

TO ADVERTISERS.

Advertisers will kindly send in all substitutes and advertisements on Friday mornings. We cannot guarantee to insert in Saturday's issue an advertisement received after 2 p.m. on that day.

THE LIMERICK CHRONICLE.

(ESTABLISHED 1760)

TUESDAY, SEPTEMBER 27, 1927

THE DOCK EXTENSION.

The verbal warfare which for many years past has been waged at the Harbour Board relative to the Dock extension scheme has developed into even a more acute form at yesterday's meeting of the Commissioners. The public are really becoming weary of the project. For four years this project has occupied the attention of the Board, and in this reason it is high time that something of a practical decision should be reached. It is, therefore, very satisfactory to find that this has at long last, for by nine votes to five the Board yesterday decided to forward the two lowest tenders received for the work to the Ministry of Industry and Commerce with a view to one of them being accepted. The Board yesterday called upon the Ministry to proceed "as soon as possible" with the building of the link connecting the docks with the railway system. We feel assured the action of the Board will commend itself to the community. Both schemes, intimately associated with each other as they are, are essential for the development of the trade of the port and the city. As to the docks extension, an indisputable fact stands out that if we are to successfully compete with other ports of the world, the facilities of them not far distant from us, the facilities must be provided for the handling of big ships that carry on the world's oceanic trade to-day, and were not so much dreamed of when the existing dock was built so far back as the year 1853. Every day it is advancing with the times. Is Limerick to lag behind, is its grain to be lost for the want of port accommodation to be diverted elsewhere? If so it would be a sorry day for Limerick, and the link railway would then fade into insignificance. So much from the industrial point of view. We next come to the

from the report that the next technical Congress is to be held in Limerick in June, 1928, and as it is now many years since this city was the locale of an assembly of the kind, it will be an important and interesting occasion to look forward to. The Shannon Scheme will lend much additional interest to the visitors, when from all parts of the country they come amongst us. The Principal of the Institute, Mr P. V. Twomey, and the staff, are to be congratulated on the satisfactory record of the past year's working of the Institute. We trust the coming session just opened will show even better results still from the point of view of increased roll of students, for it is manifest the fullest advantage should be taken of the fine facilities in technical training which this excellently managed institution affords to the young people of the city.

ST. MARY'S CATHEDRAL.

Harvest Thanksgiving Services.

A Harvest Thanksgiving Service will be held at St. Mary's Cathedral next Thursday afternoon at 3.30 o'clock. Preacher, the Rev Canon Clarke, M.A. Similar services will take place on Sunday next at 11 a.m. and 3.30 p.m., when the Dean will preach. The opening Church Parade of the Church Lads' Brigade will be held at the afternoon service.

DEATH OF MR ROBERT WHITE LEVERS.

It is with much regret we have to record the death of an old and esteemed resident of the county, Mr Robert White Levers. He had not been in good health for some considerable time, but the end came suddenly on Sunday last. He was for many years a County Magistrate, and was always a regular attendant at Croom Courthouse in the old days. A keen all round sportsman, a true and kind friend, many will mourn his loss. He married the eldest daughter of the late Hugh Green, M.D., of Greenmount, Co. Limerick, who died in 1913, and his only surviving son was killed in an accident in South Africa. The funeral is announced to be private.

THE NEW BISHOP OF MEATH.

Right Rev. Dr. Orr Elected.

The Synod of the Diocese of Meath met on Thursday in the Synod Hall, Christ Church place, Dublin, when the Right Rev. Dr. Orr, Bishop of Tuam, was elected Bishop of the Diocese of Meath, in room of the late Most Rev. Thomas Gibson George Collins.

There was a full attendance of clerical and lay members of the Synod. With the Right Rev. Dr. Orr, the Rev. T. R. Brunskill, Incumbent of St. Mary's, Drogheda, and the Very Rev. R. S. Craig, Dean of Clonmacnoise, were ballotted for. In the final ballot the Bishop of Tuam received the necessary

to those travelling through it between Dublin and Limerick a few months, says the "Irish Times".

Preparations for the civil works, it will be remembered, about two years ago. The plant and the provision of transport system occupied about so that the actual construction may be said to have commenced in the spring of 1926. These works include the making of a weir, with sluices at Parteen Villa, some four miles from Killaloe; a head race canal extending from Parteen Villa to Ardnacrusha; a central power house will be situated at Parteen Lax, where is situated the Shannon fishery. The function of the head race at Parteen Villa is to raise the level of Lough Derg and divert the water into the head race canal. The water level at the power station at Ardnacrusha will be about the same as at Lough Derg, so that a fall of approximately 100 feet will be obtained at this point.

The magnitude of the work to be done may be appreciated when it is known that the head race canal will have a water level of about 100 yards above the level of the sea, and that the amount to be excavated for the construction of the canal is about ten million tons, or three-quarters of a million tons.

Some miles of head race already completed, and a fine reinforced concrete bridge has been constructed to carry the road to east Clare over the Blackwater. Two more bridges are to be constructed over the head race, one at Ardnacrusha and one at O'Brien's Bridge. The latter will be a bridge over the tail race at Parteen Lax.

A line of the canal has been excavated, and that the amount of excavation balances the amount of embankment. The method of construction is to excavate the material at the point where the canal is to be cut and transport it by rail to the place where the embankment is to be constructed. Most of the earth is excavated by multiple bucket excavators, and the embankment is raised by means of machines, called abssetzers.

Most of the head race is now completed. Some portions have been completed and others are nearing completion. The removal of the rock from the head race has been completed over a section of about one-third of its length.

The excavation for the power house has been almost completed, and the intake building has been completed.

The coffer dam for the first weir at Parteen Villa was finished in the summer; water has been pumped out of the excavation of the rock for the power house is nearly finished, so that the concrete for this portion of the work is now being laid.