. 4d; at 4d. each, 8s. 4d; 49 borro at 1d. each, 4s. 1d; proceeds papers, periodicals, etc., 15s to Treasurer, £2 8s. 9d.

(Signed), M. HOG
Dated 30th day of January,
Submitted at meeting of January, 1908.
JAMES DO
By order, JAMES P. M

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