

gar, now raw wield the tremendous political power which they can dispense, to give effect to this resolution."

## BRUFF COURT

### Breach of the Licensing Laws

(Before Mr. H. L. Connor, D.J.)

Timothy Tierney, Dromin, was summoned for a breach of the Licensing Laws on 10th April.

Inspector Brazill prosecuted.

Mr. R. Geary, solicitor, defended.

Guard Lynch deposed he entered and observed two men in the kitchen, and elsewhere on the premises were two others who were having a drink. Mrs. Tierney was inside the counter. The men in the kitchen said they hadn't any drink, and witness did not see any sign of drink there. Mr. Tierney was having tea.

To Mr. Geary—I was admitted immediately; there was no attempt to conceal anything.

Mr. Geary said two of the men worked there from time to time. They called, and Mrs. Tierney consented to give them a drink. The premises were well conducted.

The pulican was fined 10s.; small sums were imposed on the two men, and the case against those men in the kitchen dismissed.

### ACTIVITY AT THE PORT.

Consequent on the operation of the Financial Agreement, it is anticipated trade at the Port of Limerick will before long show a decided change for the better. This applies especially to the regular sailings between the port and Liverpool and Glasgow. For a considerable time past trade with the latter has been at a low ebb and did not warrant the customary weekly service, which, it is understood, will now be resumed. This will be welcomed by the dockers, who have suffered hardship through the period of the economic war. Indeed there was a noticeable activity at the docks last Friday, when the steamers on the regular services were being discharged and loaded.

we get an adequate illustration in disparity. When the Castleconnell proposal was being considered by Limerick County Council it was stated that the advantages would apply not only to the people of Limerick and Clare but to Galway and Tipperary. The Council gave it, if memory serves, approval, but the neighbouring and corresponding body in Clare showed reluctance, mainly on the ground of the cost. They shied at the money factor without counting on the beneficial aspect—the convenience it would bestow. However, the principal reason for the dropping of the project can be attributed to the residents of Castleconnell. They could not or, to be more precise, would not agree to the terminal site chosen, as if it made any great difference as long as it was within the townland. The Limerick authority was quite prepared to put up their share of the monetary outlay, had Clare been similarly disposed. It was a mistake to abandon such a work of public utility, as it could be easily determined at a Government enquiry that its advantages far outweighed considerations of finance. That being the generally expressed view, may it be hoped that the subject will be re-opened in the immediate future. The moment and circumstances are opportune, and there is good cause for assuming it would be favourably received in Government circles. The Road Fund could be called upon to make a contribution, having regard to the fact that it nets a million pounds of the total paid in motor taxation.

### DEATH.

**WATSON**—May 24, 1938, William Watson (late of McBirney & Co., Limerick). Remains will be removed from Barrington's Hospital to-morrow (Wednesday) at 2.30 p.m., for Antrim, Coolrain, Mountrath. Funeral on Thursday, at 1 p.m. (S.T.)