

LOST RAILWAY TRUCKS.

Some months ago an English locomotive disappeared in the Midlands. Now we read that during 1906 no fewer than ten thousand trucks and passenger coaches were lost on the Russian railways. Last year only eight thousand went astray beyond recovery. These losses work out at from 2 to 3 per cent of the total rolling stock in Russia. In 1900 the loss came to only 1/2 per cent of the total number. This curious disappearance of rolling stock represents a loss of £1,435,000.

CO. LIMERICK CRICKET AND LAWN TENNIS CLUB.

Tuesday next, Club day, tea will be given by the Honble. Mrs. French.

LADY'S PICTORIAL.

Several very interesting photos and sketches appear in to-day's "Pictorial" amongst them being "Royalty at the Olympic Games," and Lady Competitors at the Bisley meeting, while the Fashion Plates comprise smart millinery and dainty frocks for August. The short story is entitled "The Cottage and the Car-van," by Dorothea Deakin.

ADARE SPORTS.

The public are reminded that the Adare sports will take place on the 15th August under the patronage of the Earl and Countess of Dunraven. No more picturesque locality could be selected for a sports meeting than "Sweet Adare," and we feel assured there will be a big attendance of spectators to witness an excellent programme of 13 athletic and cycling events. Mr. R. L. O'Leary, the Honorary Secretary, and Mr. P. J. Leahy, Handicapper.

WEEKLY HALF HOLIDAY.

Anniversary Trip.

Last Thursday week being the fourth anniversary of the Weekly Half-Holiday, the members of Messrs. Wm. Todd & Co.'s cycling Club celebrated the event by having a spin to Hermitage, where the Limerick Branch of the Irish Industries Association held their annual meeting this year. After enjoying the amusements provided there, the party left for Castleconnell, where tea was provided, and subsequently journeyed to the Cyclical Rest, Doonas. At the latter place the time was pleasantly spent with songs, dances and other amusements until the hour to return home, which came all too soon. As this half-holiday outing was so successful, and as the yearly holidays commencing on Saturday will prevent a full muster of the members for the months of August and September, the Club arranged a run to Doonas via Castleconnell for Thursday afternoon, which proved very enjoyable.

LIMERICK NO. 1 COUNCIL.

Mr. John H. Ryan, J.P., presided at the meeting of Limerick No. 1 District Council today. The other members present were:—Lady Emily, Messrs. J. B. Barrington, J.P.; J. Hayes, J. F. McDonagh, J. P. Cahilly, C. McNamara, M. Hayes, P. Hassett, M. Laffan, J. Moloney, M. Hyland, P. Costelloe, J. Fitzgerald, C. Keogh, J. Lynch, M. Hourigan, J. Cahill, and M. O'Neill.

RECENT LABOURERS ACT INQUIRY.

The Local Government Board forwarded the Provisional Order, made in respect of the labourers enquiry held in March by Mr. Daniel McCaffrey, inspector. The order would be confirmed, and have the effect of an Act of Parliament unless within five weeks a petition was received against it becoming law. The total number of cottages passed to be built was 164 with half acres, 75 additional allotments and three houses to be acquired.

COTTAGE REPAIRS.

A discussion took place relative to the repairs of cottages. Up to recently the cottages were lime washed and painted by the occupiers at a cost of 7s. 6d. each, but then the work passed into contractors hands.

Mr. Hyland protested that the work should be taken from the occupiers.

Mr. Cahilly said that the cottages were not worth all the trouble that existed about them. The average rent derivable from each was £2 a year, and, when they considered the expenditure, they were losing annually by them. Could they not hand them over to the occupiers altogether?

The Chairman said not, and the question was not further discussed.

MAN'S TRAGIC DEATH.

The death took place in the Union Hospital this morning of an unknown man of the tramp class, who was brought to the institution last night in a comatose condition. Yesterday morning he was seen crossing the wall of a hay field shutting the road near Castleconnell by some men who were working hard by. He threw himself on the grass, and lay there until evening, when the men, not noticing him having stirred during the day, went to see what could be the matter. They soon elicited that he was in a state of coma, and the police at Castleconnell were sent for, as well as Dr. Ryan. On the latter's certificate he was removed to hospital in the Workhouse ambulance, where, as stated, death occurred this morning. He was a man of fine physique, and about 35 years of age. Death is supposed to be due to heat stroke and rheumatism. No marks of violence were found on the body.

Kilmallock, where he will carry on practice as usual.

FATALITY AT THE RAILWAY.

THE INQUEST.

To-day Mr. Matthew J. DeCourcy, solicitor, City Coroner, held an inquest at the Railway Terminus touching the death of James Fahy, 25, a railway porter, who was accidentally killed at the station last evening while coupling two corridor carriages to the express for Dublin.

The inquest was held at noon, District Inspector White conducting the case for the Crown.

The next of kin of the deceased was not professionally represented.

Thomas O'Brien, a railway porter said he saw the deceased between two carriages as witness was returning from the Kerry mail train which was after arriving. He was walking down the platform when he observed Fahy lying on his back with his hands stretched out. He was on the track or permanent way.

District Inspector White—Was he alive when you saw him?

Witness—Yes.

District Inspector White—Did he say anything?

The Witness—Yes, he knew me. He said "Oh Tommy, Tommy, I am dying." Witness detailed the steps taken to assist Fahy who died almost immediately. He had been in six or seven minutes before that. Fahy was a sober man.

The Coroner—What was the man doing when you saw him?

Witness—He was standing on the platform and evidently looking to see if the carriages were coupled. It was his duty to couple the carriage.

James Shanahan, station master, stated he knew the deceased thoroughly well. He was a very respectable, sober man, and a first class young man. His duty yesterday and previously was to sweep out all third-class carriages and couple all the trains.

The Coroner—He had to couple the carriages.

The Witness—Yes, whenever required. The particular carriages he was coupling last evening were corridor carriages in which there are vestibules coming over the couplings. To couple the carriages, Fahy would have to stoop under the vestibules, but he should not have gone there at all until the carriages stopped moving. Witness was coming out of his office on the platform when his attention was called to the occurrence? he had seen the engine coming down towards the station, with an extra carriage for Waterford. It approached at less than a walking pace. Witness observed the deceased lying on his back on the permanent way, and he assisted and gave directions for the doctor to be sent for and the man removed to a waiting room. He had not the least idea how the accident occurred, but deceased must have been pre-occupied coupling the carriage when he was struck by the other carriage coming behind him.

District Inspector White—He should not have gone there at all you say, until the carriages stopped moving.

The Witness—He should not, sir.

The Coroner—Had he directions to that effect?

The witness said not verbally, but there was a notice posted in his office, opposite to where they signed, warning the men against going under the carriages until they stopped moving.

In answer to Mr. Cahill,

The witness said Fahy was in the employment of the Company for the past ten months. Witness did not consider the duty of coupling the carriages important or dangerous. It was quite a simple duty, and Fahy had been doing it for the last three months. The deceased was a single man and lived in Limerick with his mother.

In answer to another juror,

The witness said the carriage was shoved back by locomotive power, and went very slow, as was always the case coming on to the platform. No one appeared to have seen Fahy going under the carriages.

Michael Sampson gave evidence that he was driver of the engine making up the four o'clock train. He tacked on an extra corridor coach, and his train was going at less than a mile an hour while doing so. He blew his whistle, and he was sure Fahy could hear it. Witness heard nothing of the accident until he was told about it subsequent to the occurrence.

Thomas Hastings, shunter, and Michael Lavelle, fitter, were also examined.

Dr. Laird said death was due to rupture of the blood vessels caused by the accident. He detailed the injuries received by the deceased whom he saw just as the man was dying.

Patrick Fahy deposed that the deceased was his brother. He was 25 years of age and the sole support of his aged mother.

Mr. G. Wilson, Superintendent of Traffic, and Mr. Shanahan explained that deceased should not have gone between the vestibules to couple the corridor carriages while moving. Mr. Shanahan added that no one regretted Fahy's death more than he, as he had thorough confidence in the man.

The jury found that death was the result of accident, and they recommended the aged mother of the deceased to the kind consideration of the Railway Company.

BANK HOLIDAY EXCURSIONS.

Excursions to various places on the G. S. and W. F. system on Sunday and Monday next have been announced. The Waterford Steamship Company will run an excursion to Kilmallock on Sunday and Monday, and the St. Michael's

where the variations of the gradients of the line were so large on a good many parts, and necessitated going at a lower rate than they would wish to go at. That was inevitable. These were general observations, that he hoped they would all concur in them, and when they considered what an

IMMENSE ADVANTAGE THE RAILROAD WAS

to the county of Clare, and just thought what Clare would be without it, he thought they might congratulate themselves, and bear without dissatisfaction any circumstances. If they would run the railroad without any assistance from the Government, at all, or run it without assistance of a rate payable by the ratepayers of course they would be very glad but they recognised that that was impossible. They would like the assistance from the Government to be larger but he did not at present see any immediate prospects, of that being the case. Compared with other lines in Ireland, the Government had dealt rather well with them, although a person would rather not have to pay at all, the amount on any individual ratepayer was very small indeed, and compared with the advantages given for the sale of cattle and all farming produce, it was almost an insignificant thing they had to pay. And if their engineer, who sometimes complained of it, were to look a little more closely to the facts, they would see that there were very few sources from which they received so valuable a return as they do from the little contribution that they give to the Clare railways. What he was saying for the West Clare applied just the same to the South Clare.

A COMMISSION

was sitting to inquire into the railroads in Ireland. They had not done anything respecting their particular roads as yet, and as far as he could see at present he did not think they were likely to touch them in any way. Complaints had been made to them which had been answered, or when the proper time came would be fully answered;—small matters of disappointment to various people who had not got what they had liked. There were many people living in the county who would like to have special trains at their own hall door (laughter). Everything they want they wanted badly (hear, hear), but they could only do the best they could for the whole county, and speaking of trains in connection with other lines he often saw faults which might be more justly attributed to the other lines with which they were in connection. All things considered he did not know that there were serious grounds of complaint to be made against their railroad, and, addressing the shareholders, there was a matter most important of all for them.

THEIR DIVIDEND

each half year was paid more regularly than any other dividend they could receive, and he trusted that would long continue so (hear, hear).

A COMPARISON.

He had taken the report for that time ten years—for the year 1898—to compare it with the report before them. In the year 1898 their receipts were £4,036, and in the year 1908 they were £5,177.

Mr. Rochford—What were the expenses in 1898?

Chairman—I am coming to that. In 1898 the passengers represented the sum of £1,723, and in 1908 they represented the sum of £2,069, and in reference to these figures he should say that they belonged to what they might term the "poor half year," the winter time. The "rich" half year came from April to the end of the year, when their receipts were very much larger. But the great proportion of those receipts, so far as the balances went, go into the Treasury, and help to pay the two per cent. guaranteed to them. Well, in 1898, the receipts from the live stock carried over the line were only £610, and in 1908, the amount was £790. In merchandise there was not much increase on the West Clare line but the South Clare brought it up, and there was only the difference between £1410 and £1,488. Some gentlemen had been asking about the expenses, which, no doubt, of necessity, would increase, and in the first place there was the maintenance of the way itself.

IT WAS INEVITABLE

in the nature of human affairs that the railway must wear out in time and must be continually renewed, and kept up-to-date in point of maintenance, else they would be in a bad way indeed. That was forgotten when the expense of maintenance of the way was spoken about, but it was their very first business to see that the road was in good working order. Well, in 1898, the cost was £1,325, and in the current half year it was only £928. That was very much in their favour. As to the locomotive power, again the same observations applied. In 1898 the locomotive power cost £1,265, and it kept up going on until in this year it was £2,087, which went to show that they had spent more money in this department. Coal was a most important thing in maintaining the line, and a share of the increase was due to the increase in the price of coal, which as they all knew had gone up enormously. They suffered from that increase, and shared it with their fellow citizens—they suffered even more than the latter did. All these matters would illustrate for the public at large that the little line of fifty miles long was holding its own very well, and with their support, he hoped and trusted that the same story might have to be told for a long time to come. He begged to formally move the adoption of the report and statement of accounts (hear, hear).

Mr. Murphy seconded the motion.

Mr. Rochford said that there were some parts of the report which he would wish to have dwelt upon for the benefit of the ratepayers. There was the great advance in the expenses. This year the expenses were £9,470 10s. 11d., and this time last year they were £8,162 15s. 8d., or an increase of £1,307 15s. 3d. of that there was an increase of £535 13s. 4d. on the West Clare, and £772 1s. 11d. on the South Clare line. And the increase was said to be due to the higher price of coal and the consumption.

complaints were sent to the Southern Main Company would assist in every way.

Some other matters were discussed, and annual dividend of 4 per cent. being declared, West Clare meeting closed.

South Clare Railway.

A meeting of the South Clare Railway Company was then held, Mr. Francis W. B. presiding for a time, the chair being then taken by Mr. Murphy.

In addition to the Directors already named the following Honorary Directors were present: Messrs Michael Mescall, J.P.; James MacClara, James Griffin, W. and H. R. Glynn.

The Chairman moved the adoption of statement of accounts and report.

Mr. Murphy seconded the motion which adopted

KILKEE GOLF CLUB.

Mr. H. Glynn referred to the formation of Golf Club at Killee, it had now 250 members and he asked that the same travelling privileges should be given to them that were given to Lahinch Club.

Chairman—Personally I have no objection but this is a matter for the traffic department. Mr. Sullivan said he would extend the same privileges.

The usual resolution declaring the dividend of 4 per cent was put by the Chairman, seconded by Mr. Murphy, and the proceedings closed.

THE CHURCH.

TO-MORROW'S SERVICES.

ST. MARY'S CATHEDRAL.—7th Sunday after Trinity.—Holy Communion, 8 a.m. Matins Holy Communion, 11.30 o'clock: Ven. Turbot in A.; Gosses, Turle, D major and M Service, Goss in A.; Hymn, 219; Introit, 3 Communion Service, Stewart in G; Prætor The Prætor. Evensong, 3.30; Chs Brownsmith, F minor and Jekyll in A; Ser Goss in A; Anthem, "From the rising of Sun" (Quaseley); Hymn, 493, 487. Prætor The Prætor.

ST. MICHAEL'S CHURCH.—7th Sunday after Trinity.—Holy Communion, 8 a.m. Morning Prayer and Holy Communion, 11.30 a.m. Evening—Prayer 6.30 p.m. Military Service abandoned for the present.

TRINITY CHURCH.—7th Sunday after Trinity.—Morning Prayer at 11.30; Prætor, I. T. Clarke, B.A. Evening Prayer at 6.15 Prætor, J. T. Waller M.A.

ST. MUNCHEN'S CHURCH.—Morning Service 11.30; Evening Service, 6.30. Morning sermon Prætor, Rev. T. B. Robertson.

S. JOHN'S CHURCH.—7th Sunday after Trinity.—Morning Prayer, 11.30; Evening Prayer, 7.0; Prætor at both Services, Col Langbridge, D. Litt.

ST. PATRICK'S CHURCH (Parteen).—Morning Prayer, 11.45; Prætor, The Dean.

KILKEEDY CHURCH.—Morning Service Holy Communion, 11.30; Evening Service (Church), 4.0.

PRESBYTERIAN CHURCH (Lr. Mallow-stn).—Morning, 11.30; Prætor, Rev. A. E. F. Evening, 6.30; Prætor, Rev. A. E. Fee.

METHODIST CHURCH (George-street).—Sun Services—Morning, 11.30 (Sacrament of Lord's Supper); evening, 6.30. Impressions Keswick Convention. Prætor, Rev. Ben E. Gentleman.

THE BAPTIST CHAPEL, MILITARY ROAD, Ang. 2nd.—Morning Service, 11.30; Evening, 6.30.

SOCIETY OF FRIENDS, CECIL ST.—Sunday 2nd August—Meeting, 11 a.m.

ATLUNKARD CARNIVAL.

The Athlunkard Aquatic Carnival brought to a successful termination last night and everything combined to make the affair a pleasant one. There was a large attendance, fine weather and beautiful environment, with the music supplied by the Boherbuoy Band of a pleasing character throughout. Viewed from a rowing standpoint, the fixture was more successful than at a social reunion, everyone was pleased with the promptness with which the events were got through. The Bonfield Cup, presented by J. J. Corbett, Chicago, and confined to Athlunkard crew was won by Dilger's (stroke), who secured verdict from Costelloe. The contest for Athlunkard Cup brought out three crews: Limerick, Shannon and Athlunkard. The Limerick crew secured a row over on Thursday evening owing to St. Michael's nut straining up, and Limerick beat Shannon by a canvass. In the final Limerick beat Athlunkard by half a length. Arrangements were very efficiently carried out by an energetic Committee.

INJURIES TO A CHILD.

An infant named Thomas O'Farrell, who parents live at Nolan's Cottages, Newgate, was treated at Barrington's Hospital on Thursday night for burns to the chest and neck. The injuries were sustained by a cup of hot tea falling on the child quite accidentally.

MILITARY.

The Limerick County Militia (5th Royal Munster Fusiliers) returned to the city tomorrow by the 9.15 special train from Kilmallock Camp, where the annual training took place. The battalion, which was in command Colonel Gloster, marched from the terminus the Strand Barracks, where it was subsequently disbanded.