

# LIMERICK HARBOUR BOARD.

## The Docks Extension

### Shannon Power Scheme.

Mr S J K Roycroft presided at the meeting of the Limerick Harbour Board yesterday.

There were also present—Messrs F J Herriott, A Cleve, J H Roche, F J Cleve, D Griffin, B O, P O'Flynn, B.C.

The officials in attendance were—Messrs J P Power, Secretary; H V Morony, Engineer; and Captain C Hanrahan, Harbour Master.

Arising out of the annual report, The Chairman enquired how the imports of coal stood for last year?

The Secretary—I could not give you the figures in the absence of the manifests.

Mr Herriott—I can tell you that there is a big falling off. I know in 1913 the imports reached 110,000 tons and last year they were about 40,000 less.

Mr Griffin—That is a serious position, and some effort should be made to improve the coal trade.

Mr Herriott—It will be difficult to do that.

Mr F J Cleve—Perhaps the port is affected by imports through Cork and Waterford.

The Chairman—And Foynes.

Mr Herriott said he could not understand how the dredger was being kept out of commission now for two and a half years. The Engineer appeared to think that her services were not necessary as the channel was perfectly free to navigation. He thought a valuable property like the dredger should be chartered if there was no work for her.

The Chairman—The Engineer has given us an explanation on several occasions.

The Secretary said the dredger was very old, and had paid for herself nearly double. Her condition certainly was great considering her age.

Mr Roche thought that it was a short-sighted policy on the part of labour to confine the discharge of coal cargoes to three or four firms by the electric crane. That, in his opinion, was responsible for the falling off in coal imports.

Mr Herriott—The firms operating the crane are unable to bear the expenses.

Mr Griffin proposed the adoption of the report, which he considered satisfactory from the point of view of trading, excepting the coal trade.

Mr Roche seconded the motion, which was passed.

The Chairman—The next business is to reconsider the application of the Clyde Shipping Company for a second pilot's licence for their steamer.

The Secretary pointed out that that question was referred to the Pilot Committee, which although called on two occasions a quorum was not in attendance.

Mr Herriott—What is the procedure now. Would I be in order to propose that a second licence be granted?

The Secretary—Yes.

Mr Herriott proposed, and Mr O'Flynn seconded, that a second licence be granted to the Clyde Shipping Company.

Mr Griffin held that the body of pilots would contest the view of the Board in granting a second licence to this Company. The Board had no power to alter a by-law which was a binding agreement or contract.

The motion was passed, Mr Griffin dissenting. He knew that the pilots would object.

A letter was read from the Ministry of Industry and Commerce, in which it was stated in reply to the request of the Board to allow their Engineer access to the large scale plans of the proposed rail extension to the docks, that before such permission could be granted the Ministry would require in principle the approval of the Dail to the extension scheme before the Ministry would be justified in allowing the preparation of plans from the original.

The Board decided to ask for the inspection

# RAILWAY FATALITY.

## Near Limerick.

A shocking fatality occurred on the Kerry section of the Great Southern Railways a mile from Limerick on Saturday night, the victim being Edward McKenna, aged 40 years, and unmarried. It appeared that the unfortunate man, who was employed in the Locomotive department of the company was proceeding along the line in the direction of the city from Rosbrien, when he was caught by the incoming Kerry passenger train at 9 o'clock, and received shocking injuries to the head, chest, and legs, which caused instantaneous death. He was poked up a few minutes later, when it was found that his injuries were extensive. The body was subsequently removed to Barrington's Hospital morgue. The deceased was a native of Dromkeen, and was to have been married in a very short time.

### The Inquest.

Dr M R Clery, Coroner for East Limerick, held an inquest yesterday morning in the County Court House concerning the death of Edward McKenna, Dromkeen, who was killed at Rosbrien by a train on Saturday night.

The following were sworn on the jury:—Patrick Mulqueen, foreman; Christopher Irwin, William Moloney, Matthew Fennessy, Thomas Molloy, Patrick Godfrey, Edward Power, Thomas Walsh, William Myle, Matthew Allen, John Hogan, and David O'Neill.

Sergeant O'Flynn, Edward street, conducted the inquest, and Mr J J Dodds, solicitor, represented the Great Southern Railways Company.

Annie Anderson stated she was a sister of deceased, who was a single man, aged about 45 years. He was employed at the railway as a labourer. She saw the deceased about a month ago, and he was then in good health. He resided of late at Gerald O'Connell-street, and she now identified the body as that of Edward McKenna.

Dr W P Dandon, House Surgeon, Barrington's Hospital, stated he examined the body of the deceased. He had abrasions of the left wrist. Death was due to shock and laceration of the brain. There were abrasions on the left thigh. He had several injuries on the body. He had an extensive fracture of the skull. He (witness) had been informed that the deceased was run over by a train.

Thomas Moloney, Rosbrien, stated that he was an employe of the railway, and deceased was working there with him for the past three years up to Saturday morning last. He met him in the city at 12.30, and were together until 8 o'clock that evening. Both had a few drinks. They then went out the Rosbrien road on a car, and McKenna got off the car at the Rosbrien gate and went up the line in the direction of Patrickswell. He had private business in that direction. Witness went home by road, and did not see him until he saw his dead body on Sunday. Deceased was in good health. Witness did not hear any train coming that night.

To Mr Dodds—Deceased should be on duty that night at the Limerick Loco. Works at 12 o'clock.

Frank Lynch, engine driver, stated that he drove the 7.50 train from Newcastle West to Limerick on Saturday night. After passing Rosbrien gates he found a bump under the engine; it was then about six minutes past nine. He immediately put on the brakes and stopped the train. He informed the guard that something was knocked down, and both of them went back and found the body of the deceased in the centre of the rails, on the six foot-way. Deceased was then dead. The body was then at the Limerick side of the gates. It was dark at the time of the occurrence, and he saw no object on the line.

Sergeant Bernard O'Flynn, C.G., stated that on Sunday morning he visited the scene of the accident and found blood along the track for a distance of about 40 feet. He was of the opinion then that the man was on the centre of the railway track.

The jury found that the deceased was accidentally killed by being run over by a train. The jury exonerated the driver from all blame.

# SHANNON BILL.

## Forthcoming Legislation

The political correspondent of the "Times" says—On Friday last, by virtue of acceptance of Mr McGilligan's motion, the Free State Parliament approved, in principle Siemens Schuckert proposals for the electric exploitation of the river Shannon. A resolution authorised the Minister of Industry and Commerce to introduce, at the earliest possible date, the legislation necessary to the German firm's proposals to be put into effect without delay. The legislation will take form of two or three separate and distinct measures. The first already has been drafted by the Minister, and will, I am informed, be introduced on, or immediately after, the 22nd inst. the date on which the Dail re-assembles, not an unusually lengthy or complex measure. One of its foremost provisions empowers the Government to direct the course of the Shannon in whatever manner it may think fit for the purpose of the Siemens-Schuckert project. Another provision of the bill grants power to the Minister to acquire lands compulsorily, where further clause is devoted entirely to the question of compensation. The final draft of the measure as submitted to the Cabinet, follows substantially on these lines. In effect, the simple purpose of the bill is to commit the State to the Shannon undertaking. Mr McGilligan will seek to introduce the bill almost immediately after the House re-assembles. It seems to be assured a comparatively easy passage through the Houses. In the Dail, opposition, if taken, will be confined to the Independent benches. The deputies of the Farmers' Party having formally protested against the Government's haste in the matter, are now, I understand, ready to support the "necessary legislation." It was Mr McGilligan's original intention that the text of the new bill should be in the hands of deputies before the Easter adjournment, but that intention he appears not to have persisted in, since any such course was likely to have been unacceptable to the House as a whole. The second of the Shannon Bills is not likely to be forthcoming until several months have elapsed since the passage of the first bill. The measure, I understand, will deal principally with the matter of organisation, providing among other things, for the construction of a Board of Control. This bill will displace the extent of the Government's control over the undertaking, while, however, the Dail will find enough to occupy a considerable part of its time during the next few or three months.

## NORTHERN ELECTIONS

### Success of Independent Candidates.

#### Mr Devlin Heads Poll.

The counting of the first preference votes in the Northern Ireland election was completed in Belfast and County Antrim divisions last day.

As a result, four Unionists, two Independent Unionists, two Nationalists, and one Labour were elected. The Government party, on the other hand, has lost two seats to the Independent Unionists and one to Labour.

Mr Joseph Devlin (Nationalist) headed the poll in West Belfast by a majority of nearly 1000 over his nearest rival, Colonel Woods (Independent Unionist).

### 10 Nationalists and 3 Labour Men Returned.

Sir James Craig's Party Strength Reduced.