

Board, though it was signed by representatives of that Union on the Board, accepted by the National Union of Cymen and the Railway Clerks' Association. The N.U.R. will, it is hoped, direct its members to remain at work and as a large number of engineers and firemen belong to it, a total strike is fortunately obviated. Hence the announcement with regard to curtailed services for passengers, and the conveyance of goods, and the supply of coal, is a serious and anomalous to a degree, and it develops it cannot be learned to what extent the Companies will be in a position to carry on in the circumstances. So far, the crisis does not present the formidable difficulties from the public point of view that characterised similar crises in years gone by. There is far more motor road transport in existence to-day than there was five years ago. This will, of course, be fully utilised, and so it is that the crisis gives a great fillip to the motor car, especially in the distribution of foodstuffs. An optimistic view is that the strike will be very ineffective and will not last long. It is earnestly to be hoped so, for its continuance for any length of time would result in a severe dislocation of trade and industry and a high unemployment, apart from the losses sustained by the railway companies and the loss of the men who have ceased work and who are a small percentage of all the railway workers. It is not unlikely that the immediate result of this strike will be to set on foot a movement in England for compulsory arbitration and the enforcement of awards by some form of sanction. It is singular that the strike should coincide with the impending advent of a Labour Government to power. It may, therefore, be taken for granted that Mr Ramsay MacDonald, when he takes office, will be expected to do all that he can, as he doubtless will, to bring about peace in the interests of the Companies and the strikers, and certainly not least in the interests of the public who are ever and always the

supposed to be fought, and who were members of the Associated Society, were going back to work.

Irish Services.

It is stated that the Dun Laoghaire-Holyhead mail service will be maintained, and that probably a train in connection therewith will be run between Holyhead and London. The Irish mail trains are scheduled to run from Euston to-day.

The Fishguard Services.

It was learned in Cork yesterday, says a correspondent, that the Cork and Fishguard services would be entirely suspended from to-night.

Inquiries made in Limerick to-day elicited the fact that the Fishguard boat is running to-night, and will, as usual, connect with Cork and Limerick.

The Great Western Company hope to maintain their passenger service via Rosslare and Waterford, from which city there are tri-weekly sailings. The Rosslare and Waterford boats will leave to-night.

DEATH OF MRS A. HOLLIDAY.

The death, which we announce with regret, took place at Rose Villa, Corbally, on Sunday of Mrs Agnes Holliday after a somewhat brief illness. The deceased lady was wife of Mr William Holliday, Managing Director of the firm of J. and G. Boyd, Ltd., and her demise has been learned with sorrow in the city by a large number of friends, who extend deep sympathy to her husband and family in their bereavement.

The funeral took place this morning at 11 o'clock for St Mary's Cathedral, and was very largely attended. In the cortege various interests in the city were represented and testified to the esteem and respect in which the late deceased lady was held, and the sympathy evoked for her husband and family in their sorrow.

The chief mourners were—William Holliday (husband); Eldred, Ralph, Thomas, Frank, and William Holliday, (sons); James P Mills and Daniel Thompson (brothers-in-law); Walter Metcalfe (son-in-law); Alfred Mills, Holly, Hugh, Norman, Eric, and Charles Thompson (nephews).

The officiating clergy were the Dean, the Archdeacon, and the Rev A E Hewatson.

MUD-SPLASHING.

TO THE EDITOR OF THE LIMERICK CHRONICLE.

SIR,—With reference to the letter of your esteemed correspondent, Mr Gaffney, solicitor, on the subject of mud-splashing caused by motor-cars and lorries, and your comments on same, I should like, with your permission, to say a word on the matter.

With due respect to Mr Gaffney and to you, sir, I think the fault in the matter is not being laid on the proper shoulders. The motor lorries and cars, like all traffic, pedestrian and vehicular, have a right to move on the highway on their legitimate business; and that being granted, we must fix the blame on the real offenders. The rates imposed and exacted by the Limerick Corporation, are paid by the sorely-ried citizens, like Mr Gaffney and you and me, for a number of other purposes, the cleansing of the streets of the city. Now, who will say that the streets and thoroughfares are cleaned and kept clean? They may be brushed certainly, but are they cleaned? Surely the irritating experience you mention could never have befallen Mr Gaffney and other pedestrians if the streets were clean. The dirt of Limerick has been a perennial sub-

to the King, with the additional amendment, he agreed to, 328 to 251.

The House adjourned until Mr Ramsay MacDonald and both loudly cheered by their as the House slowly dispersed

LIMERICK QUARTER SESSION

Re-Appointment of Gas Examiner

His Honor County Court, in the business of the Quarter Session yesterday.

Joseph J O'Malley, C.E., of the Court to be re-appointed under the Gas Regulation Act, 1928.

Mr J S Gaffney, solicitor, applicant, and Mr J J Dundon, Corporation.

Mr O'Malley stated that for a period of fourteen years he had been in charge of the whole of that term his case. He never received an increase of time. Under the old system of illuminating test of gas, as set out in the Corporation, which came into vogue in 1870, not been enforced into operation was a more complex system of time to carry out. In the meantime, the system has been burned without mantle, and is universally used. Therefore, of preparing the gas was a more powerful light with examining of the gas took to be previously, and was more time.

In answer to Mr Dundon, who made no application for an extension since August last.

Mr Dundon, solicitor, stated in a letter, in which was intimated by the City Gas Corporation, that Mr O'Malley as gas examiner. Therefore, the only question was salary.

James Enright, Manager, gave detailed and technical procedure taken in the past to supply for the city. He agreed that under the new system to carry out the work of examination of the required time much longer.

His Honor took into consideration factors connected with the compared the production of gas now with that which Mr O'Malley's appointment also took into consideration and work involved under also expressed the opinion of living was still high because of the condition of things was not likely to appoint Mr O'Malley for a year.

There were about 200 of the Land Commission agreed to pay instalments under the Act and almost in every case.

Mr J J Power, solicitor, Corporation.

This

His Honor County Court, in the business of the Quarter Session, Messrs F W Woolworth, the assessment of valuation