

... vital importance to Limerick. ... meeting yesterday a letter from the Ministry of Industry ... relative to the application ... for a guaranteed ... the Trades Loan Act for the extension of the docks. The ... information as to whether ... Scheme will involve any ... in the dock extension project. ... observed in its letter that the ... importance for the Board are the ... of railway communication, and ... carrying out of navigation works ... ty. The latter have been set out ... blished reports concerning the ... Power Scheme. The question, ... arises, will the railway to the ... eluded in the Shannon Scheme? ... who presided at yesterday's ... Board meeting, said it was ap- ... at "neither the Government nor ... femens would build the railway." ... llows that if the line is not con- ... the result will be that all the ... achinery required for the Shannon ... ould come through Foynes and ... ead of through Limerick. That, ... , would be a distinct loss to this ... it is, therefore, of great import- ... no time should be lost in placing ... ion of Limerick before the Govern- ... th a view to a line from the rail- ... the docks being constructed as ... as possible. It is obvious that the ... can best be explained by a depu- ... rom the Harbour Board to the ... of Industry and Commerce, and ... Goodbody was, therefore, asked to ... w the Minister with that object. ... general point of view the linking ... he docks with the railway, such as ... exists in the leading ports in the ... , is of prime importance, and we ... insured that the Corporation, the ... Council, and labour bodies, as well ... adjoining counties which are served ... port, will heartily co-operate in the ... the Limerick Harbour Board are ... in this matter.

wanted to search him for arms. One of them threw a handful of sand in his eyes. They then took from his pocket a £5 note, but left him a few shillings in silver and copper. A patrol of Guards met the victim shortly after the occurrence, but so far their inquiries have not led to any arrest.

At Killehen three armed men obtained admision to the home of a farmer on the pretense that they were Civic Guards. One had a double-barrelled shot-gun with which he "held up" the occupants while his companions rifled the house, taking a sum of £3 14s.

CLARE CLIFF TRAGEDY.

The body of Martin Mulline, a small farmer, of Clugge, Sixmile Bridge, was discovered some short distance from his home last evening at the foot of a precipice, over which he had apparently fallen. On Sunday evening he left his own house to go to a neighbour's place, a mile and a half distant. About half-past eight he set out on the return journey, and was told to take the road route, but the unfortunate man took the short cut through the mountain, and in the dark he evidently missed his way and fell over a cliff. He sustained a fracture of the spinal column, and it is stated that death was in all probability practically instantaneous. The deceased was about fifty-four years of age, married, and a hard working industrious man.

DEATH OF MR M CUNNINGHAM.

The death, which we announce with regret, occurred at the City Home on Saturday night of Mr Michael Cunningham. The deceased was son-in-law of Mr M Joyce, ex-M.P., and had been ill for some considerable time past. His death at a comparatively early age, is deeply regretted in the city, and the utmost sympathy felt for his widow and young family in their sorrow. The funeral took place last evening from St Michael's Parochial Church for Mount St. Lawrence Cemetery, and was very largely attended by the citizens.

The chief mourners were—Richard, Frank, Joseph, and Redmond Cunningham (sons), M Joyce (father-in-law), and T H Guerin (brother-in-law).

The officiating clergy were—Rev. Fr. Hannan, C.C., and Rev. Fr. Thornhill, St. Michael's.

APPEAL COURT.

Mr Commissioner Doyle will resume the hearing of city and county appeals on the 28th May, by which time he will have disposed of the lists in Cork, Kerry, and Clare. There are still 20 ordinary appeals to be heard from Limerick in addition to eighty by the Minister of Finance under the Malicious Injury Acts.

A BRILLIANT LIMERICK MAN.

Sir Joseph Nunn, the eminent Irish lawyer who, for many years, was Attorney-General of British Guines, has recently taken up practice at the English Bar (writes the London correspondent of the "Independent"). Sir Joseph is a native of Limerick, and son of the late Mr Patrick Lewis Nunn of that city. He passed with distinction through U.C.D. and the Royal University of Ireland, and he has received from the former the LL.D. Honoris Causa. He was called to the Irish Bar in 1898, and to the English Bar at Gray's Inn in 1906, having been a Bacon Scholar. He was a Judge of the High Court of British

there had been an outlay of £542 15s pence, the total revenue from that £122 0s. In consequence of the silt in the river during the year no dredging done, as the navigable channel had been from silt. A scheme for extending accommodation had been submitted by Griffith, Consulting Engineer, which under consideration.

The report was approved. A letter was read from Mr Gordon Secretary to the Ministry of Industry, Commerce, relative to the Board's application for a guaranteed loan under the Trades Extension Act with the proposed extension of the dock. Before any decision was made the Minister would require to learn what alterations in the proposed dock extension. The points of importance for the Board were the railway extension to the dock and navigational works near the city. The Minister added that it would be premature to make a deputation from the Board on the subject until the Board had considered the proposed Shannon Scheme in its relation to the dock extension project. The Minister was of the opinion that the Harbour Commissioners intended to carry out the works out of their own resources, but if they required assistance of a guarantee in respect of necessary expenditure, should the Board prove the giving of a guarantee.

The Chairman said the question was very serious for the city. It was his opinion that neither the Government nor the Board would build the railway, and the city would have to do it. It was now clear that if a railway was not laid down connecting the terminal port all the heavy machinery would have to be sent to Foynes and Cork, and probably the heavy machinery would come through the port at Foynes. That opened up a very serious question for the city and for the port, and he times in bringing pressure on the Government to take the matter into consideration.

Mr Goodbody said it would be better to put the Board's position before the Government in the absence of their receiving a deputation.

The Secretary said he had written to the Ministry asking for particulars of the proposed Shannon Electric Scheme, with a view to submitting them to the Engineer. He would not receive a deputation from the Board as to what schemes were being considered.

Mr Goodbody—There is another matter, and that is we have not any crane accommodation here, and the question is none.

The Secretary—They are going to grant accommodation.

Mr Boycroft—But that is not the question.

The Chairman—They have the question of accommodation in Cork and Foynes. The question for this Board is the necessity of constructing a connecting railway with the port. If the railway is not constructed here and Foynes are going to be the terminal port, which the heavy machinery for the Electric Power scheme is to be brought to, the question is dependent on the construction of the railway?

The Chairman—Yes.

The Secretary—There is only one crane at Foynes.

Mr Boycroft—But they have no crane at the port at Foynes.

Mr Griffith—How long would it take to build the railway to the port?

The Chairman—Not very long. It is the duty of the City and Board to see that the matter is done for all they are worth.