

ted, promised to supply funds. So has been named the "Co. Clare Sana- it is a striking testimony to the crest taken by the county in the ist consumption—a movement which ountry is the means of spreading the hygienic point of view, and fighting disease with very encouraging and lts. We have this fact illustrated r again in the quarterly reports of r-General for Ireland.

LAND AND GERMANY.

ion of the relations between England y, in connection with the much-to-be- ation of naval armaments, is a matter p periodically, but with no tangible at a definite understanding or agree- in sight. It will be remembered that s direction was hoped for as a result of ne's visit to Germany in February that that, the fever as to ship-building be unabated in certain quarters in hough the Socialists are undoubtedly in favour of calling a halt. In the e yesterday, Dr. Gradnauer, in the course reible criticism, declared that since pe had transformed itself into an which is certainly not a very great agination, having regard to the inter- rest that manifests itself now and aga'n regions on the Continent. As to the he said it was calling forth fresh naval Great Britain, with the result that al relations were becoming more and eing. So much from the Socialist

Herr Erzberger, of the Centre Party, er hand, asked was the Reichstag "yet tay its hand on account of the alluring ng from Great Britain. Great Britain reasing her fleet. She was the leader ling of Dreadnoughts; she has recently ssing words of friendship to Germany, tory shows, she is striving with all her a position of world-wide supremacy." rd to this, some interesting information ed in the House of Commons yesterday rat Lord of the Admiralty, who was details as to the number of ships of the ght type building, or to be laid down, noial year for Great Britain, Germany, d Austria. Mr. Churchill replied as -Great Britain—Built, 12 battleships attle cruisers; building, 10 battleships battle cruisers, including one battle uilding for the Commonwealth of ; to be laid down in the financial year our large armoured ships. Germany— en battleships and two battle cruisers; nine battleships and three battle cruisers; down in 1912-13, one battleship and e cruiser. Italy—Built, none; building, eships; to be laid down, one battleship,

Percy French in his humorous recitals. As an entertainer Mr. French's fame is world-wide. He is no stranger to Limerick, and his return visit here proved a most welcome one, as evidenced by the unstinted applause with which each and every one of the items on the programme were received. It could not not have been otherwise. His "Charcoal Chat," inimitable character sketches, dry humour, and genial satire were a real treat, and aroused the utmost merriment and genuine pleasure. The versatility and originality of the bill of fare were its characteristics. "The Maid from Monte Carlo"; or how to write a modern Musical Comedy; "Michael O'Ryan gets the Old-Age Pension," "A Reminiscence of my Childhood," to mention but a few, were brimful of humour, and were enjoyed to the full, while some of Mr. French's favourite comic songs were applauded to the echo. Altogether the entertain- ment was a delightful one, and it is hardly necessary to say that there was not a dull moment in the evening from start to finish.

CLARE MURDER CHARGE.

In the King's Bench Division, No. 2 (Crown Side) on Tuesday, before the Lord Chief Baron, Mr. Justice Kenny, and Mr. Justice Wright, in the case of the King v. Patrick Cotter,

Mr. H. MacDermot (instructed by Mr. F. F. Cullinan, Crown Solicitor of Clare) appeared for the Crown, having previously obtained an order for the defendant's appearance in court to plead to an indictment found against him at Clare Assizes on a charge of murdering Johanna O'Mara, which had been removed for trial to Dublin on certiorari following the fiat of the Attorney-General. The accused was present, and pleaded not guilty, and counsel asked that the jailer at Mountjoy be directed to have the accused in Dublin on Friday next, to attend on a motion by the Crown to change the venue to Dublin, which the Crown Solicitor undertook to serve notice of. Their lordships made the order sought.

THE LATE MISS E. RAY.

The death of Miss Ellen Ray, which occurred on Monday after a long illness, is much regretted by a wide circle of friends, in city and county, and deep sympathy is expressed with her relatives in their bereavement. The funeral took place yesterday from St. Michael's R.C. Church for Mount St. Lawrence Cemetery, and was very largely attended.

The clergy present were—Rev. Father O'Connor, Adm., St. Michael's; Rev. Father O'Shea, do.; Rev. Father Hannan, do.

The chief mourners were—Richard Ray (brother), Kehoe Donnelly (Dublin), T. Daly (nephew), Miss Daly and Miss N. Daly (nieces), also Stephen O'Mara, Dr F. O'Mara (Ennis), A. O'Mara, and John O'Mara. John Whelan, J. Lalor, J. O'Sullivan, A. McNiece, T. Benson, T. Gavin, T. O'Halloran, J. Gould, P. McGrath, P. Gould, E. O'Riordan, and others represented the staff of Messrs O'Mara, Ltd.

CITY POLICE COURT.

Mr. P. Kelly, R.M., adjudicated at the City Police Court yesterday. Two youths named Ml. Bridgman and Patrick Phelan were charged at suit of the Great Southern and Western Railway Company with being trespassers on the plaintiffs' premises at Limerick at 5.40 o'clock that morning. The accused were discovered by the company's servants and detained until given over to the custody of the police. They were discharged, to be summoned. There was no other case for hearing.

Mr. P. J. Kelly, R.M., presided at the City Police Court to-day. Bridget Hayes, stated to be

Adjoined.

STRIKES AND LOCK-OUTS

A Record Year.

According to the ninth report of proceed under the Conciliation (Trades Disputes) 1896, which has just been issued by the Boar Trade, the number of workpeople involve disputes causing a stoppage of work in 1911 the highest in any year since statistics of t disputes have been recorded by the Departn There were ninety-two cases in which action taken under the Act, and fifty-seven of t involved a stoppage of work, these numbers l considerably greater than in any previous since the Act came into force. The follo table shows the number of cases dealt with each successive year:—

Year.	Total.	Involving stoppage of work.	Involving stoppage of work.
1896	11	9	2
1897	37	23	14
1898	12	8	4
1899	11	5	6
1900	21	13	8
1901	33	20	13
1902	21	10	11
1903	17	8	9
1904	12	4	8
1905	14	3	11
1906	20	8	12
1907	39	15	24
1908	60	24	36
1909	57	24	33
1910	67	27	40
1911	92	57	35

Total 524 258 266

Of the 92 cases dealt with last year, 13 s in building trades, 16 in the metal, enginee and shipbuilding trades, 4 in the mining quarrying industries, 8 in the boot and trade, 21 in transport trades, and 9 in te trades. During the whole period since the came into operation the cases dealt with been distributed among the various trades follows:—Building trades, 146; metal, engi ing, and shipbuilding trades, 96; mining quarrying industries, 58; boot and shoe trade transport trades, 48; textile trades, 37; pri trades, 19; all other trades, 64. The 57 which involved a stoppage of work last affected in the aggregate nearly 565,000 v people.

TRANSPORT WORKERS' STRIKE.

The most important disputes in which a was taken by the Department were the ge strike of seamen, dockers, and other tran workers in London in August, the national t of railway men also in August, and the loc of cotton operatives in North and North Lancashire in December.

Transport trades constitute the indust which the largest number of cases occurred d the year, twenty-one cases affecting work employed in those trades being dealt w compared with three in the previous yea twenty-seven in the whole of the period 1896 In eighteen of these cases a stoppage of occurred estimated to have involved in the gate nearly 345,000 workpeople. The cases a all branches of the transport trade and occu all parts of the country. In twelve of the the Department took action on its own init no application being received from the parti

Among the nineteen disputes in the engineering and shipbuilding trades there twelve which involved a stoppage affecting people, and 190,000 workmen were affected strikes in the textile trade, the most im of which was the lock-out of cotton operat