

**Limerick Harbour  
Tramways Bill.**  
Before Joint Committee.  
Railway Siding.  
Sitting Concluded.

As briefly reported in our Tuesday issue, Frank Faby, (F.F. Galway) presided over a Joint Committee of the Dail and Senate for the purpose of considering the proposals in the Private Bill, entitled the Limerick Harbour Tramways Bill, 1930, introduced by the Limerick Harbour Commissioners, and which aims at the construction by the Commissioners of Tramways to connect the port and harbour of Limerick with the Great Southern Railways Company. There was no opposition to the Bill presented at the sitting, and Mr J. M. Fitzgerald, K.C.; Mr Ed. J. Kelly, S.C.; Mr J. V. Davy, B.L. (instructed by Mr T. O'B Kelly, solr), and Mr Patrick Linnane, LL.B., Parliamentary Agent, represented the Harbour Commissioners. Mr J. M. Fitzgerald, opening the case for the Commissioners, said that the Bill aimed at securing a necessary and absolutely indispensable auxiliary to the existing dock system, which had been approved by the Dail Eachtas under the Harbour Act (1926). Limerick was the third city in the Saorstát, and should remain,

**THE THIRD PORT IN THE COUNTRY.**  
Limerick had to fight to keep in this position, as it lacked the immediate advantages for coastal trade to be found in Dublin, Waterford, and Cork. It was essential for the port, therefore, to provide facilities to allow big ships to be promptly discharged with minimum delay and maximum safety. Limerick, said Mr Fitzgerald, had kept its position very well. In 1913, 454 ships entered the port with registered nett tonnage of 189,828. Through these ships, 375 tons of various commodities were exported, and imports totalled 352,577 tons; 56 head of livestock were also exported. In 1924, 352 ships entered the port with a registered tonnage of 197,793; 964 tons were exported, with 3,023 head of livestock, whilst imports totalled 313,525 tons. In 1929, 404 ships entered the port with registered nett tonnage of 218,031; 36,264 tons were exported, also 11,529 head of live stock, whilst 104 tons were imported. "This," said Mr Fitzgerald, "is the position we are seeking to maintain, and the general belief amongst the technical advisers of the State and the port inhabitants is that it can only be maintained by giving adequate railway facilities." By reason of the absence of such facilities the charges on coal delivered to a Limerick consignee were 6s a ton. In 1913 the charge was 2s 4d, in Waterford 1s 6d, and in the small port of Foynes, where no railway facilities existed, the charge was 3s 2½d. Almost the whole of the surplus was due to the absence of railway facilities. The working of the port for the years 1925-29 showed a surplus amounting to £62,000, and after making allowances, a net surplus of over £10,000. The scheme proposed had been before them for the last six years.

In 1926, when the SHANNON ELECTRICITY ACT passed, the Minister for Industry and Commerce took powers under the Act to construct a railway for the convenience of docks and the Shannon scheme. His intention then was that on a suitable date to hand that construction over to the Harbour Commissioners. This was never carried out, in 1928, following the recommendations of the Port and Harbour Tribunal, the case again arose. That tribunal, said

**FATAL ACCIDENT TO POST  
OFFICE WORKER.**

**The Inquest.**

Mr J. S. MacNeice, City Coroner, and a jury, held an inquest on Tuesday evening at Barrington's Hospital touching the circumstances of the death of Thomas O'Brien, Wolfe Tone Street, as the result of an accident near Ballyvaughan.

Superintendent Pender, C.G., Lisdoonvarna, conducted the inquiry; Mr N. Gaffney, solicitor, appeared for the next-of-kin, and Mr T. White represented the Minister for Posts and Telegraphs.

Mrs Rebecca O'Brien, Wolfe Tone Street, stated she was the wife of deceased. She last saw him alive on the 1st March. She identified the body at the hospital as that of her husband, aged 37 years.

Patrick Linnane, labourer, Ballyvaughan, stated that he remembered the 6th January last, when he was taken into the employment of the G.P.O. on that date. On the next day he was coiling wire between Ballyvaughan and Muckinish. The deceased was working with him, also Andrew Webster and Andrew Keane. At 3 p.m. he was sent by Mr Webster to Thomas O'Brien, who was carrying a ladder on his shoulder at the time. Deceased placed the ladder against a telegraph pole. He told witness to coil the wire. Witness had to release a wire from the wall, and in doing so he looked back to O'Brien, whom he saw putting a strap on the pole, and taking off the old wire. Witness started coiling the wire, and about three seconds afterwards he heard O'Brien shout: "Oh, God, I am killed." Witness ran back and found him on his back on the roadside. When witness went to raise him up he said, "For God's sake do not catch me; my back is broken." Deceased told him to call Mr Webster, who came along. The strap was around deceased's waist in its entirety. Witness did not notice whether the strap was broken. Deceased was removed to a house at Ballyvaughan.

Doctor T. Morris, Resident Surgeon, Barrington's Hospital, stated that deceased was admitted to hospital on the 7th January at 8.10 p.m. He complained of a very severe pain in the back. Witness examined him, and found a fracture of the spine. Later, he was X-rayed, but nothing very definite was found. Subsequently he developed signs of compression of the spine. There were paralysis of bladder and gall, and from these he developed septic condition of the blood. Two weeks before death there were signs of heart failure. He died on the 2nd March at 3.45 a.m. Death, in his opinion, was due to septic infection arising from the complications of fractured spinal column.

Andrew Webster, McNamara Terrace, off Wolfe Tone street, Limerick, stated he was a skilled workman in the employment of the G.P.O. On the 7th January he was working between Ballyvaughan and Burren with deceased and two other men. He requested deceased to perform the work of securing new wire to the insulators. At 3.30 p.m. on that day he was on top of a pole, and suddenly noticed the wire go slack. Witness came to the ground, and went as fast as he could to find out what had happened, and at a bend on the road he observed deceased on the road on his back. When he got to O'Brien he said his back was broken. He noticed the gear to hold deceased was intact. Witness had the deceased conveyed to the doctor's premises at Ballyvaughan, and later to Barrington's Hospital.

The jury returned a verdict to the effect that death was due to septic infection arising from the complications of fractured spinal column caused by falling off a ladder, and they expressed sympathy with the widow of deceased.

**100 YEARS AGO.**

1830.

The following are extracts from the "Limerick Chronicle" of September, 1830:

**WEDNESDAY, SEPTEMBER 8.  
RIDING THE BOUNDARIES.**

The Lord Mayor, Sheriffs, and civic officers, of Dublin, accompanied by many members of the Corporation, performed the triennial custom this day of riding the boundaries of the city.

**CANAL TRANSFERRED.**

The Government have surrendered the canal from Limerick to Killaloe to the Steam Navigation Company, who have appointed John Carroll, Esq., of this city their Secretary.

**EARL OF CLARE'S DEPARTURE.**

The Earl of Clare embarks this week for his Government of Bombay. He lordship, we understand, proceeds overland, and expects to be at his destination about Christmas next.

**MARRIED.**

On Thursday last Mr J D Trand, of this city, to Hannah, daughter of Mr John Kennedy, of Castleconnell.

**DIED.**

At Roscrea, on Friday, the 20th August, after a few hours' illness, Mrs Jane Lawrence, aged 70, wife of Mr Samuel Lawrence, of Rathkeale.

**LIMERICK RACES.**

Newcastle Course, Friday, the 17th day of September, 1830, and three following days.

**WEDNESDAY, SEPTEMBER 15.  
LORD LIEUTENANT IN THE NORTH**

Their Excellencies the Lord and Lady Lieutenant arrived at the Giant's Causeway yesterday. Saturday evening Dungannon was illuminated on the arrival of the Vice-regal party at Lord Northland's seat in that neighbourhood.

**O'CONNELL AND THE POOR LAWS**

Mr O'Connell, in a letter to the people of Ireland, advocating the necessity of a Repeal of the Union, says deliberately that if the Poor Laws be introduced, the owners of estates in Ireland must abandon their property altogether, and he then declares his conviction that if the Poor Laws are once permanently settled in Ireland no estate in the country will be worth three years' purchase.

**INLAND NAVIGATION.**

The Lord Lieutenant has appointed B B Woodward, Richard Cane, and Pierrepont Mitchell, Esqrs, to be additional Directors of Inland Navigation, without salary, for the purposes of an Act passed in the last Session of Parliament, by which the management of the Fisheries has been placed under the control of that department.

**MARRIED.**

On Monday, by the Rev Joseph Gabbett, at Nantenant Church, Hugh Massy, Esq, son of William Massy, Esq, of Trinidad, to Ellen, daughter of Hugh Massy, Esq, of Stoneville, in this county.

**DIED.**

Last night, in Dominic street, Mrs O'Brien, relict of the late Mr Michael O'Brien.

In Church street, Ennis, on Sunday, much regretted, Mrs Trousdell, relict of Charles Trousdell, Esq.

**SATURDAY, SEPTEMBER 18.  
ABOLITION OF SLAVERY.**

A request has been made to the Marquess of Lansdowne to preside at the proposed meeting in this city, to petition Parliament for the Abolition of Slavery—at which meeting Nicholas Philipot Leader, Esq, M.P., the Rev Thomas Walker, of Buttevant, and Mr Parker, of Cork, now in this city, are expected to attend.  
(To be continued.)

**SUGGESTED  
CONVERSION**

"Hallo, Mr. Prospect. LTD., speaking."  
"We just wanted to make new Ford cars had not escaped."  
"Without going into details and we would like an estimate of the value of the new Ford is."  
"By the way, the best one of our men call at your state a time to suit your convenience."

- NEW**
- Tudor Saloon, 24 h.
  - Fordor Saloon, 24 h.
  - Town Sedan, 24 h.
  - Cabriolet, 24 h.
  - Standard Coupe (No Dickey).
  - Light Van, 24 h.
  - 30 cwt. Truck,
  - 30 cwt. Truck, 14.9 h.p. Eng.
  - Carriage, Manchester

**Limerick  
Upper**  
Phone ... 182.

**BUY A TAN-SAD  
BABY CARRIAGE.**  
SOLE AGENTS:—  
**McCarthy's,** 40 O'Connell  
LIMERICK

County Limerick Committee of Agriculture and Technical Instruction.

**POULTRY STATIONS, 1931**

A fact which should be noted:—Denn again beaten us this Winter in the supply to the English Markets. Are we going to let this happen again in 1931? We hope there is no time to lose if we are out to witness we must keep before us at least two—Late hatched pullets, and pullets hatched eggs of non-descript birds are of no use to producers, and will not give us winter eggs easy to rear the best, feed the best, and keep best, and have something in return. Why waste money and time on unprofitable

- Hen and Duck Stations.**
- Mrs C Brooder, The Cottage, Meanus, Rhode Island Red
  - Miss C Foster, Richmond Park, Patrickswell
  - Mrs M Ryan, Killeenavere, Dromkeen—do
  - Mrs J J Ryan, Raheen House, Lisnagry—do
  - Mrs A M Ryan, Ballinahinch House, Knockdo, and Khaki Campbell ducks
  - Miss M Sheedy, Kilgobnet House, Ball Charleville—do, and Indian Runner D
  - Mrs E Sheehy, Bridge House, Ballingarry—do, and I R Ducks
  - Miss A Scanlan, Palleduhill House—do