

date hygienic methods of handling milk will be demonstrated. The Congress will, all things considered, be of great interest, all the more so having regard to the big gathering which will come from all parts of Ireland, and whose proceedings at University College, President Cosgrave will be invited to open.

## FUNERAL OF MR W. B. SMITH.

The funeral of the late Mr Wm. B. Smith, Patrick-street, whose lamented death in a Dublin nursing home occurred on Tuesday, took place this afternoon at 1.30 from Trinity Church, of which congregation the deceased was a respected member. The Archdeacon of Limerick officiated at the service in the church, at the conclusion of which the "Dead March in Saul" was played on the organ. The cortege was of immense proportions, representative of the city and county, testifying to the popularity of the deceased gentleman, and deep sympathy with his widow, family, and relatives in their hour of trial. The interment was at the family burial place, Kilkeedy (Clarina). The coffin was strewn with beautiful wreaths of natural flowers.

## FIRE IN NICHOLAS STREET.

A fire broke out in the stabling and garage of Mr. John Ryan, haulage contractor, Nicholas-street, on Tuesday night. The discovery was made some time before ten o'clock, and it would appear to have originated in the stables, where six horses were located. Four of these were rescued, but one was burned to death, and the other so badly affected that it had to be destroyed. Two tractors in the garage were removed to a place of safety. Upwards of twenty tons of hay were destroyed, and the premises were completely gutted, but the Fire Brigade, under Captain Hogan, succeeded in preventing the flames from spreading to the adjoining dwellinghouses. Valuable service was also rendered by the Civic Guards. It is estimated that the damage runs into something like one thousand pounds.

## XMAS PARCELS FOR CANADA.

The Canadian Pacific Express announce that the latest dates for sending parcels to Canada by Canadian Pacific Express are December 6th for Western points and December 13th for Eastern points, while New Year's consignments will be forwarded until December 16th and 20th respectively for the same areas.

The rates are 9s for Eastern Canada and 11s for Western Canada for parcels of 15lbs. Lower rates are in operation for smaller packages; early despatch is recommended.

## APPEAL TO END WAR.

Archbishop of Canterbury's Address.

An action was brought by Misses Christina and Catherine Dohe ty, O'Connell avenue, against the Limerick Omnibus Company to recover damages for the destruction of a concrete wall outside their residence.

Mr Cullinan (instructed by Mr Dundon) for the plaintiffs, and Mr Downing (instructed by Messrs J. P. Rogers) for the defendants.

It transpired in the course of the evidence for the plaintiffs that on the night of the 10th July last, at 11 o'clock, an omnibus the property of the defendant Company while proceeding down O'Connell street from Bullinacurra swerved and ran into the concrete wall taking a considerable portion of the structure away. At the time some men were standing near the corner of Clontarf Place and had to fly for safety.

Sergeant Sordes, O'Curry street, having testified to measurements taken at the place and the tracks of a car that had emerged from Clontarf Place at the time of the accident, stated that he had ascertained that Mr Frank O'Sullivan was the driver of that car. In the course of his enquiries he had been given every assistance by Mr O'Sullivan.

The defence was that the 'bus was travelling at ten miles an hour, and that the accident would not have happened if Mr O'Sullivan had proceeded instead of stopping dead at the corner. It was in order to avoid endangering life the 'bus driver deliberately ran into the concrete wall.

Mr Downing said there was an action by the Limerick Omnibus Company against Mr O'Sullivan for damage to the 'bus.

Mr Cullinan—And in which the evidence is exactly similar.

Mr M. Cleary, C.E., estimated the damage to the wall at £8 or £9 for the defence, while Mr C. Slade, C.E., stated that it would cost £15 to make good the damage, as the shaken portion of the wall would have to be re-built.

His Lordship reserved his decision.

### ENGINEER'S CLAIM.

Mr Joseph O'Malley, C.E., Glentworth-street, was plaintiff in an action brought against the Limerick County Council for £60, being part salary due for wrongful dismissal as engineer to the Mulkear Drainage Board, now controlled by the defendants.

Mr D. Downing (instructed by Mr T. O'B. Kelly) for the plaintiff, stated that he was appointed engineer to the Drainage Board in 1917, and continued in that capacity down to a few months ago. In 1919 a provisional order was issued, transferring those Drainage Boards to the Co. Council, and the order was given legislative effect the following year. Last August the plaintiff received a letter from the Secretary to the County Council appointing him in a temporary capacity as engineer to the Board at a salary of £20 annually, and in reply Mr O'Malley was non-committal, stating he would continue to act as engineer to the Mulkear Drainage Board. In September of this year Mr O'Malley received another letter terminating his appointment, and at a meeting of the County Council Mr Patrick Hayes was appointed to the position at a salary of £30 a year, but he refused to

existed with motor transport. present time 20 per cent of the chandise was not sent directly was delivered directly from the warehouses, and in that way a great employment was given. It had been in evidence before the Ports and Harbours Tribunal by one of the most city merchants that he could send from his mills to the railway muc by motor lorry than by a link line. That was an important factor considered, and furthermore when the case was originally before the Board the majority of the members were opposed to the construction of the rail connection. It was only after the Ports and Harbours Tribunal rejected the dock extension and railway should be constructed simultaneously the Harbour Board took action against the latter. He (Ald. Reidy) stated that the railway link would not be considered from the Board in extension could be proceeded in addition he was of opinion that it would not be of any service to commercial expansion. Nobody could that, for instance, a beet sugar factory be erected in Corkanree, and if it came it would be built on the R. Road, which was quite close to the Southern system. However, he was convicted, but he had discussed with big interests in the city who held that in the existing system with cheap motor haulage, there was no necessity for the rail connection was significant, Alderman F. that the strongest advocates of the project had been defeated in the election held last year for representation of the Harbour Board, and before the Board committed to what many regard as an uneconomic scheme, the general opinion of the harbour ratepayers and importers should be consulted. The Board move very cautiously in the matter. It incurred an expenditure of £27,000.

The Mayor said the Harbour Board was unanimous in constructing the rail connection.

Alderman Reidy—They were opposed to it until the Ports and Harbours Tribunal issued their report.

The Mayor—The present Board was unanimously in favour of a link railway extension scheme. They consider it does every important interest, and come if the city is to make progress. Our geographical position is such that to make Limerick the centre of distribution trade, and then again to develop trade in butter and eggs is desirable as well as our cattle trade, and we must take these if we are to hold our own in competition with other ports.

Ald. Reidy—It must be remembered that Limerick being on the Western coast is an Atlantic port, and we can not compete for cross Channel traffic with Dublin, and Waterford. Our freight rates are 100 per cent higher.

The Mayor—I question that.

Alderman Reidy—The Corporation railway rates have stated so, and that Dublin and Waterford