

continued to make themselves still felt, not yet passed away. Yet such is the of so clear-headed a merchant as Mr Shaw, as appears from the paper of his appeared in a recent issue of the *Field*, and *Fireside*, from which we learn the facts. The Danish farmers, who ready done so much towards placing butter on the more important English markets, resolved some four or five years ago what they could do with bacon. The utter was so inferior to the Danish that the success of the latter was not so with the Irish bacon, which was and as cheap as ever it was. Although men went over to Denmark and bacon-curing establishments there their progress was but slow, for the Irish provisions were able to keep the market going with Irish bacon, and there was little or no inducement for the Danes to get their produce in. At the same time the Irish pig-producers were getting a good price for their pigs, whose rearing was remunerative. But the Danish provisions were quietly on the watch all the time and the Irish themselves gave them the opportunity they were looking for but scarcely have expected. Mr Shaw tells us that the strike of the operatives in the great bacon factories of Limerick, Waterford, and Cork took place early in the month of September, and lasted the best part of two weeks. The stocks of bacon in the factories were exhausted after a week or two, and for the next six weeks the great English factories were at the mercy of the Danes. The result was that the high-class bacon trade, from time immemorial was supplied by the Danish curers, and which never worked as long as it could get Irish, was obliged, perforce, to supply its customers with the former product, there being no Irish on the market." On account of a senseless and inefficient dispute, which should never have occurred, the Irish bacon disappeared from the English market as supplies soon fell short, and the Danes walked in with theirs, and were undisputed masters of the situation. In order to recover lost ground the Irish curers endeavored to reduce their prices as low as possible, and consequently could not afford to give the market the prices for the pigs. But misfortunes came singly, and another disaster befell the Irish bacon trade. Whilst the battle between Danish and Irish bacon was going on, towards the close of last year the price of pig-stuffs went up almost to famine prices, and to some scare about impending distress

defendant to pay £5, but recommended same to be reduced to £3. The defendant was also prosecuted for killing a pheasant during close season. Mr W. Healy, solicitor, Ennis, appeared on behalf of the Irish Game Protection Association. He said he prosecuted under 27th George III., section 10, and 28th and 29th Vic, ch. 54, section 2. The magistrates fined defendant 10s, stating that were it not for the heavy fine inflicted before they would impose a fine of £5.

THE STEAMER IN QUARANTINE AT SCATTERY.

(BY TELEGRAPH FROM OUR CORRESPONDENT).

Kilrush, Tuesday Evening.

The steamship "Cleevendon," which was placed in quarantine in Scattery Roads yesterday, on her arrival from Ibrail, with a cargo of corn, was visited again to-day by the Public Health Officer, under whose supervision she is undergoing a thorough disinfection. The sailor on board suffering from an attack of diarrhoea has almost recovered from same. The "Cleevendon" will not for some days be allowed to proceed to Limerick, but will be kept in strict quarantine. No outbreak of cholera on board is feared, and every precaution to prevent same has been taken.

SAD DEATH OF A YOUNG CO. LIMERICK GENTLEMAN.

A sad occurrence has taken place near Askeaton. On Sunday morning, Mr William Westropp, youngest son of Mr Richard Westropp, J.P., Ballystein House, was found dead in a field near his residence. He had been out on the previous evening about the place with the coachman, who after some time heard a carriage drive up to the house, and was obliged to go in, leaving Mr Westropp behind him. The young gentleman not returning at the time he was expected, a good deal of anxiety was naturally felt at his absence, and search was made for him, but owing to the darkness which had set in it had to be abandoned, and as already stated Mr Westropp's lifeless body was found next morning. His death was due to natural causes. Much sympathy is expressed with the family who are highly esteemed and respected by all classes of the community.

RE-INTERMENT OF GERALD DECOURCY LEFROY, ESQ.

This morning the mortal remains of Gerald DeCourcy Lefroy, Esq., third and fondly remembered son of Henry Maunsell Lefroy, Esq., J.P., Ferns Hollow, Killaloe, who died at Roeburne, Western Australia, January 13th, 1891, were placed in the family vault, Cathedral, Limerick, having been brought over from Roeburne via Singapore to England, and thence to Limerick. All the arrangements in Roeburne were most kindly superintended by Mr G. DeCourcy, friend of L. L. Burgess, Esq., late of Co. Tipperary.

DARING BURGLARIES IN THE CITY.

A daring burglary was committed in the city on the first night of the races, but owing to the activity of Sergeant Flynn, of the Dock station, and Sergeant Greene, of Boherbuoy, it has been successfully hunted up. It would appear that the window of a house occupied by an old gentleman named Malone, and his housekeeper, Mrs Phelan, at Harbour View, was broken, and the catch taken off, and the burglar was thus enabled to effect an entrance by raising the sash. The housekeeper was asleep in a room off the kitchen,

ponded. Miss Florence Burle was very successful. She possessed a flexible voice, and takes her up easily. Miss Alice Rees as "Foll" also deserves credit for her very fine imitation of the role, and Miss Nellie part of "Murielle" with considerable success. Mr Wilfred Howard, who possesses wide range and considerable power, retained the role of "Captain Marston" of the Imperial Guard, and Mr Frederic good "Gaston de la Roche Noire." "Marquis D'Artemare" and "M. face," were effectively undertaken. Ascot and Mr B. Vaughan res oper, was very attractively mounted and varied costumes of the performers, had a beautiful effect. To-morrow beautiful opera, *Faust*, will be produced on Wednesday, *Falka* on Thursday, will be reproduced, and the engagement Friday night with *Pepita*. We think an admirable bill of fare will be given at the houses.

STEAMBOATS FOR IRELAND.

It is proposed to build a novel and especially adapted to the navigation of the Shannon, Shannon, and other principal rivers, as well as the canals and large harbors of the country. A company is in course of formation to carry out this project. According to the plans which have been exhibited in Dublin, the only portions of the new boat to be built are four long parallel pipes and nearly three feet in diameter. The entire superstructure of the boat will be worked by a steam engine, the fuel of which will be gas stored in the pipes underneath the boiler. These pipes will furnish the boilers of the engine to last the supply of gas can always be recharged at a port near which the boat will happen to possess local facilities. It is claimed that from the central screw the new boat will not be so destructive to the banks of a river as the case of an ordinary steamer, and the weight of any cargo which it is required to carry will not sink the level of the upper part of the boat, which they rest, they can be navigated heavily laden, in very shallow water. The dimensions of the proposed boat are 60ft in length by 15ft in width, and that a speed of 11 miles an hour can be attained. Judging from the nature of the proposed boats seem (says the reviewer) at least the germ of a very practicable idea, but as to what results of use to the community the attempt now being made in the Shannon can tell.

THE SHANNON FISHERIES TO THE EDITOR OF THE LIMERICK COURIER.

SIR.—It appears that in my report on Friday last, the new Irish Fisheries, Mr Roche, indulged in a most unwarrantable attack upon me, on the Limerick Board of Commissioners, on the ostensible cause of Mr Roche's failure in the discharge of my duty, to prosecute a man named Farrell for his license to the Board's Inspector, and that I failed to prosecute the owners for not having their licenses at the time tacitly allowed by the Board, that I prosecuted Farrell for his license, as I felt coerced to