

presence of representatives of traders and other interests in the city to meet this afternoon at the Mansion House in order to discuss the whole question. It occurs to us that the time is opportune to take up the question in Limerick as well, and see what can be done in the circumstances. Would the proposals as outlined above be applicable to Limerick? That would be a very important matter for the citizens to discuss, and that, probably, there will be a considerable shortage of gas—to what extent we cannot say—during the coming winter, the supplies of coal being so very limited. If a comprehensive scheme of gas supply were adopted—one that would be of interest to the whole community, trader and consumer alike—no interest would be shown, and the saving of light by the earlier closing of business houses and offices, and the gas, would go far towards easing the burden on that might otherwise be serious to the community as a whole. If the gas houses were closed earlier in the evening, there could be an earlier resumption of business in the morning. That is what is done in Dublin, but so far as the retail trade in Limerick is concerned, none of these houses have for a long time closed about seven p.m., as well as on Thursday half-holiday, and so the hours of closing and re-opening as suggested in the above would scarcely be applicable here, as the trade decided to keep open until a late hour in the evening (with afternoon gas) than is the case at present.

OUT AND ABOUT.

Gas works at Ballyshannon have been closed owing to want of coal, and several factories have been obliged to close. In the event of a further close on six months' suppression, the "Champion" will be permitted to appear again.

South of Ireland Cattle Trade Association subscribed £703 to the Cork Sailors' Widows' Orphans' Fund, bringing the total to £7,242.

Some of the late parishioners of Templeberry have decided to make a handsome presentation, including an illuminated address, to the Rev. C. W. Keane, now Rector of Nenagh.

Friday afternoon a young man named Patrick Lynch, of Portroe, Nenagh, while feeding a cow in a outhouse was attacked by the animal, which fell down and gored in the side and chest, resulting in serious injuries.

incessant rains of the past fortnight have considerably retarded harvesting operations. Lowlands in various parts of the country are being flooded by streams overflowing. Rain fell heavily today last up to the afternoon which was fine, and the night was again inclement.

Like our correspondent states that as coal costs so much on the coast, and as the turf supplies are being cut short for other districts, and the price going up accordingly, it is impossible for old age pensioners to get a donkey's load of turf—about a ghil's supply.

The installation of the Rev. Canon White-Bell as Rector of Emly will take place in Cashel on Tuesday, October 1st. On the same day the Rev. E. G. S. Crosthwaite will be installed in the Treasurership, vacated by the late archdeacon.

L.G.B. has, according to the "Sligo Cham-

the matter when no points are raised in the questions, which are the essence of the controversy between the democracies and the Central Powers, there are no obscurities at all. The issue is clean-cut. It is between irreconcilable systems, based upon irreconcilable "world-views."

The German Press.

While the majority of the German Press opinions quoted by Reuter express surprise or scepticism with regard to the Note, it is remarkable that the "Norddeutsche Allgemeine Zeitung" asserts that the echo of the Note has found in the German Press is a fresh proof of the serious peace readiness of their people.

DEATH OF MR W. M. BEAUCHAMP.

We deeply regret to record the death of Mr William Massey Beauchamp, Solicitor, Clerk of the Crown and Peace for the City and County of Limerick, which took place this morning at his residence, 24 Upper Mallow-street, after a comparatively short illness. Mr Beauchamp, who was in his 74th year, became suddenly ill a little more than a week ago, and though his condition was regarded as serious, hopes were entertained of his ultimate recovery, but the end came at four o'clock this morning, when he passed peacefully away. The son of the late Mr Edward Mellish Beauchamp, Solicitor of this city, and for many years Clerk of Petty Sessions, Mr Beauchamp was educated for the legal profession. He served his apprenticeship to the late Mr John Barrington, Solicitor of this city, was admitted a Solicitor in Easter term of 1869, and enjoyed a large and influential practice down to the time of his appointment, 18 years ago, as Clerk of the Crown and Peace, in succession to the late Mr John Ellard. He discharged the duties of his office with great efficiency and unabated zeal up to the time of his last illness, and during the past month and later had been busily engaged in Registration work. Mr Beauchamp, who was of a very kindly and retiring disposition, was a most generous supporter of charity, public and private, and of every other deserving cause. He took a most active interest in diocesan affairs, and amongst the offices he held were those of Honorary Lay Secretary of the Diocesan Council, of which he was an ex-officio member, representative at the General Synod, lay Diocesan nominator, a member of the Diocesan Court, and of the Board of Education. He was one of the oldest surviving members of Trinity Church, and held all the principal offices to which he could be elected. He was also a Vice-President of the Limerick Protestant Young Men's Association. The news of the death of Mr Beauchamp, a gentleman so highly respected and esteemed in city and county, with which for so long a span of years, he was prominently identified, will be received with sincere regret by a wide circle of friends, and we join with them in tendering to the relatives of the deceased gentleman our deep sympathy in their bereavement.

The funeral will take place from Trinity Church on Friday morning, at 10.30 o'clock, for the family burial place at Mungret.

THE IRISH BACON TRADE.

Mr A. B. Hamilton, Secretary South of Ireland Bacon Curers' Association, writes as follows to the Press:—
 "SIR—The letter from the Secretary of the Food Control Committee for Ireland which appeared yesterday clears up the situation, and it is a great relief to those interested in bacon curing in Ireland to find that the reports previously published conveyed quite a false impression of what had been arranged.

but was handicapped by vessels having to be charged at the docks and quays and then taken to the railway and handled there again into railway trucks. He outlined the facilities afforded for the handling of vessels at the docks, the accommodation for vessels at the float as well as the dry dock. The development of the Canal's stem was of great importance, that question he had given evidence to the Royal Commission some years ago.

Mr A. King, canal steam barge owner in reply to the Chairman, that he was eight years trailing on the Grand Canal, absence of better navigation facilities was not utilised to the extent that it might have been. He instanced the case of the Arigna coal mines, which developed to the extent they should be, defective canalization near Drumshambo were ten locks between Killisloe and with a draft of water in the winter of 1890, but he had a draught of 5 feet.

The Chairman—Have you many bridged under?

Mr King—There are six or seven, sufficiently high. In winter time the boats from 50 to 70 tons of coal, and in summer or 20 tons.

Mr J. J. Quaid, J. P., Secretary, Limerick Council, submitted the resolution passed by the County Council on the 1st September in favour of the railway extension to the docks on the 14th December a conference representative of the various interests in the city and County Council was held, at which it was resolved that the proposed extension was of importance to the present welfare and prosperity of all classes in the city and county.

The Chairman—You end rise the rail extension to the docks?

Mr Quaid—Yes.

Mr L. Morley, Managing Director of the Limerick Steamship Co., stated that the port of Limerick had been greatly handicapped for want of facilities in the way of railway connection. It had roughly imported 500,000 tons annually, and sent it up as far as Killisloe, which was only fourteen miles distant from Limerick, while Cork sent coal to Newcastle West, almost inconceivable that the port of Limerick should not be connected with the railway. Small places like Foynes, Fenit, and others were there. They had on the Shannon some like the Maigue, the Askeaton river, and others which could be used for distributing coal at a cheap rate. He had in mind the idea of running a line of steamers between the United States and Limerick, but the lack of connection between the docks and railway was a barrier.

Mr J. Buckner, a representative of the County Council, agreed with the evidence given in favour of the extension of the railway to the docks.

Mr E. J. Long, J. P., President of the Chamber of Commerce, stated that the Chamber of Commerce had on several occasions considered the proposed extension of the railway to the docks, and the absence of such an extension was a serious drawback to Limerick as a distributing centre, as the canal was concerned it should be connected with the port. The various public bodies in the city, as well as the County Council had by resolution that the port should be connected with the railway, and he was in thorough agreement with that view.

Mr T. Donnellan, Borough Councillor, on behalf of the Corporation, said it would be of immense benefit to the city if the docks and railway were connected, and the canal brought into harmony with the port. In that way they would have great prosperity.

The Chairman—How about the Canal? What is their view?

Mr Donnellan—The Corporation are in full accord with any movement that is calculated to make for the progress of the port and the development of the canal.

The Chairman—There seems to be a unanimity here in favour of this scheme.