

above represents [the wages paid in the house alone. I now give you the cost per cubic feet for stokers and coal wheelers—gas made, 107,000,000 cubic feet; wages stokers, £1 694 0s 3d; coal wheelers, £265 to al, £1,959 15s 3d. 1908, gas made, 1,000 cubic feet; wages paid stokers, 16s 10d; coal wheelers, £149 11s 9d; total, 8s 7d. Increase, stokers wages, £331 16s al wheelers, £183 16s 9d; total, £518 13s

Therefore, with a make of gas of 2,341,000 feet gas less than in the year ending 31st, 1905, the retort house wages saved by £518 13s 4d.

£9 per one thousand cubic feet for stokers al wheelers:—1905—Stokers, 3 799d; coal rs, 596d; total, 4 395d. 1908 Stokers, rs, 596d; coal wheelers, 1 03d; total, 5 608d. I mention, for comparison, that the retort cost at Dublin, Cork, Belfast, and London—per one thousand cubic feet, averages

al now be necessary for me to give you average production of gas made per each from April 1st, 1908, to March 12th inst. returns furnished equal 6,504 cubic feet. maximum number of retorts in action the month of December, 1908, was 72 re reducing bed under fire as a standby. it will be seen that all the available retort s raction.

e is a matter which I very much regret to use to bring under your notice, viz: I within the recollection of this Com- that the workmen, about eighteen ago, made application for the adoption terms and conditions in force at Cork gas A deputation was appointed from this ttee to visit Cork for the purpose of ng full particulars as to wages paid and es performed, and to report. This was nd after due consideration it was us- sly agreed to adopt the Cork terms in its y.

CORK CONDITIONS.

ers—wages paid, 5s. 2d.; coal carbonised ; shift, 12 hours. Coal wheelers—wages s. 7d.; shift, 12 hours. Yard labourers— to 3s.; shift, 10 hours.

o that time the rate of pay at your gas- was as follows: Stokers—wages, 4s. 6d.; carbonised, unknown; shift, 8 hours. heelers—Wages, 4s. 6d.; amount of coal d, unknown; shift, 12 hours.

workmen practically agreed to accept the terms, and the wages were advanced, stokers—Wages, 4s 6d to 4s 10d; car- l 50 cwt; shift, 8 hours. Coal wheelers as, 3s to 3s 7d; coal wheeled, 10 tons, 2 hours.

event dissatisfaction the committee ex- £56 in providing four 5 cwt weighing as in the retort house for the purpose of ng the coal. These conditions, I regret have not been strictly adhered to. The ng are the prevailing conditions, and ick the men refuse to depart:—

STOKERS.

arbonised per shift of 8 hours—2 tons; icelers per shift of 12 hours—5 tons. ra you will see that the conditions agreed s not carried into effect. I regret also to it to you that it is a common practice for number of men to absent themselves rk at the week ends, especially Saturday ; when from ten to fifteen men will re- until 10 a. m. This is most unreason- i no Engineer can possibly carry ur works successfully under such

Lord Charles Beresford, left Portland this morning amid an outburst of enthusiasm from the crews of the Channel Squadron. Lord Charles acknowledged the salutation, and hoisted the following signal—"Commander-in-Chief wishes Admirals, Rear Admirals, Captain, Officers, Petty Officers, and ships' companies farewell, and wishes them all good, and is confident that every officer and man will do his best to maintain the great traditions of the Navy." The reply thanked the Admiral, and wished him G & speed.

FATHER DROWNED

In Saving His Daughter.

About noon on Sunday a young man named Peter Hickey, a native of Colliastown, near the village of Leixlip, lost his life in endeavouring to save the life of his daughter, Mary Hickey, aged about 10 years. It appears that Hickey was walking along the Royal Canal bank near Leixlip Station (M.G.W.R.) when his daughter, who was walking on the opposite side, fell into the canal. Hickey immediately divested himself of his coat and vest and hat, and, plunging in, swam to the opposite side. Aided by his wife, he succeeded in bringing the daughter safe to the bank. Unfortunately, however, he himself collapsed, and falling back into the water, sank and was drowned.

DEATH OF MR. LOUIS SOMMERFIELD.

We regret to record the death of an old and highly-esteemed citizen Mr. Louis Sommerfield, which occurred on Sunday night at his residence Greenpark Terrace, Ballinacurra. Mr. Sommerfield was for very many years identified with the tailoring trade, and built up for himself a very successful business. He was a gentleman of a very courteous and kindly disposition, and his demise has been heard of with regret by very many friends in the city.

CHAUFFEUR CHARGED WITH MANSLAUGHTER.

Herbert Henry Kite, chauffeur to Mr. Stanley Brotherhood, of Worplesden, again appeared before the Feltham magistrates yesterday on an adjourned charge of the manslaughter of Percy Flairy, aged 10, killed in the Staines motor accident on February 13th, when it will be remembered nine children were knocked down by a car driven as alleged by defendant at London Road, Stanwell. After a short deliberation the court said that the case would have to go for trial.

BALKAN SITUATION.

Remains Unchanged.

The Balkan situation remains practically unchanged. It is understood that Great Britain, France, and Russia are approaching Serbia, and that the possible result will be a settlement without the necessity of a reply by Austria-Hungary to the Servian Note. Meanwhile, reports from Belgrade indicate that active preparations are being made there for eventualities. The Austrian Premier made a statement in the Reichsrath yesterday which indicated a con-

Abbeus and Bobbin 11, Derby Stakes, Epsom—A Stand Hurdle Handicap Langthorpe.

HUNTI

SCARTHEN BLACK

The Scarten Black and follows:—
March
Friday, 26th.....
Hour—One (

COUNTY LIMERICK

The County Limerick H follows—
March
Thursday, 25th.....
Hour—12 o'

SALE OF A WEI FARD

On Saturday last, Messrs Auctioneers, offered for sale well-known farm of Mass (Lrina, Co. Limerick, 11 acres 1 rood 32 perches, s under an agreement to Part Act of 1903, at an annuity of dwellinghouse and out-office prime quality considerable to the tal, and there was a in the Salesrooms. Biddi and advanced rapidly to £ knocked down to Mr. P. E. in trust, Mr. P. T. Litt, had carriage of the sale.

STOCK L

To-day's]

- GOVERNMENT
- Consols
- BANKS.
- National
- Munsters
- Hibernians
- Provincials
- Ulster Bank
- RAILWAY
- Great Southern Ord. ...
- Midland Gt. Western O
- Great Northern Ord. ...
- MISCELLANE
- Guinness Ord. (New) ...
- Dublin Distillers Ord....
- Costs Def.
- Burkes Ordinary
- Mattersons.....
- Dennys Preferential ...
- Canucks
- Dublin Arms
- Wireless
- Atchinsons
- Denvers
- Eries
- Louisville
- Missouries
- Norfolks.....
- Ontarios.....
- Southern Pacifics
- Southerns
- Steel Trust