

our trade and commerce. Practically all cross-Channel shipping has been suspended, and as a result of the cessation of services to and from Holyhead and Fishguard, both letter and mail post between the Free State and Great Britain remains in abeyance. What all this means to the general public, and what it means as regards unemployment at Irish ports, can better be imagined than described. The export of perishable goods is held up, and here in Limerick the strike is severely handicapping the salmon fishing industry, as the Railway Companies have been unable to accept large quantities of fish, which usually find a ready market in London and elsewhere. Again, the strike is bound to have, if it has not already had, a very depressing effect on agricultural produce. It was stated in the Dail on Tuesday that the price of pigs had fallen 15/- per cwt., and there is reason to fear that cattle prices will also suffer in proportion if the strike lasts for any length of time. But amidst the gloom that surrounds a situation unprecedented from the point of view of its gravity, there is some ray of hope that it cannot continue for long. The colossal proportions of this widespread industrial conflict, the army of workers who are standing idle in Great Britain, are a convincing reason for anticipating that the impasse cannot run its course for an indefinite period. So far as the miners are concerned, employers and workers have, as the world knows, failed to reach a basis of agreement. It is, therefore, probable that the Government will once more have to intervene in the role of intermediary. The sooner the struggle is ended the better it will be for industry, and none the less for employment, and one can but hope, though there are no tangible grounds at the moment to arrive at such a conclusion, that before many days have passed peace will have been proclaimed. It is very satisfactory to realise that so far as Ireland is concerned there is no need for panic, as food-stuffs and coal supplies are fairly plentiful, and so there should be no soaring of prices to the consumer, who has so long and patiently borne the high cost of living, even under normal conditions of trade.

CHURCH OF IRELAND.

LIMERICK MISSION.

The fourth of the meetings for preparation for Mr Stone's mission was held yesterday (Wednesday) evening in the Diocesan Hall, and a large number of men and women were present.

To a Juror—The cyclist took the road with the 'bus. He heard no horn sound nor the bell of a bicycle ring.

By the Coroner—The charabanc was travelling ten or twelve miles an hour.

Matthew Ryan, road worker, stated that he saw the charabanc passing at from 10 to 12 miles an hour. He heard the crash, but did not hear a horn sounded.

Albert Staehli, who was in the vicinity of the occurrence, also deposed that he did not hear the sounding of a horn.

Sergeant Staunton gave measurements of the road where the tragedy took place; while Guard Connolly, who was stated to be an expert motor driver, deposed after an experiment he pulled up the charabanc in five feet.

To Mr Dodds—He could do that ordinarily.

Paul Berghoff, a German passenger in the charabanc, stated that the hooter was sounded several times coming near the cross.

The jury having expressed sympathy with the relatives, found that the deceased died from fracture of the skull, hæmorrhage, and shock by being run down by Siemens Bauunion 'bus, and also found on the evidence that the driver neglected to sound the horn when approaching the cross.

Mr Dodds said that on behalf of Messrs. Siemens he joined in the expression of sympathy. Nobody regretted the death of Miss Walsh more than they who had regarded her as a most valued employee.

The Coroner and Superintendent Mooney also expressed sympathy.

FUNERAL OF MISS BRENDA WALSH.

The funeral of the late Miss Brenda Walsh, who was killed on Monday evening in a collision with Siemens' Bauunion charabanc while cycling from Clonlara, took place yesterday from Parteen Catholic Church, whither the remains were removed on Tuesday evening. The cortege, which was large and mainly comprised of motor cars, passed through the city at one o'clock for interment in the family burial place, Kilfergus, Ballynahill.

DANGERS OF THE ROADS.

TO THE EDITOR OF THE LIMERICK CHRONICLE.

DEAR SIR,—Is it nobody's business to take action in connection with the state of things brought about by the work of the Shannon scheme? The roads to Clonlara and Killaloe and towards Broadford, with the auxiliary roads giving cross connections and access to the Clare hills, were adequate enough for normal traffic. Now they are incessantly used by enormously heavy motor traffic of every size and description, making it very dangerous for horse-drawn vehicles to pass at certain spots. Even cyclists have occasionally to dismount or bend low in the saddle to avoid the projecting loads of the lorries and, still worse, of their trailers. The drivers of ordinary motor cars are also frequently foreigners or strangers, and drive at a speed unsafe along roads where no proper indications exist to mark dangerous bends or concealed crossings. A collision between two cars occurred at the worst of these

could be got ready at any moment.

More Passengers by

There has been an increase of 20 per cent in the number of passengers on the London air service as a result of the strike.—(Reuter Le Bourget message).

Hope for Resumed Negotiations.

More Trains and Trams.

Although there was no direct result of negotiations yesterday to end the strike in Great Britain, the presence in the House of Commons of Mr. A. J. C. Cook, Secretary, and Mr. Herbert Smith, President, of the Miners' Federation, taken to indicate that parleys were in progress. It was suggested that Mr. George would undertake the role of mediator. The Bishop of London has offered to act as a neutral ground for negotiations.

Both Houses of Parliament have approved the regulations framed under the Emergency Powers Act. Member parties in the Commons appealed for the courts of peace as opposed to the courts of war.

Business Being Carried On.

The situation in Great Britain viewed by the Deputy Commissioner of London last night. He announced a comprehensive survey of the situation showed that an important part of the nation's business is being carried on. People as a whole remain calm and in bearing their inconveniences with ships with good temper.

Trams in London.

Tramcars appeared in the London last evening, carrying a few passengers. Drivers were accompanied by police. At one point there were cries of "Traitor!" A crowd attempted to stop one of the trams. The driver did not reduce speed and drove through the people, scattering stones in all directions. Some stones were thrown and windows of one of the trams were smashed.

The Newspapers.

Reports as to the position of the newspapers throughout Great Britain received yesterday, showed that the majority of journals were being issued in some form.

SITUATION IN IRELAND.

Mail Boats To-morrow.

The London, Midland and Scottish Railway Company has made arrangements to restore its Irish mail service when a boat will leave Dunlac Holyhead, and there will be a direct service with London.

Yesterday both the Dunlaoghair route and the Rosslare-Fishguard route were closed. Letters for Great Britain were despatched by the Larn route.