

TO CORRESPONDENTS.

Correspondents should send their articles for publication in Saturday's issue before 10 o'clock on Friday morning.

TO ADVERTISERS.

Advertisements will kindly send in an advance for standing advertisements on Friday morning.

THE LIMERICK CHRONICLE.

(ESTABLISHED 1760)

THURSDAY, JUNE 19, 1930.

TECHNICAL EDUCATION AND ELECTRICITY.

One of the many advantages of the Shannon hydro-electric power is its application to the various needs of the household, and also its use in the workshop, small or large.

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).

TRIBUTES TO TIPPERARY CLERGYMAN.

Clonmel Board of Health approved of the appointment of Rev. Mervyn Burns, Dean Leslie's successor as Rector of Clonmel, to the vacant chaplainship.

Mr. John Cronin—I would like to congratulate Dean Leslie on his promotion. He is one of the best types of clergymen, a most broadminded gentleman, and was very popular in Clonmel and district with all sections of the community.

Mr. T. F. Morrissey—I have pleasure in recording that Dean Leslie was the clergyman attached to the Clonmel Mental Hospital, and on several occasions I had the pleasure of meeting him and found him a very straight and obliging gentleman.

DIOCESAN CHANCELLOR.

Mr. William Murray-Jones, K.C. has been appointed by the Bishop of Limerick, Diocesan Chancellor in room of the late Mr. Henry Cole, Esq.

TRAGIC ACCIDENT

On Steamer "Kerry Head" at Limerick.

Two Lives Lost.

An appalling tragedy occurred on board the coasting steamer "Kerry Head" as she was leaving the Limerick docks at midnight on Tuesday on a voyage to Barry, South Wales.

An examination of the engine room made some time subsequently, did not reveal that a pipe had burst, and there was little to indicate the reason for such an excessive rush of steam.

The "Kerry Head" is a vessel of 1,200 tons gross, and the property of Messrs. Mullock and Sons, shipbrokers, Henry street, Limerick. She carried a crew of fourteen, and was engaged in the Limerick cross-Channel trade.

The victims belonged to Glasgow, McDermid's address in that city being given at 15 Govanhill Place, and Park's at 53 Hollinhead 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 speak too highly of the prompt manner in which the Fire Station ambulance and Dr. Roberts replied to his telephone call. The ambulance was on the docks 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 Coroner, and a jury opened the inquest in Barrington's Hospital last evening on the two victims of the tragedy, Charles McDermid and Hugh Park. The inquiry was conducted by Supt. Stack, and Mr. J. J. Dundon, solicitor, represented the owners of the vessel, Messrs. Mullock & Sons, Limerick.

Evidence of identification was given by Mr. J. McGaskill, Captain of the "Kerry Head." He added that McDermid was chief engineer and Park 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 to the docks by phone at 12.15 yesterday morning, and saw the dead body of Park lying on the docks. He had extensive scalding of the body, death being due to shock as a result of scalds.

Dr. E. I. O'Mahony, h. u. surgeon, Barrington's Hospital, gave evidence that McDermid was dead on admission to the hospital after midnight. The abdomen and limbs were scalded, and in addition there was a wound on the back of the head, which could be caused by a fall.

Supt. Stack asked for an adjournment of the inquest until this morning at 11.30 o'clock, for the attendance of representatives of the Marine Department of the Ministry of Industry and Commerce, which was granted.

Resumed Inquest.

Mr. J. S. McNeice, City Coroner, and a jury resumed the inquest at Barrington's Hospital this morning. Supt. Stack conducted the enquiry. Mr. J. 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 Commerce.

Continuing his evidence, Captain J. McGaskill, master of the Kerry Head, stated he went aboard the steamer a few minutes to 10 o'clock on Tuesday night with the intention of proceeding on the voyage. He saw the deceased at about a quarter past 10 and told the chief engineer, McDermid, to get ready, as he had orders to proceed.

What was their condition? Did they appear to have drunk taken? In my opinion they appeared to have some drink taken, but were capable of doing their duty.

Did you get proper responses from the engine room? I did not. I went down the first mate 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 engineer send any reply back to you?—Yes; that everything was alright, and I could go ahead.

What did you do then?—I told the chief officer that I would bring the ship up to the gates to satisfy myself that everything was alright.

Proceeding, the witness said the engines were going slow ahead. When he reached the dock gate he signalled to go full speed astern in order to bring the vessel up, but instead she was put full speed ahead, although he repeated the order full speed astern several times.

The engine room, however, continued full speed ahead—a dangerous speed, and went out into the river. Witness then signalled to stop, which was complied 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 tell him?—Not to touch the engine. I then left him leaning over the bulwarks.

Did you see the second engineer at all?—No. Was that the last time you saw that man alive?—Yes. I went ashore in a small boat to consult with Mr. Herriot and the Harbour Master as to what I was to do.

The engine room was not moved after that by my orders?—No.

What time did you return to the ship?—I could not say.

Continuing, witness said while standing on the dock he noticed steam being blown apparently from the engine room. Mr. Quinn, the superintendent engineer, boarded the vessel at the pier head, and the

first indication witness had that anything was wrong was when Mr. Quinn, on descending to the engine room, found the chief engineer, McDermid, in a state of collapse. Witness called all hands, and they instituted a search for the second engineer. At that time the engine room was full of steam, and the heat stifling. When the body of the chief was taken out, they found after an hour the body of the second wedged between the pump levers and the bottom of the condenser.

To Superintendent Stack—He, too, was quite dead.

To Mr. Dundon—When he saw the chief engineer for the last time he was a drunk. He made no complaint about the engine—he said she was alright. But as the man was not fit to carry out witness went ashore after re-berthing the vessel in the dock.

Daniel J. Corry, 7 Newenham street, city, superintendent engineer of the Kerry Head, stated he boarded the steamer at the docks something after 11.30 on the night of the 17th inst. In a conversation the captain told him the engineers were not carrying out his orders. Witness then went to the engine room door and found it full of steam; but could not enter. He gained an entrance through the stoke hole and found the body of the chief engineer in a huddled position on the floor falling the engine. He appeared to be dead, and with assistance he was taken on deck.

After a search of the engine room, which was impeded by the intense heat, the body of the second engineer was found in the position described by the captain.

Could you tell the jury what flooded the engine room with steam?—Failure of the engineers, in my opinion, to open the main injection valve. Had this been opened it would have condensed the steam.

You knew the deceased men?—Yes. Can you account or give any explanation for the second engineer being found wedged between the lever and the condenser?—No.

Answering Mr. Dundon, the witness said he made a survey of the engine room next morning and found the injection valve closed. He also found the manoeuvring 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 escape of steam.

There was nothing in the shape of a burst pipe?—No.

James Saunders, Sussex, first mate of the Kerry Head, deposed to being sent by the captain on the night of the 17th inst. to the engine room to see if his engineers were capable of carrying on. The chief replied that everything was all right—to tell the captain to go ahead. There was at that time a considerable volume of steam in the engine room. After that he did not see the chief or second engineer alive.

In his evidence, Christopher O'Flynn, Mount Kennet Cottage, 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. Corry to remove the body of the chief 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 of Industry and Commerce, Dublin, deposed to having made an examination of the engine and engine room of the Kerry Head, and had a trial of the engines under steam. There was nothing amiss, provided the engine and auxiliary machinery were properly handled and proper connections opened. The dynamo was not functioning.

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 machinery of the engine room, which was full of steam. With Sergeant Ryan and members of the crew he assisted in extricating the body.

This concluded the evidence, and the jury recorded a verdict that both men died 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 Isabel MacDonnell, who left for London on Tuesday morning, had a thrilling experience during her short holiday at Loughmoe. While boating on Spynie Loch with her father and a number of friends, the small craft struck a submerged obstacle, the impact being such that Miss Isabel was thrown overboard. Fortunately the water was shallow at the point, and apart from a soaking she was none the worse for her adventure.

PRICES OF NELSON RELICS.

Nelson relics brought low prices at Christie's on Tuesday. A watch presented to Nelson by Sir William and Lady Hamilton realised only forty guineas, and Nelson's sextant, given about 1800 to Capt. Hardy, seventy guineas. Two watches belonging to Captain Hardy went for thirty-eight guineas. A small print of Nelson, said to contain a lock of his hair, realised only two-and-a-half guineas. There was a last bid of ten guineas for Hardy's snuff-box and silver boat-tain's whistle.

THE ATHENAEUM.

The principal feature for the remainder of the week at the above Hall is "The Bachelor Girl," and "The Bachelor Girl." It is a fascinating love adventure, given in its heart appeal, about two young people, and the story of a business girl whose initiative and ability were exploited to save her ineffectual salesman sweetheart. This is an all-talking production, light in style, and suitable for the present weather.

FATAL FALL FROM BICYCLE.

Inquest on Well-known Athlete. At the resumed inquest on the body of J. J. Bourke, Ardinnan, the well-known athlete, evidence was given of the movements of the deceased from Sunday until his admission to hospital, and the jury found that he died of hemorrhage and laceration of the brain, caused by a fall from a bicycle, and attached no blame to anybody.

MUSIC AT THE PEOPLE'S PARK.

The Home Guard Band will perform a concert programme at the People's Park to-morrow (Friday) evening, between 7.15 and 8.15 p.m.

Beautiful music will be given at the Military Band, which was performed at the pier head, and the

FREE STATE TRADERS VISIT FORT DUNLOP.

Last Thursday a party of 45 accepted invitations to visit Fort Dunlop the headquarters of the Dunlop Tyre Co., Birmingham. The party left by the B. and I. steamer on Thursday evening, and arriving in Liverpool in good time, caught the 3 o'clock train, G.W.R., for Birmingham. After breakfast on the train they arrived in Birmingham at 10.45 a.m. A Midland Red Bus met the party and had them at Fort Dunlop at 11.15 a.m. They were met by the reception officer, Mr. Orton, who provided guides to take them round the works.

The first visit was to the Mixing Shop, where the raw rubber from the Company's own plantations is received. After being tested and passed through calendars it is ready to go to the Tube Department. It was very interesting to see the many operations, and how the finished tube came out, complete with valve, at the end of the building. Each worker had his own particular part to do, and the moving chain was never held up. The deftness of the workers and their happy looks made clear to all how efficiency 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 putting on the tread, were shown. Again, one was impressed by the care shown in each operation, and wonder at the finished article. Some of the tyres are so large that 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 (the largest in the world under one roof), 3,000 employed. This, with 2,000 in the Wheel Works at Coventry, made the Company the most self-contained Tyre Company in England. He reminded them that this vast Company was born in Dublin, and the pioneers of it were a little band of Irishmen. This Company had spread all over the world, and had 150 factories in France, Germany, America, Canada, Australia, New Zealand, and Japan.

Mr. Stokes, Limerick, replying for the visitors, said how much 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 looked on the Dunlop Company as one of their own products, and were 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.

The vast Store, with a floor space of 144 acres, was looked over, and the despatch of tyres to all parts of the world was seen on the loading dock.

The Tennis and Golf Ball Departments were then shown to the visitors and proved one of the most interesting of the lot. The hundreds of girls employed here in wrapping and boxing will not be forgotten for a long time.

A move was then made for afternoon tea, after which the party bade farewell to the "Fort," having only seen a small part of the vast works, but sufficient 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, Western Representative.

The following is a list of some of those who were on the trip—Mr. M. J. Ryan, Lansboro, Co. Longford; Mr. J. McAuley, Letterkenny, Co. Donegal; Mr. H. Gibson, Ballisboro, Co. Cavan; Mr. L. P. McNally, Mr. J. B. Martin, and Mr. A. P. Reynolds, General Bus Co, Pearse street, Dublin; Mr. Thornton, Shell Mex (Dublin), Ltd., Grafton street, Dublin; Mr. J. Dolphin and Mrs. Dolphin, Ballinamore, Co. Leitrim; Mr. Thos. Brennan and Mr. Brennan, jr., Collooney, Co. Sligo; Mr. Thos. Noble and Mrs. Noble, Clones, Co. Monaghan; Mr. J. McLaughlin, Dublin St. Engineering Works, Monaghan; Mr. E. E. Gray, Messrs. J. Gray and Co., Ltd., Castleblaney, Co. Monaghan; Mr. G. MacGillivuddy, Messrs. Gordon's Garage, Cavan; Mr. M. Bradley, Ballybofey, Co. Donegal; Mr. T. J. Furey, O'Connell-street, Dublin; Mr. J. S. Mullery, Cavan; Mr. Thos. McGeeney, Market-square, Langford; Mr. James Carron, Mr. John Carron, Miss M. Carron, Carron Bros., Ballinamore, Co. Leitrim; Mr. and Mrs. Stokes, Stokes and McKiernan, Limerick; Mr. W. U. Myles and Mr. F. B. Myles, Limerick; Mr. McQuillan, Main-street, Castleblaney; Mr. C. D. Maguire and Mr. Maguire, Messrs. D. Keegan, Ltd., Dublin; Mr. Leonard, Mr. Feely, Western Motor & Engineering Co., Tubbercurry, Mr. and Mrs. F. Goggin, Messrs. McGowan and Nairn, Sligo; Representative, Ryan Bros., Killaloe; Mr. W. Scott, Donegal Service Depot, Letterkenny; Mr. John Boyce, Castleblaney, Co. Monaghan; Mr. J. A. Taylor, Regional Manager, Dunlop Rubber Co. (Ireland), Ltd.; Mr. J. Ryan, Western Representative, ditto.

LIMERICK STOCK LIST.

Table with columns: To-day's Prices, Government Funds, National Loan, War Loan, Bank of Ireland, etc.

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BY WIRE AND PHONE TO-DAY'S NEWS.

BANK RATE UNCHANGED.

The Bank Rate remained unchanged to-day 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 wore coats or carried them on their arms, and the women had dresses that cleared the ground.

Events which had to be postponed when the racing was abandoned yesterday 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 has to-day sent a letter to the Prime Minister stating his reasons for declining Mr Macdonald's invitation to take part in the three-Party Conference on Unemployment. The main reason for the Conservatives' refusal, it is gathered, is that the Government declines to consider a more general application of safeguarding as a remedy for the present grave industrial depression.

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 correspondent.

MURDER CHARGES.

At Central Criminal Court.

In the Central Criminal Court to-day, before Mr Justice Meredith, Declan Donovan, King, 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. Accused was sentenced to six months with hard labour.

Annie Comity, a young girl, was indicted for the murder of her newly-born infant on May 20th last, at Athenry, Galway.

A jury was empanelled, and found that she was unfit to plead.

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

TERRIFIC STORM IN BRITAIN.

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 dresses were ruined.

IRISH OFFICER'S APPOINTMENT IN EGYPT.

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

MEDICAL APPOINTMENTS.

The monthly list of medical candidates appointed to offices under local authorities, on the recommendation of the Local Appointment Commissioners, includes—Dr. Edmund Bourke, County Hospital, Croom, County Limerick, to be House Surgeon, County Hospital, Croom, County Limerick—14th May, 1930.

THURLES AND LIMERICK JUNCTION RACES.

Great Southern Railways train arrangements in connection with Thurles Races on Monday, 23rd June, and Limerick Junction Races on 28th June, appear in our advertising columns this evening.

NO RAIN FOR SIX YEARS.

No rain has fallen in a part of the Canary Islands for six years. In desperation the inhabitants are thinking of organizing a picnic.

BIG CAPTURES OF SALMON AT GLIM.

Over 800 salmon were netted in the Shannon at the Glim weir in the past week.

THE DAILY LONG HOLIDAY.

The Daily yesterday adjourned until the 19th of November.