

rescues, and other awards given as well. So it will be seen that this country, with its large seaboard, derives material benefit from the Lifeboat service, and that it is deserving of generous support, especially from the maritime districts, North, South, East, and West, goes without saying.

INFLUENZA IN THE CITY.

At the meeting of the Public Health Committee last night, the Mayor presiding, Dr McGrath, Superintendent Medical Officer of Health, reported that an epidemic of influenza had manifested itself in the city for the past few weeks. It affected chiefly the school-going children, and he had been asked to recommend the closing of all the schools. From what he could learn, the epidemic was now on the decline, and would soon pass over. The doctor recommended that the school hours for the younger children be cut down from ten o'clock to one, until the Easter holidays commence; that children up to 15 years be prevented from attending matinees during that period, and that all public places of amusement, as well as 'buses, etc., should be thoroughly disinfected every day.

The Committee made an order accordingly.

ALD. D. BOURKE, T.D., BEREAVED.

The death occurred at her residence, Roxboro' road, City, this morning, of Mrs E. Bourke, at an advanced age and after an illness of rather brief duration. She was mother of Alderman Daniel Bourke, T.D., with whom sincere sorrow is felt in his bereavement.

GREAT SOUTHERN RAILWAYS.

St. Patrick's Day Excursion Arrangements.

The Great Southern Railways St. Patrick's Day excursion arrangements to and from Limerick, including Dublin, for Inter-Provincial Football, Hurling, and Association Cup finals, and Baldoyle Races, are advertised in our columns this evening. A special train will leave Limerick at 8.55 a.m. via Nenagh. The fare is very moderate. Tickets will also be issued from Limerick to various other centres, which are set out in the advertisement.

At Miss Nestor's, Patrick St, many attractive New Spring Coats in soft light weight tweeds are been shown; also Three-piece Suits in Jersey. Value of soft material shades. Many are in our

train. It would be cheaper to walk from the terminus to the dock than to rail them because they would have to be detained in the inspection pens at the station.

Answering the Chairman, Senator Goodbody said Limerick was an unpopular port with shipowners, because of its geographical position, and the delays that took place. In fact the few sailing ships now engaged in the grain carrying trade had cut Limerick out of their charters. Limerick had the lowest daily discharge of other ports in the country. The figures were—Limerick, 400 tons; Belfast, 550; Cork, 450, and Dublin, 500 tons. That was naturally an incentive for ships to prefer Belfast, Dublin, and Cork to Limerick. Owing to the increasing size of the vessels engaged in the grain trade, and the want of proper dock accommodation at Limerick his firm were obliged to pay more money for cargoes, in the matter of having to lighten at Beigh Castle. That worked out at 3s a ton in nearly every case. Within the past fortnight they had to refuse a parcel of grain in a vessel of more than 450 feet in length, because she could not be accommodated in the dock.

The Chairman—And such a vessel is comparatively small in the ocean-going trade?—Yes.

If the dues in Limerick were reduced 33½ per cent would it give you any advantage?—No, because they would go into the pockets of the shipowners.

Answering the Chairman further, the witness said that the dues paid in 1927 were £6,022 on ships and £4,842 on cargoes. His firm milled grain, wheat and maize, and sold the raw material.

The Chairman—Between milling and selling grain, which is the brighter trade? You need not answer if you wish.

Senator Goodbody—I have no hesitation in answering that. Milling is the brighter trade.

Proceeding, the witness said that the grain trade in Limerick was progressing, but he considered that without facilities they had reached the limit; they could not progress further. Their plant was not working at full capacity as far as cargoes were concerned; they could not get continuity of their work. That applied to their water plant. If the dock were extended it would enable them to bring in larger vessels, and minimise lightening at Beigh Castle.

The Chairman gave figures supplied to him by the Railway Company of grain and flour sent from Limerick by rail. That, he took it, was all sent by Messrs Bannatyne, and the witness replied almost all of it.

You said yesterday that on the economic rates in the proposed railway link would depend the success of the railway?—Yes.

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