

BIRTHS. MARRIAGES. DEATHS ALL-IRELAND CONFERENCE

BIRTHS.

Rowell—October 1, 1910, at Rathdowney, Queen's County, the wife of W. J. Rowell, of a son.

Rowe—September 27, 1910, at Leinster Terrace, Wexford, to Mr. and Mrs. Charles J. Rowe, a daughter.

MARRIAGES.

Barber and Thomson—September 28, 1910, at Salruak Church, by special licence, by the Rev. W. M. O'Connell, assisted by the Rev. T. G. Barber (brother of the bridegroom), Walter Brown, second son of Robert Barber, Sherwood Rise, Nottingham, to Violet, fifth daughter of the late Captain C. H. Thomson, 74th Highlanders, and Mrs. Thomson, of Salruak, county Galway, and grand-daughter of the late General Alexander Thomson, C.B., Colonel 74th Highlanders.

Foster and Law—October 4, 1910, at St. Ann's Church, Dublin, by the Lord Bishop of Cashel and Waterford, assisted by the Rev. the Hon. B. J. Plunkett, Rector of St. Ann's, and the Rev. L. Coulter, Rector of Arilbraccan, Evelyn Hubert Foster, Lower Bowden, Pangbourne, Berks, to Helen, only daughter of Mr. and Mrs. Law, Arilbraccan, Navan, county Meath.

DEATHS.

Bailey—October 4th, William Willington Bailey, of Plassy, Limerick, in his 55th year. Funeral from Ballycumber Station to Liss Church on arrival of 9.15 train from Dublin on to-morrow (Friday) morning.

Boulger—August 10, 1910, at Melbourne, S. Australia, Edward Vaughan Boulger, LL.D., T.C.D.

James—October 3rd, at his residence, Elsinore, Dalkey, suddenly of heart failure, Henry Godfrey James, only son of Captain H. G. James, 35th Regiment, and late of Desmond Villa, Kilkee, county Clare, and formerly of Ballyvourneen, county Limerick.

Kavanagh—October 6th, 1910, at 25, Colooey-street, Edward, the eldest son of Patrick Kavanagh, Mount Kennett. Remains will be removed from above address to St. Michael's R.C. Church at 6 p.m. this evening. Funeral to Mount St. Lawrence at 3 p.m. on Saturday—R.I.P.

Roche—On the 6th October, 1910, at Brookville, Ballinacorra, Limerick, Elizabeth Roche, youngest daughter of the late S. K. Maybun, Kenmare, aged 61. Emerald private.

Tucker—October 5, 1910, at Golden Rectory, Cashel, Henriette Ann Tucker, aged 80 years, daughter of the late Lieutenant R. Tucker, R.N.

THE TRANSIT QUESTION.

Limerick Speakers.

At the All-Ireland Industrial Conference in Cork, Mr. M. O'Dea, J.P. (Dublin), moved:—

"That this Conference approves of the Majority Report of the Vice-Royal Commission on Irish Railways." He said what they complained of most bitterly was the system of through rates from England to the inland or small seaport towns in Ireland. If Irish industry was going to develop they could not tolerate these high rates.

Mr. O'Shaughnessy seconded the resolution. Sir John B. Johnson (Londonderry) was unable to bring himself to believe that the remedy suggested by the Majority Report of the recent Commission was the best one, or indeed that it was one which practical men had any expectation of ever seeing carried out. He believed there were grave defects in the management of Irish railways, but he also believed that the cure proposed by the Majority Report would be much worse than the disease. He moved that the Report had not yet been sufficiently discussed by representative men who had studied the Report, and that the resolution be referred to a committee appointed by all the Industrial Development Associations for a report to next year's Conference.

Mr. J. P. Lynch (Limerick) seconded the amendment. He referred to anomalies in railway rates as they affected the cabinet-making trade with which he was connected.

Mr. Michael O'Callaghan (Limerick) said that for the last six years the Irish industrial movement had been trying to push the industries of the country, but they had not succeeded in attracting much new capital into the country. They could not plume themselves upon that, and they should not endeavour to do so. He thought their movement alone would never succeed in doing that. No country that he knew had been able to build up its commerce on a free trade basis—(hear, hear)—but they in the industrial movement had taken steps in that direction. (Hear, hear.) Well, there was no question about that. (Hear, hear.) Even going to the extent of looking for Irish manufacture if as good as foreign was a step in that direction, though a short step. A voluntary system could not do everything, and it had been well said that an economic system based upon the possession of the heroic virtues, was doomed to failure, because most people were not in possession of heroic virtues (hear, hear, and laughter). If the railways were nationalised they would be a powerful aid to the poor, struggling Irish industries, but their nationalisation on the lines suggested by the majority reports was very much open to question (hear, hear). They should have consideration for the interests of Ireland as a whole, and not for any province or parish. He would support the amendment proposed by Sir Richard Johnson, and would suggest that there should be appointed a council or committee from the Industrial Associations and Chambers of Commerce throughout the country to meet on a date to be fixed, and discuss the matter.

Mr. T. W. Russell said that it was erroneous to think that the Board which it was proposed to set up to manage Irish railways had its counterpart, or anything resembling it, in the Department of Agriculture. Neither the Agricultural Board nor the Agricultural Council managed the Department.

Mrs. James Quin (Limerick) who had a most

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