TO ADVERTISERS

Advertisers will kindly send in all setoments or standing advertisements on Fritay morning Ye cannot generate to hisselt in Saturaly's inee ny advertisement received after 2 p. in. on that in

THE LIBERICK CHRONICLE. (ESTABLISHED 1766)

THURSDAY, JUNE 19, 1980.

TECHNICAL EDUCATION AND

One of the many advantages of the Shannon hydro-electric power is its applica tion to the various needs of the household, and also its uses in the workshop, small or large. In this, technical instruction must play in the future a leading and essential part that is, in the education of usors of power in cities, towns, and villagus. At the recent Congress in Cork of the Irish Technic cal Association, an important address in this subject was given by De. T. A. McLaughlin, Managing Director of the Electricity Supply Board. It contained many practical suggestions, which deserve to parefully studied, and with that object we give the speech at some length in our fourth page this evening. He pointed out that it is the function of the technical schools to teach the utilisation of the modern motive power, and to that end the electrical equipment of the schools is a fundamental duty of the State. Scientific knowledge can in this way be developed, as be says, not for export-for the bonefit of other countries, the hame of adoption of so many of our young people-but to the advantage of all, who by their skill and brains, will, or should, be enabled to care, a profitable livelihood at home. Take, for instance, a very simple case—the use of electrically driven machine tools, which at very moderate cost can be introduced into small workshops, with a saving of time, labour, and expense, cuabling the craftsman to turn out from ten twenty times more than he could by hand labour. Thus small industries could be placed on a par with mass production factories in computative output, and in this way the Shannon power scheme can very materially help our native workers not only to retain but develop their present markets. And so, as Dr. McLaughlin "the Technical Schools can put our towns and villages in a position to compete successfully by teaching their students the use of electrical appliances and tools" very comprehensive expansion of our technical education system is but a matter of time, and we may be assured that increased opportunities for attaining practical knowledge now an everyday requirement in the use of electrical power will occupy a conspicuous place in the curriculum. What applies to the workshop equally appertains to the domestic sphere. The up-to-date electrical appliances now available for all kinds of work take the drudgery out of woman's task, and in its stead she finds her duties a pleasure. But here again technical instruction is essential. The Technical Schools, as Dr. McLoughlin p sints out, must be epuipped with all the electrical appliances needed for home use, and students taught the elementary factors in the use of domestic electricity and how to apply it economically. He suggests "that the Technical Schools in our towns and villages should take the lead in teaching womanfolk how their sisters in other lands have solved the problem of housework in this modern age." We must keep apaci with other countries, and Dr McLoughlin in his admirable address, clearly points the

way by which we can do so. 14.20 DEATH OF REV. JAMES HYLAND, S.J.

We regret to announce the death which took place suddenly at the Sacred Heart College, the Crescent, yesterday morning of the Rev James Hyland, S.J. (Scholastic), at the early age of 31 years, and within two years of his ordination. He had not been in a bust health for some time past, and wa under medical treatment by Dr McGrath It was the rev. gentleman's custom to serve the 6.30 o'clock Mass in the church, and not ning down yesterday morning one of the dead. The circumstances having b municated to the Coroner, Mr J. S. McNeice, he did not consider an inquest necessary, as the medical certificate attributed death to The deceased was a native Mayo, and was held in high regard in Limerick, where the new of his demise has evoked deep sorro v.

The functal arrangements appear

obituary notice

TRIBUTES TO TIPPERARY CLERGYMAN.

Clouded Board of Health approved of the appointment of Rev. Merryn Burne, Dean Lealie's successor, as Rector of Cloumed, to the vacant chaplainship.

Mr John Cronin —I would like to congratulate Dean Lealie on his pressocion. He is one of the best types of clergymen, a most broadminded gentleman, and was revypopular, in Clouwel and district with all sections of the community. He is a fine, thorough semileman.

thorough syntheman

If T. F. Morrissey—I have pleasure in according that. Dean Lability was the clergyman attached to the Clonnel Mental Harpital, and on several considers I had the pleasure of meeting him and found him a yery straight and obligher swiftening. It was very pleased when I new be was promoted.

DIOCESAN CHANCELLOR.

Mr William Norgan Jellest, K.O. kas been apprinted by the Blabop of Lines ich Diocean Chancelor in room or site late Mr. Henry Cole Boyen.

TRAGIC ACCIDENT

On Steamer "Kerry Head" at Limerick.

Two Lives Lost. An appalling tragedy occurred on hour

the counting steamer "Kerry Head " as she was leaving the Lamerick docks at midnight on Turniar on a corage to Barry, South Water. She had just cleared the dock in rance than the master, Captain McGaskill, was surprised to find that the engine room as not ire, anding to his orders from the adice. The Harbour Master, Captain C. Hanrahari, who was on the quayside seeing that there was something wrong directed the wester of the wind of the winches. When the Harbour Master, with Captain McGaakill, tooked into the with Captain McGaskill, looked into the curine room they found it Rooded with steam and when it had cleared sufficiently they descended and were shocked on seeing the third engineer, Mr. C. McDermaid, and the second, engineer, Mr. H. Tark, apparently dead. The former was in a sitting resition steep to the boiler, and the latter weaked against one of the cylinders. Captain Hairmhan immediately gift into telephono- communication with Dr. J. Roborts gift the fire station ambulance, and in a very short time both were on the scene in a very short time both were on the scene The doctor pronounced life extinct in both cases, and the bodies, which were shockingly were removed to Barrington Hospital mergue.

mination of the engine room made Anex some time subsequently, did not reveal that a pine had burst, and there was little to indicate the reason for such an excessive

herry Head" is a vessel of 1,200 tons gross, and the property of Messrs Mullock and Sons, shipbrokers, Henry street, Lime-rick. She carried a crew all told of fourteen, and als engaged in the Limerick cross Channel trade.

Channel trade.

The victims belonged to Glasgow,
McDermaid's address in that city being
given at 15 Govanhill Place, and Park's at
53 Holmhead Place. Thoy were both McDer

given at 18 Govanhill Place, and Park's at 53 Holinhead Place. They were both married, and had been two years and six months respectively on the "Kerry Head."

The Harbour Master said he could not spook too highly of the prempt manner in which the Fire Station ambalance and Dr. Roberts replied to his telephone cell. The ambulance was on the dockside before the body of the chief engineer was taken from the engine room, while Dr Roberts arrived on the scene within a few minutes.

Inquest Opened.

Mr J. S. McNeice, City Corener, and a jury opened the inquest in Barrington's Hospital last evening on the two victims of the traceity, Charles McDermaid and Hugh Parke. The inquiry was conducted by Supt.

Parke. The inquiry was conducted by Supt. Stack, and Mr J. J. Dundon, soir, represented the owners of the vessel, Mesers Mullock & Sons, Limerick.

Evidence of identification was given by Mr J. McGaskill, Captain of the "Korry Hoad." He added that McDermaid was chief engineer and Parke second engineer of the steamer. Both were natives of Glasgow and were married. They were aged 56 and 54 years.

Dr. J. Roberts deposed that he was called Dr. J. Roberts deposed that he was called to the docks by phone at 12.15 yesterday morning, and saw the dead body of Parke lying on the dockside. He had extensive scalding of the body, death being due to shock as a result of scalds.

Dr. E. I. O'Manony, h uso surgeon, Barrington's Hospital, gave evidence that McDernitil was death on admission to the

McDermaid was dead on admission to the hospital after midnight. The abdomen as limbs were scalded, and in addition there was a wound on the back of the head, which could be saused by a fall.

Supt. Stack asked for an adjournment of the inquest until this morning at 11:30 o'clook, for the attendance of representatives of the Marine Department of the Ministry of Industry and Commerce, which was

Resumed Inquest.

Mr J. S. McNeice, City Coroner, and ned the inquest at Barrington's Hospital this morning Stack conducted the enquiry : M

J. Dundon solicitor, represented Messrs.
Mullock and Sons, the owners of the
steamer; and Mr E. C. Foster the Marine branch of the Ministry for Industry and

Continuing his evidence, Captain J McGaskill master of the Kerry Head, stated be went aboard the steamer a few minutes to 10 o'clock on Tuesday night with th to 10 o'clock on Tuewday night with the intention of proceeding on the voyage. He saw the deceased at labout a quarter past 10 and told the chief engineer. McDermaid, to got ready, as he had orders to proceed. What was their, condition 1. Did they appear to have drink taken 1—In my opinion they appeared to have some drink taken, but were expable of doing their duty.

Did you then go to the bridge 1—Yes.

Did you got proper responses from the

Did you got proper responses from the ngine room 1—I did not. I sent down the first make to see what was wrong, and to tell the engineers if I did not get proper responses I would tie the ship up.

Did the chief e

Proceeding, the witness said the engine were going slow ahead. When he reached the dock gate he signalled to go full speed the dock gate he signalled to go full speed astern in order to bring the vessel up, but instead abe. was put full speed ahead, although he repeated the order full speed and actor serveral times. The engine room, however, ontinued full speed ahead—a dangerous speed, and went out into the river. Witness then signalled to stop, which was complised with, and anchor was dropped. He then sent for the chief engineer for an explanation, and when he came on deck he was not in a position to give a satisfactory explanation—he was drunk.

What did you sell him !—Not to touch the engine. I then left him leaning over the bulwarks.

Did you see the second engineer at all !—No.

Did you see the second engineer at all !— No.

Was that the last time you saw that man alive!—Yes. If want ashore in a small boat to someth with But Berriott and the Harbour Master as to sible! First I was to do.

The engine were not stooded after that by your, orders !— No.

What these day you return to the ship!— I could not be consen.

Constituting, without asid white awinging the weed as the dock he hotted steam could appear the following steams.

Something the steam is sagged room, he Gorn, the superintendent contineer, boarded the vessel at the per head, and the

first intimation witness had that anything; was irrong you when Mr Chorn on descarding to the description room, found the chief engineer. McDermand, in a state of colleger. McDermand, in a state of colleger. Witness called all hands, and they instituted a search for the second engineer. At that time the engine room was full of atom, and the heat stilling. When the body of the chief was taken out they found after an hour the body of the second, wedged between the pump levers. nd wedged between the pump and the bottom of the conden To Superintendent Stack-He, too, was

uite desd.

To Mr Dundon — When he saw the chief suginer for the lass time he was on dick. He made no complaint about the majore lie said she was alright. But as, the man was not fit to carry and witness went ashore after re-berthing the vessel in the dock.

Deniel J. Corce, ? Nowenham street, ofty, superintendent engineer of the Kerry Head, stated he boarded the steamer at his docks something after 11.30 on the night of the 12th inte the docks something after 11.30 on the night of the 17th into In a conversation the captain told him the engineers were not carrying out his orders. In a converse, not carrying out his orders, enkineers were not carrying out his orders, enkineers were not to the engine room door and found it full of steam but could not enter. He gained an antennee through the stoke hole and found the body of the chief stoke hole and found the body of the chief engineer in a hiddled, position on the floor acting the engine. He appeared to be dead, and with assistance he was taken on deck.

awing the engine. He appeared to be dead, and with assistance he was taken on deek. After a search of the lengthe room, which was impeded by the intense boot, the body of the second engineer was found in the position described by the captain.

Could you tell the jary what flooded the engineer, in my opinion, to open the main injection valve. Had this been opened it would have condensed the steam. You know the deceased men I—Yes.

Can you account or give any explanation

Can you account or give any explanation or the second engineer being found wedged for the second engineer being found wedged between the lever and the condenser 1—No. Answering Mr Dundbn, the witness said he made a sin vey of the engine room next morning and found the injection valve closed. He also found the mandouvring valve opened on the night of the accident, and which also accounted for the dense steam. There was nothing structurally wrong with the engine which would account for the meaps of steam. There was nothing in the shape of a burst pipe i—No. burst pipe !- No.

James Saunders, Sussex, first id-te of the James Sannters, Sussex, first inste of the Kerry Head, deposed to being sent by the captain on the night of the 17th instant to the chaite room to see if the engineers were capable of carrying on. The chief replied that loverything was all right—to tell the captain to go ahead. There was at that time a considerable volume of steam in the time a considerable volume of steam in the room. After that he did not see the

chief or second engineer alive.

In his evidence, Christopher O'Flynn,
Mount Kennet Cottages, City, a senman on nature Aennet Cottages, City, a seaman on the Kerry Head, stated he attempted to go into the engine room of the vessel after 11.30 on the night in question. He assisted Mr Corre to remove the body of the chief engineer, and found with the aid of a flash, engineer, and found with the aid of a flash lamp the body of the second engineer in the position already described.

Eldred C. Foster, Chief Surveyor, Marine

Branch Ministry. Industry and Commerce Dublin, deposed to having made an examina-tion of the enrines and engine room of the Kerry-Glead, and had a trial of the engines under steam. There was nothing arises. There was nothing amiss, provided the engine and auxiliary machiner were properly handled and proper connec opened. The dynamo was not function

ing. Sergeant P. Mahony, O'Curry street stated he was called to the scene of the accident at 12 10 a.m. yesterday. He saw the body of Park wedged in the of the engine room, which was full of steam With Sergeant Ryan and members of the craw he assisted in extricating the body

This concluded the evide jury recorded a verdict that both men dies shock due to being acci from shock due to being accidentally scalded.
On behalf of the owners of the vessel, Mr
Dundon extended deep, sympathy to the
relatives of the deceased, who, he said, were faithful servants

The jury and Coroner joined in the expression of sympathy.

PREMIER'S DAUGHTER THROWN INTO LOCH.

Miss Ishbel MacDonald, who left for London on Tuesday morning, had a thrilling experience during her short holiday at Lossiemouth. While boating on Spynie Loch with her father and a number of friends, the small craft atruck a submerged bstacle, the impact being such that Miss Ishbel was thrown overheard. Fortunately the water was shallow at the part from a soaking she was porse for her adventure.

PRICES OF NELSON RELICS.

Nelson relics brought low prices at Christic's on Tuesday. A watch presented to Nelson by Sir William and Lady Hamilton realised only forty guiness, and Nelson's sextant, given about 1800 to Capt. Harsly, seventy guiness. Two watches belonging to Captan Hardy went for thirty-eight guiness. A small print of 2 eight guineas. A small print of Nelson, said to contain a lock of his hair, realised only two-and-a-half guiness, last bid of ten guiness for Ha

THE ATHENAUM

The principal feature for the remainder of the week at the above Hall is Jacquetine tog and William Collier, junn., in "The Bachelor Girl." It is a faccinating love advectors, supresse in its heart appeal, about two young people, and the story of a beatenantly were exploited to ave her ineffectual salesman aweetheart. This is an all talking production, light in style, and sense the production of the present weather. Our readers should not miss Dalores Dal Rio in "Evangeline." The film is counted on Jacquetine Collow's immortal love spee, and is only showing for the first three-days of next weak.

FATAL FALL FROM BICYCLE.

Inquest on Well-known Athlete.

At the resumed inquest on the body of J. J. Bourke, Ardhinsan, the well-known athlete, evidence was given of the moreoments of the deceased from Sanday mail. Its neighbors of the deceased from Sanday mail. Its neighbors of the body obend that he died of bemeathars and boards as the brain, oursed by a fell. Been a beyon, and attached no blame to anybody.

The jury sympathiest efficient relatives of the deceased.

MUSIC AT THE PEOPLE'S PARK

The Robinson Book will perform a chain programm a lamous to Tropie's Park to the control of the

PORT DUNLOP.

Last Thursday a party of 45 accepted invitations to visit Fert Dunley the head-quarters of the Dunley Tyre Co., Birmingham The party left by the B and I steamer on Thursday eveding, and arriving in Liverpool in good time, caught the 5 octook train, G.W.R.; for Birmingham. After beeskfast on the train than

G.W.R., for Birmingham. After breakfast on the train they arrived in Birmingham at 10.45 am. A Midhand Red Bak met the party and had them lat Fort Dunlop at 11.15 am. They were nice by the reception officer. Mr. Ortgor, who provided guides to take them round the works.

The first visit was to the Mixing Shop, where the risk ubber from the Company's own plantations is received. After being tested and passed through calendars it is ready to go to the Taber Department. ready to go to the Pales Department. It was very interesting to see the many observations, and how the finished tube control of scorplets with valve, as the end of the unities. Each worker had his own particular next to dead of the dead of the second test when the control of part to do, and the moving chain was nevel held up. The definess of the workers and their happy looks, made elear to all how officiency had made perfect the work for all. The next visit was 'to the Giant Tyre Shop, where all the operations, from the building up of the Cord foundation, to nutting on the trade

putting on the trend, were shown. Again ne was impressed by the care shown in sch operation, and wonder at the finished rtick. Some of the tyres are so large that article. Some of the tyres are so large that they could only be moved by mechanical

they could only be moved by mechanical power.

The party then adjourned for lunch to the Visitors' Canteen. The chair was taken by Mr McCormack, who welcomed them on behalf of the Directors and Management. He informed the visitors that the workers at Fort Dunlop numbered 10,000 to 12,000.

At Bolton there, were in the Company's Cotton Mills (she heart is the At Bolton there were in the Company's Cotton Mills (the largest in the world under one root), 3,000 employed. This, with 2,000 in the Wheel Works at Coventry, made the Company in England. He reminded them that this vest Coupany was born in Dublin, and the pioneers of it were a little band of Irishmen. The Company had spread all over the world, and had how factories in France, Germany, America, Canada, Australia, Now Zeeland, and Japan.

Mr Stokes, Limerick, replying for the MY Scokes, Limerick, replying for the visitors, said how inaith they appreciated the opportunity of seeing the wonderful factory, and how interested they all were in what they had seen, and how much they were all impressed by the wonderful efficiency of it all. They boked on the Duplop Company as one of their own products, and were of their own products,

proud of its continual success.

After a few words by Mr J. A. Taylor, the Regional Manager of the Irish Free State, who said how, pleased he was to return to his native land, after many years abroad, the party then went for a further tour of the works.

tour of the works.

The vast Store, with a floor space of 142 acres, was looked over, and the despatch of tyres to all parts of the world was seen on the loading deck.

The Tenns and Golf Ball Departments were then shown to the visitors and proved one of the most subresting of the lot. The handered of girls employed here in wrapping and boxing will not be forgotton for a long

A move was wer made for afternoon tea after which the party bade farewell to the "Fort," having long, seen a small part of the vast works, but sufficient to understand

the vast works, sut summons to understand what it all meant and what the word "Dunlop" stands for.

The party was accompanied by Mr J. A. Taylor, Regional Manager, and Mr J. Ryan,

Vestern Representative.

The following is a list of some of the who were on the trip:—Mr M J Ryan Lanesboro, Co Longford; Mr J McAuley, Lette kenny? Co! Donegal: Mr H Gibson, Ballieboro, Co Quan; Mr L & McNally, Mr J B Martin, and Mr A P Reynolds, Mr J B Martin, and Mr A P Reynolds, General Bus Co, Pearse street, Dublin; Mr Thornton, Shell Mex (Dublin), Ltd., Grafton times, Dublin; Mr J Dolphin and Mrs Dolphin, Ballinamore, Co Leitrim; Mr Thos Hornton and Mr Brennan, inr, Colloney, Co Sligo 7 Mr Thos Noble and Mrs Noble, Clones, Co Monaghan; Mr J McTague, Dublin St Engineering Works, Monaghan; Mr E E Gray, Messrs J Gray and Co, Ltd, Castloblaney, Co Monaghan; Mr G MacGillyeuddy, Messrs Gordon's Garage, Cavan; Mr M Bradley, Ballybofey, Co Doneal; Mr T J Furey, O'Connell-street, Dublin; Mr J S Mullery, Cavan; Mr Thos McGeeney, Market-square, Langford; Mr James, Carron, Mr Line, Carron, Mr Market-square, Langford; Mr James Carron, Mr John Carron, Miss M Carron, Carron Mr. John Carren, Miss M Carron, Carron Bros, Balliuamore, Co. Leibrim; Mr and Mrs Stokes, Stokes and McKiernan, Lime-riok; Mr W U Myles and Mr F B Myles, Limerick; Mr McQuillan, Main-street, Castle-blancy; Mr. G D Maguire and Mr Maguire, Messrs D Keegan, Ltd, Dublin; Mr Loonard, Mr. Paulo: Westien Motor & Engineering Messrs D Keegan, Ltd. Dublin; Mr Leonard, Mr Feely, Western Motor & Engineering Co., Tubbercurry; Mr and Mrs F Goggin, Messrs McGowan and Nairn, Slige; Representative, Ryan Bros., Killaloe; Mr W Soott, Donegal Service Depot, Letterkenny; Mr John Bogue, Castleblaney, Co. Monaghai, Mr J A Taylor, Regional, Manager, Dunlop Rubber Co. (Ireland), Ltd.; Mr J Ryan, Western Manager, Dunlop Rubber Co. (Ireland), Ltd.; Mr J Ryan, Western Representative ditta

To-day's Prices.

GOVERNMANT BUNDS.

5 per Cent. Nasional Ecsar (Old) 1011
5 per Cent. Nasional Ecsar (Old) 1011
5 per Cent. 2nd National Loan 1001
4 per Cent. 2nd National Loan 108
Barrens Bunds 102 5-16
Barrens Barrens 102 5-16
Barrens 211
Hibernian 211
Mundelensel Estation 61
National Col survey 51 panel 48/6
Provincial Rallewars.

RALLWATS. Great Southern Ord Do. A 71 Crd: Seeds
Do. B Stook
international Niebale

4 BATHING TRAGEDY IN A LAKE.

John Contest (15), Casped, many Sun-ritio, was deviated in Specially desirant while pathing that came boys in Selecting for and "Aller manufactures to the Selecting date, such feet the town." All the selection of with a selection of the Selection of the water artifactured and contest the selection of the water artifactured and artifactured and selection of the selection of the contest of the selection of the water artifacture of the selection of the selection

FREE STATE TRADERS VISIT BY WIRE AND PHONE

TO-DAY'S NEWS.

BANK RATE UNCHANGED.

The Bank Rate remained unay at three per cent.

SEQUEL TO STORM.

Ascot Visitors Prepared.

The King Again Present.

Remembering the storm of yesterday early arrivals at Ascot to-day wors coats or tarried them on their arms, and the won and dresses that tleated the ground.

Events which had to be postponed whe the racing was abandoned vesterday were divided between to-day, and to-morrow.

There was no Royal procession, their Majesties arriving by motor about 12.40.

BRITISH GOVERNMENT'S UNEMPLOYMENT PROPOSALS.

Mr Baldwin Declines to Take Part in Conference.

The Safeguarding Question. It is understood that Mr Baldwin ha o-day sent a letter to the Prime Minister

stating his reasons for declining Mr Mac donald's invitation to take part in the three Party Conference on Unemployment. The nain reason for the Conservatives' refusal, it is gathered, is that the Government de tilines to consider a more general application of safeguarding as a remedy for the present

THE SOUTHERN CROSS.

No Flight To-morrow. Unfavourable weather over the Atlantic continues. There will be no flight of the

Southern Cross to-morrow, wires our Dublin

grave industrial depression.

correspondent. MURDER CHARGES

At Central Criminal Court.

In the Central Criminal Court to-day,

sefore Mr Justice Meredith, Declan Donovan, Ring, Waterford, was charged with the murder of Patrick Walsh

on St Patrick's Day by striking him on the head with a hayfork during a quarrel. A plea of guilty was entered and accepted. Acensed was sentenced to six months

with hard labour. Annie Comisty, a young girl, was indicted for the murder of her newly-born infant on

May 20th last, at Athenry, Galway. A jury was empannelled, and found that

she was unfit to plead. She was sentenced to be detained in prison during the Governor-General's

TERRIFIC STORM IN BRITAIN.

pleasure.

Five Lives Lost. At least five lives were lost in the storm which broke over Britain yesterday. Two men were killed and three were drowned. Ascot race meeting was abandoned after two races had been run. Many fashionable men were killed and thre dresses were ruined.

IRISH OFFICERS APPOINTMENT IN EGYPT.

Colonel Geoffrey F. H. Brooke, who be been appointed Commander of the Cavary Brigade in Egypt, is the son of the late Mr John Monk Brooks, Castleknock. He Mr John Monk Brooks, Castleknock. received many distinctions during the Great War.

MEDICAL APPOINTMENTS.

The monthly list of medical candid pointed to offices under local authorities, the recommendation of the Local Appointments Commissioners, includes—Dr. Edmond Bourks, County Hospital, Croom, County Limerick, to be House Surgeon, County Hospital, Croom, County Limerick -14th May, 1930.

THURLES AND LINEBICK JUNCTION BACES

Great Southern Railways train arrangements in connection with Thurles Race as Monday, 23rd Juna and Limerick Junction tising colume this evening.

NO RAIN FOR SIX YEARS.

No rain has fallen in a part of the Canary Islands for air years. In desperation the inhabitants are, thinking of organizing a pionic."

BIG CAPTURES OF SALMON AT GLIN

Over 800 asimon were netted in the Bannon at the Olin weirs in the past week THE DAIL'S LONG HOLIDAY.

The Dail yestertiky adjourned until Notice Publishing These and Place of Audit

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Limerick County Committee of Agriculture and Technical Instruction.

NOTICK is hereby given that the Audit of the Association of the Association

Ön Oh