

ne of wiring is that on a considerable front we ve to-day made an advance of about half a mile, conjunction with the French.

What I may term the second phase of the ensive began on Friday morning. For two or ree days previously we had been mainly employed in consolidating gains and repulsing rman counter-attacks. Meanwhile preparations re in progress for the striking of another ashing blow.

At 7.30 this morning the stroke was delivered. l along the British front in this sector the tillery swelled up into a violent bombardment. e concentration upon Owillers, Contalmaison, d Mametz Wood was particularly severe, these ree spots appearing literally to palpitate with e crimson jets from bursting shells. It had been ticipated that the Germans would offer a power- resistance, in view of the importance of this ce of the line to them, and their artillery began idly to crash out in response. It appeared to at their gunners were mainly concerned in ublishing a sweeping barrage across the zone rough which our infantry must advance rather n in attempting to silence our own artillery, hey kept dotting high explosive shells and apnel with wonderful rapidity and precision, h along the parapets and behind our trenches. on a torrent squall was sweeping over the land- pe, which, mingled with the low settling nes, made it impossible to see what was happen- ; but the shrill burr of machine-gun and rifle ing above the sullen thunder of the big guns l the castanet-like clatter of the trench mortars ried the unmistakable intimation that the antry, who had gone forward some while before re well into Contalmaison. Anon I heard the ailiar ping-pong of bursting hand grenades, and n knew that our lads were at close grips with e Germans. The greatest confusion of sound med to come from the wavering haze around talmaison, where, as I have since learnt, the st bitter fighting took place.

From the dense bluish clouds crawling along the und I should judge that either gas or smoke s freely employed by us during this attack, the id being from the wrong direction to enable the emans to indulge in this favourite method of irs. That our first success at Contalmaison s not fully maintained is the last news I have rd, which shows the difficulty, nay, the im- sibility, of correctly describing a battle whilst is actually still in progress. The Germans m to have drawn in their reserves, and forced to give back some of the captured ground. On part we shall undoubtedly also throw in our rves and press forward again. The tactics of rdu are quite likely to be repeated in this nsive, where villages form *points d'appui*, and only thing is not to measure the situation at particular favourable moment, but to take the ance of profit and loss at regular intervals. n to date the results are very substantially in favour.

100 Prussian Guards Killed

Mr. R. Franklin Tate, the Special Correspond- of the "Daily News" in Paris, sends an ac- nt of the crumpling up of the Prussian Guard t straight fight. It was a tragic moment, says e eye-witness, when the famous Guard was ed up to reverse the fortune of the day in ur of the Germans. The British, east of La sselle, between the high road from Rouen to enniennes, and the road from Aveluy to talmaison, were advancing irresistibly; they taken three lines of trenches along a mile and uarter front. At the same time, they were ng two little woods near Mametz and threaten- an attack on Contalmaison from the rear. The d division of the Prussian Guard was ordered ard. The shock was terrific. Both sides ht with equal determination for two hours. British bulldog tenacity gradually wore down

is not delivered until after 31st Decem- ber, 1916, the following additional payments will be made:—Delivered during January, 1917, 6 per cent on purchase price; delivered during February, 1917, 10 per cent on purchase price; delivered during March and after, 20 per cent on purchase price. The vendor may obtain an ad- vance of 50 per cent of the purchase price within one month of the purchase. Interest at the rate of 5 per cent per annum will be allowed from 31st October, 1916, to the date when the final bill is sent for signature upon all amounts remaining due upon the purchase. All hay has to be insured against fire by the vendor. The maximum prices at which hay or straw may be re-sold to the consumer delivered on his premises may not ex- ceed £7 7s 6d per ton for hay, £4 10s per ton for oat straw, and £4 per ton for wheat straw.

Wool Prices.

We further learn (says our contemporary) that negotiations regarding the fixing of wool prices are temporarily at a deadlock. So far as we can see, the Government is prepared to give an advance of 30 per cent on pre-war prices, whereas English sheepowners are holding out for 10 per cent ad- vance on last season's prices. It is to be hoped a settlement will be arrived at shortly.

FATALITY NEAR LIMERICK JUNCTION.

The dead body of Michael Ryan, milesman, G.S. and W., Railway, was found on the main line about two miles north of Limerick Junction, on the way to Dundrum, on Tuesday. He arrived at the Limerick Junction by the 9.30 train the previous evening, and was observed to be taken with an epileptic seizure on the platform. From this he shortly recovered, and proceeded to walk along the line to Dundrum, from which station he appears to have been overcarried.

When a milesman named Walter Myers was walking along the track he found Ryan's dead body lying lengthways between the rails. The base of the skull was fractured from the left jaw, but there did not appear to be any other injuries.

Sergeant Vaughan, Limerick Junction, visited the place some little time later, and the body was removed in a railway van awaiting an inquest.

Ryan was a native of Clonkelly, Dundrum, Co. Tipperary.

At an inquest held at Limerick Junction last evening, the jury found that deceased died from shock caused by pressure of the spinal cord through being struck by a passing train near Grange crossing on Sunday morning. The evidence showed that Ryan was quite sober on the occasion, but that he was in a weak, dazed condition, apparently from want of sleep. No blame was attached to any of the railway officials, and the jury recommended full compensa- tion to his parents by the railway company,

NENAGH PETTY SESSIONS.

[Before Lord Dunalley (in the chair), Captain Poe, Major Dease, R.M.; Dr Courtney, Dr Powell, J M Galwey-Foley, C C Webb.]

GAME CASE.

Joseph Mahon, gamekeeper to the Ballintotty Coursing Club, summoned Timothy Coffey, Rath- falla, and a young lad named Patrick Hanlon for entering upon the lands of John Mounsey on the 14th June, with two dogs, in pursuit of game.

Mr O'Brien (for Mr Corbett) for plaintiff and Mr Shannon defended.

Complainant gave evidence that on the 14th June he was on Mr Mounsey's land at Clashney in, which was preserved by the Coursing Club. He

respective omces at portoo Harbour, Dublin; and als several collectors on every 1

ADVERTIS

Unthank and Co (next tl inga), have received a secur goods in their line.

Saturday, Ju

GRAND JU

D F G Mahony, Burgess, f Richard Rooney, William W Uriel Harte, Richard Hill Thomas Alley, Patrick O Kenny, William Erson, Is Dodd, David Stephenson, Edward Creagh, Michael C Timothy Ryan, Michael Ga and William Tisdall.

MARKET JU

James F Keating, Georg McCarthy, Wm Dwyer, Jc Scanlan, John Unthank, Charles James, Patrick Congl Cornelius Hayes.

CELEBRATED AE

Mr Sadler, the celebrated at here, and intends to exhibit hi a few days. Before his depa we hear that he purposes to as in the balloon from the city.

DIED.

On Monday last, at New Inn the Rev John Lloyd, second sor of this city.

At Prospect Row, aged 76 y Esq.

ADVERTISEME

Thespian Society—Theatre Ro on Friday evening, 19th inst, for charitable purposes, the cel "Barbarossa."

Grand Oratorio at the Fra Newgate Lane, on Sunday, July of the Nunnery Chapel. Admit

LIMERICK SHIPPI

For Week Ending

July 3rd—Tuekar, Glasgow Shipping Company.

July 4th—Skernahan, White H Owens; Allerton, Liverpool, tyne and Son; Loch Leven, W N Russell and Son.

July 8th—Kinvarra, Liverpoo rick Steamship Company; Loo light, J N Russell and Son.

RAINSTORM IN SC

The Lothians have experie the greatest severity for many y had fallen incessantly for 48 h signs of abatement on Saturday three inches had been recorded. reaching character has resulted country are under water and pe in many places have been swept

Glas

At the result of the past two c river Tweed, at Kelso, to-day is cattle, boats, unrooted trees, and washed by the raging torrents se

Owing to the heavy rainfall tion of Cupar is cut off from the floods. The Ladyburn is r the roadway. Biscuit tins and l