

1796

PEEPS INTO THE PAST.

Extracts from the "Limerick Chronicle" of that date.

The following are extracts from the LIMERICK CHRONICLE of August, 1796:—

Wednesday, August 3rd.

HAMBURGH MAILS.

This morning a mail arrived from Hamburg. Another is still due. The accounts from Germany brought by this conveyance anterior to those we have had had through the medium of the French papers. The only circumstance that deserves particular attention, is a rumour credited there, as well as at Paris, that a peace between the Emperor and the French Republic is at no great distance.

CO KERRY MILITIA.

Lieut Nat Weeks to be Captain, vice Hickson, deceased. Commission dated July 6, 1796.—Lieut Thomas Blennerhassett to be Captain, vice Fitzgerald, resigned, dated July 7.—Lieut James Ashony, late of the 49th Foot, to be Lieut, vice Weeks, promoted, July 6.—Ensign Edward Collis to be Lieut, vice Blennerhassett, promoted.—Mr William Twiss to be Ensign, vice Collis.

MISSING SHIP SAFE.

Yesterday arrived in our harbour, the Saantina Trinidad, from Cadiz, under jury masts.—This vessel had been three months on her passage, and consequently considered a missing ship.

AMERICAN VESSELS CAPTURED.

Cork, July 30.—Accounts from the Channel state that all American vessels bound for British ports, are taken by the French cruisers.

A DUEL.

On Wednesday morning a duel was fought at Newry by two Militia Officers, in which one, it is said, was mortally wounded.

NEWCASTLE RACES.

The Races which will commence on the 18th inst, at Newcastle, near this city, it is believed, will be better attended than any former meeting. Several capital racers are already entered with T Hayes, Clerk of said Course, and notices of many more on their way from Downpatrick, &c.

THE FENCIBLES.

Monday, Tuesday, and this morning, the Prince of Wales's Regiment of Fencibles marched hence to the Cantonnments mentioned in a former paper;—there never were soldiers quartered in this City who conducted themselves with greater regularity, or more amenable to the Civil laws.

COMMITTED TO GAOL.

This day a woman was apprehended and committed to Gaol, for paying in her possession, above seven guineas in base silver coin.

ADVERTISEMENT

Wanted, Two Hundred Spinning Wheels, to be as comfortable to a Pattern Wheel, which has been seen at the House of Mr Amos Vereker, Limerick, and Delivered on or before the

THE LATE MR. JAMES PAIN.

On July 12 the death occurred at Keswick Road, Putney, of Mr James Pain at the age of ninety-five. He was descended from a celebrated family of architects and surveyors dating back to 1700, his great-grandfather being William Pain, who was born in 1730 and was the author of several architectural books of reference, some of which are in use at the present day, and mention is made of him and his books in Volume XLII. of the Dictionary of Natural Biography.

Mr James Pain's father, William Pain, and his two uncles, James and Richard Pain, were articled pupils of Nash, the well-known architect of his day. William remained in the office until Nash died, and James and Richard went over to Ireland, where they carried on their profession in partnership, the former in Limerick, and the latter in Cork. James, whose death is just announced, was articled to these uncles, and assisted them in the designing, and in some instances; the construction of many of the principal buildings in the South of Ireland. Amongst these may be mentioned Cork and Limerick gaols, Thomond and Athlunkard bridges across the Shannon, in Limerick; Black Rock Castle, on the Lea, near Cork; Mitolestown Castle, of the Earl of Kingston; and Dromoland Castle, the seat of Lord Inchiquin.

James Pain, after serving his articles in Ireland, joined his father in Nash's office, where he assisted in the preparation of estimates and subsequent contracts for the London Section of the London and Birmingham Railway, now the London and North Western. This work was done in the surveying department of Nash's office for the firm of Thomas and William Jackson, of Belvedere Road, Pimlico, who obtained the contract for the first portion of the line, and James Pain in 1842 was engaged by them to assist in this work. In 1844 he joined Mr John Stephens, the surveyor to the western district, City of London, and took a leading part in the developing of two extensive building estates, one known as Surbiton, and the other Ladbrooke Square, Ladbrooke Road, and Kensington Garden Square in West London.

Later he carried out important surveying work for a proposed railway between Brighton and Birmingham, which resulted in nothing but loss of money to the promoters, and when this came to an end he proceeded to Sheffield on the same work for the Manchester, Sheffield and Lincolnshire Railway. This survey being finished, Mr James Pain joined the firm of Joseph and Charles Rigby, in Westminster, and with them superintended many important contracts, amongst which may be mentioned the West of England Railway, Yeovil; completion of Portland Convict Prison; Great Central Gas Works at Bow Common; Blackwall Railway and Fenchurch Street Station; and the eastern portion of Lancaster Gate Estate.

Fenchurch Station was the first to have a span roof. It was considered then a great engineering feat. It is interesting to compare this now with the enormous span over St Pancras Station, Midland Railway.

Mr Pain retired from practice many years ago. He married in 1845 the youngest daughter of Dr. Glossop, of Sheffield, who died in 1857; by her he had six children, of whom two daughters and a son are still living.—"The Architect and Contract Reporter."

WAR'S EFFECT ON SHIPPING.

LONELY ISLAND

Cable Stations' War Experiences.

The importance of the work performed by the men of the cable and wireless telegraph scattered throughout the world is not generally appreciated save when some event of exceptional interest takes place, such as the trapping of the cruiser Emden. Yet the cablemen themselves, have responsible work to do, and some idea of it may be gathered from a periodical, the "Zodiac," quoted by the "Post."

In the mutiny at Singapore some of the Extension staff were killed. Another witness from the shore the destruction of the Pegasus at Zanzibar by the Konigsberg states that when the guns of the cruiser opened at half past five in the morning the staff swiftly dismantled and hid their instruments, and then went down to the deck, which the Pegasus was lying helpless, under repair.

The Konigsberg fired about 200 rounds to sea, and the Pegasus, after being wounded had been brought ashore, was hoisted on the creek and slipped into deep water. This was the end of the Pegasus, a poor old third-class cruiser, which was sent to sea because a British Government was saving money on the Navy.

THE EMDEN.

At the Cocos-Keeling Islands the Konigsberg sighted a strange vessel though she was a Minotaur, but as she flew no colours, she was taken to have a dummy funnel, the superintendent of the wireless:—"S.O.S.: Strange entrance," and secret code signature, altered the call to "S.O.S.: Emden here."

By that time the Emden had sent out two cutters, mounting a Maxim gun, the three boats carrying a landing party of three officers, forty or fifty men, and six guns.

With the utmost politeness, a German officer requested to be conducted to the wireless cable stations, with which, he said, he had "plenty troubles." Before the landing party reached cable quarters the superintendent of the wireless telegraph had time to send a message to London and other stations. The wireless operator had to send out the S.O.S. call until he was from the key. In the meantime the German office, hidden them in the superintendent's office, and ran back to his own quarters.

CUT THE WRONG CABLE.

The German officers behaved through courtesy, good humour, and consideration, and smashed the installations and cut out one cable out of three. The officers said that they would not leave without means of communication, and certain whether they intended to leave intact or, intending to leave only intact, mistook a length of spare deep-sea cable under the sea for a real one. In any case, they hauled in many yards of the slack of cable, and cut it in pieces. Two out of