





COUNTY GRAND JURY.

Shortly after four o'clock, P. B. Smyth, Esq., High Sheriff of the county, entered the Court, when the following gentlemen were sworn before him as

THE COUNTY GRAND JURY:

- Sir R. Maguire, Bart., D. L. (foreman), Tourin, Viscount Hastings, Clashmore, Hon. Charles Moore Smyth, Ballinacorney, Hon. H. W. Williams Stuart, Richmond House, Sir Robert Joshua Paul, Ballygally, Sir John Henry Keane, Cappoquin House, Sir J. Nugent Humble, Clonostockeran, Ambrose Congreve, Mount Congreve, Patrick Mahon Power Woodlands, Robert Thomas Carew, Ballinacorney, E. F. O'Connell, Carrigrohane, Piers Marcus Barron, Belmont Park, Wray Bury Pullen, Annetstown, Capt. W. Fenwick Maxwell, Moorhill, Joseph O'Neill Power, Tamore, George W. Lloyd, Strangally, Richard J. Hester, Cappoquin, Samuel K. Maguire, Clonaha House, Edward Roberts, Weston, Abraham Coster, Clonaherry Lodge, Frederick Malcomson, J. P. Clodagh, Edmund Power, J. P. Powercourt, John Peckler, Carrigrohane, P. O'Rourke, The Sheriff thanked them for their attendance and said that they would have to consider a very important question—that of the County Waterford Railway.

The Grand Jury then retired to their room, and took up the question of the

THE COUNTY WATERFORD RAILWAY.

The Chairman said that a very important question, the county railway was to come before them, and some gentlemen were anxious that the grand jury should deal with it at once.

Mr. P. Power, who then explained that a guarantee of five per cent on the sum of £280,000 was required by Act of Parliament, and that guarantee was to last for 22 years. The bill only numbered four baronies in the guarantee, but, as an exception was taken to that, it was now sought, with the sanction of the grand jury, to include the whole county. Mr. Power then went on to explain the nature and objects of the bill, as he did before the county grand jury.

Mr. Fisher rose to speak, but was prevented as he was not a grand juror.

The Hon. Henry William Villiers Stuart rose and said—Sir Richard Maguire and gentlemen, I have been entrusted with the duty of laying before you the project of the Waterford, Dungarvan, and Lismore Railway. I think the importance of a railway right through the heart of our county, and running from end to end of it, can scarcely be overrated. In all times and in all countries good roads and perfect facilities for communication have been the first essentials for prosperity and the development of the resources of the country. None knew this better than those grand old civilisers of ancient times, the Romans. Whenever they took possession of a new territory their first proceeding was to construct roads through it. They knew the enormous importance to civilisation and prosperity of good roads. Many a fine county exists at the present day in a state of barbarism and poverty, because they have no roads. Without roads the advantages of inexhaustible fertility, a fine climate, mineral wealth, and a vigorous population are all lost, sacrificed, and thrown away. What roads were in former times railroads are now. Districts without railroads cannot compete or hold their own with districts with railroads any more than an old-fashioned stage-coach can compete with a mail train. We are in the position of the old stage-coach, and we have had for many years past to look across the boundaries of our county with envy, at our neighbours who enjoy the blessings of railway communication, which we have not as yet been united enough, and enterprising, and public-spirited enough to secure for ourselves. Every county in the South of Ireland—Cork, Limerick, Kerry, Tipperary—all enjoyed the blessings of a railway system. The county Waterford alone remained without the advantages of railway communication. But, gentlemen, I hope the time has come at last, when this reproach is about to be removed from our county, and when we are no longer to suffer the inconvenience, loss, and disadvantage under which we have so long groined (applause). The meeting held in this city the other day was not only an influential meeting, but it was unanimous. At that meeting I had the honor of seconding the resolution brought forward by the noble Marquis (the Marquis of Waterford), which I will read: [The Hon. gentleman here read the first resolution adopted at the public meeting recently held in Waterford, to the effect that the grand jury of the county Waterford are hereby recommended at the next coming Assizes to approve, by such resolution or resolutions as they may think proper, the guarantee of a dividend not exceeding 15 per cent per annum on the share capital of £280,000 for the limited period of 22 years, as set forth in the 11th section of said Bill, and thereby to promote a project of so much importance to our county.] Now, gentlemen, I assert that the statements in that resolution are justified by facts (hear, hear). First of all, we have a sop to that vigilant creature, the ratepayer; and there is consolation for both his mouths—he is comforted both as a payer of poor rate and as a payer of county cess (hear, hear). As a payer of poor rate, because the railway will give a vast amount of employment from end to end of the county; every able-bodied man will be enabled to get employment, both summer and winter, while the construction of the line is in progress, and that at full rate of wages; this cannot but reduce the amount of poor rate very much, and even after the line is finished there will always be plenty of work to be found in connection with the service and repairs of the railway (applause). Besides, a general increase of prosperity may be expected to result, which will have the effect of permanently diminishing pauperism, and so reducing the poor rate to an important extent (hear, hear). Then as to the county cess of which the repairs of roads and bridges is so heavy an item, the most

serious wear and tear to these is caused by the conveyance of heavy goods in carts; thousands of fat pigs, hundreds of tons of wheat and other agricultural produce, and of materials required for agricultural purposes such as lime, drain tiles, manure and coal, as well as miscellaneous, but very heavy loads, brought by the carriers constantly from east to west, and from west to east of the county. Almost all this would go by rail when there is a railway to take it, and thus 43 miles of road, at least, will be relieved of the present wear and tear, and make a very considerable difference in the annual expense of repairs; and it must be borne in mind that this relief will be permanent, whereas the guarantee will be only a temporary tax upon us, and a very moderate permanent gain is worth making a very great temporary sacrifice for, and indeed this principle applies to the whole question of the guarantee (hear, hear). The resolution goes on to speak of the enhanced value of agricultural produce, and of cattle and pigs, through increased facilities for carriage, &c. And this reminds us that, although every class will be benefited by the Railway, yet it is especially the farmers and producers who will feel its influence. When a farmer conveys his fat pigs to Waterford at 1s 6d a ton, instead of having to pay 5s as he does now, he is a clear gain of 4s in every pig he sells; when he can send his wheat for 3s 6d a ton by rail in covered trucks, instead of in open carts, for at least double that amount, there is a clear gain of 3s 6d a ton in his farm. Then his cattle and fat sheep are seriously deteriorated by being driven 30 or 40 miles, and they will arrive by rail cheaper and in better condition, and then he will gain by the cheap conveyance of lime and manures and agricultural machinery, and it must be remembered that the county Waterford farmer has to sell his produce, conveyed in carts from the other end of the county, at the same prices as his competitors from any other counties who have brought them cheaply and quickly by rail, and this constitutes a heavy tax upon him because the increased cost of conveyance comes directly out of his pocket (hear, hear). He may be said to pay a full tax of 4s per head on every pig, and in the same way he pays taxes on every other article that he wants to sell or wants to buy for his business, and this tax amounts probably to much more—very much more than the entire rate payable in respect of the guarantee would come to—even if it was paid—the tax he pays for want of a railway is far heavier than the tax he would have to pay for the enjoyment of this blessing (hear, hear). It would also facilitate the attendance of buyers at markets and fairs, which was a matter of great importance to the farmer who had to go a distance to sell his fat best or buy a young one. But there is another class not mentioned in this resolution which will be greatly benefited by the railway communication. We have on our coasts valuable fisheries, at least they would be valuable if we had a railway, to take the produce quickly and cheaply to market. Sometimes tons and tons of sprats, when the take is abundant, are for want of means of conveying them inland, actually spread on the fields as manures, a very sad waste of good wholesome food, and herrings and mackerel, and other kinds of fish were sold always much below their real value. I lately bought for 3s an immense codfish with a lot of turbot that would have done credit to—let's say a railway director—I had the curiosity to weigh him myself and found that he weighed 30lbs—30lbs of good solid food for 3s! and I know of a distinguished baronet who bought a turbot weighing 20lbs for 6s; I wish I had had the chance myself. Why gentlemen it would have paid to have taken a first class ticket for either of these fishes, and to have sent them as first class passengers to Waterford; in that market they would have fetched at least three times as much (hear, hear). When the railway is made we shall have no more of valuable food spread by the ton as manure upon the surface of the earth, and of spoiled fish sold so far below their value (hear, hear). But although the classes I have named will have the lion's share of the benefit, yet the landlords too, will have the satisfaction of seeing their tenantry more prosperous, their estates improving, and their rents more certain and punctual (hear, hear). Besides that, we at the southern end of the county, suffer very much socially for want of a railway. It is very inconvenient to be 25 miles from a station. Moreover, we are cut off from our county town. We are much nearer Clonmel than Waterford, and though I have a great respect and affection for Clonmel, yet it is not our county town; and, by the way, any Waterford man travelling the Clonmel road, and observing the long strings of carts moving along it, laden with all kinds of produce grown in this county, cannot but be struck by the thought, that if ought all to be going through our own county to our own county town; but you see it goes to seek the nearest railway (applause). Well, gentlemen, having all the advantages in view, I think it would be well worth giving the guarantee even though it were certain that we should have to pay the whole of the guarantee for the whole of the time. I think we should be well repaid by the increased prosperity of the county, and the increased value of property. But I am very far from thinking that we shall have to pay much on account of the guarantee (hear, hear). On the contrary, I think the Waterford and Lismore Line has very fair prospects indeed: not only is there likely to be a good local traffic, but there will also be a very important and lucrative through traffic. The proposed railway will supply the missing link which was wanted for the direct line, both for passengers and goods traffic, between the entire county Cork, and part of Kerry, and England, and also Dublin, and I think, therefore, it will pay. There are two kinds

of railways that don't pay; one kind is railway lines that are purely local—branch lines, and lead nowhere; and the second is, railways that have been constructed at three times the cost that is necessary (hear, hear). Our line has not the first disadvantage, for, as I said just now, it is a through line, and it will be our own fault if it has the second, for we can mitigate for a majority of county directors who will see that the money is not squandered (cheers). Railway property has lately been looking up; even the Waterford and Limerick Railway is now paying three per cent, and, notwithstanding that, through extravagance and mismanagement, £15,000 per mile, whereas it ought to have been constructed, and would be constructed now-a-days, for little more than one-third of that amount. Had it been economically constructed it would now be paying 6 per cent instead of 3 (hear, hear). The only guaranteed railway that has not been completed, that is guaranteed in the Galway railway, and that loss was incurred through neglect of the most ordinary precautions; the line is now paying well, and it is a lesson to us, that if we are to be in the Act, all that the county has advanced would have been refunded to them (hear, hear). I fear gentlemen, that I have wearied you with my long harangue, but I hope you will also be hopeful, therefore, you will not let the occasion pass. You have now an opportunity which may not occur again afforded you of establishing a fine of your own, and of your own free will, by which you may never have such another opportunity. Remember that you have a rich and fertile county to run through; that your resources are great and unexplored; that the development of those resources will increase your wealth and convenience; and lastly, that the line is absolutely necessary to this county in its agricultural, manufacturing, and commercial progress (hear, hear). The life is now on the fire, and if you neglect it you may never again have an opportunity of rectifying your error, or, rather, your remissness. You see the prospects before you, and the advantages which will accrue to your county. You have wealth, comfort, and prosperity in prospect. Your county will be the source of wealth to the city, and of independence to your farming and labouring classes; and, as such, it should receive your most undivided support (hear, hear). Nor need we fear the guarantee, for we will not be called upon to pay a penny of it. In conclusion, I believe that you could do no better than one and all of us to take as many shares as we possibly can in this important and necessary line, and by so doing keep it in the hands of the county (hear, hear).

NEW ROSS

(From our own Reporter)

NEW ROSS BOARD OF GUARDIANS.

The chair was taken by M. F. SWEETMAN, Esq., J.P., Chairman of the Board. Also present—Colonel Tottenham, J.P.; E. A. Byrne, J.P.; W. W. Wallis, J.P.; J. Doherty, J.P.; J. M. Wallis, D. Maddock, J. Phelan, J. Finn. Mr. Frizell, O. reported that, in consequence of the illness of Mr. Mullin, he had been obliged to secure the services of Dr. Boyd for two cases in the Dispensary dispensary district. A bill, amounting to £150, was received from Mr. E. G. general agent, New Ross. After making some deduction, the bill was ordered to be paid. In compliance with an advertisement, several applications were sent in, but failing to be equal to contract samples, were rejected. Out-door relief cost, during the week, £31 6s 6d. Collected during week, £158 10s 10d. There is at present a balance of £2,313 18s 11d in favor of the guardians. John Murphy, an inmate, applied for £1, with which to purchase clothes, in order to leave the house. Mr. Finn asked how long had Murphy been an inmate. The master replied that Murphy had been in the house for a month or six weeks; he had not come in, however, as some did, merely for the purpose of getting clothes, for he was under medical treatment at the time of his admission. Application for SCHOOLMASTERSHIP.

THE SCHOOLMASTERSHIP.

Mr. Dolgen, in accordance with notice duly given, brought forward his motion to increase the salary of the schoolmaster of the union from £35 to £45 a year, with rations and apartments. He did not feel himself capable of addressing the guardians in an extended speech on the matter. He, indeed, even if he were capable, did he consider it would be necessary to adopt such a course, for the advantages derivable from carrying out the suggestion contained in his resolution were sufficiently obvious not to require demonstration. They had given the £35 salary a long and honest trial, and all knew that the result had been far from satisfactory. Then, such being the case, he ought to be given the £45 salary a fair trial. If they did so, he had not the slightest doubt that they would have proposals for the schoolmaster-ship, now vacant, from respectable and qualified persons. He would content himself with moving that a schoolmaster, first or second class, be advertised for at £45 a year. Mr. Dolgen seconded the motion. Mr. Maddock proposed, as an amendment, that the schoolmaster's salary continue to be £35 per annum. Mr. Finn seconded the amendment, which passed.

NEW ROSS BOROUGH COURT—FRIDAY.

E. A. BRYNE, Esq., presided. John Hester, Esq., Captain Fullon, also occupied a seat on the bench. Thomas Blanche was fined 10s and costs for being drunk and disorderly in the public street on the fourth instant. Adjudged.

NEW ROSS PETTY SESSIONS.

The last of the petty sessions were held on Friday last in the Court House. Magistrates on the bench—E. A. BRYNE (in the chair), John Howlett, J. E. Galavan, and W. S. BRYNE. Sub-Inspector Fullon, also occupied a seat on the bench. Michael Murphy, road contractor, summoned John Doherty for cutting and injuring the road at Arnetown on the 1st inst. The bench decided that defendant be required to repair the road to the satisfaction of the complainant, to be done within seven days, as well as to pay a fine of 2s and 2d costs.

POWL STEALING.

John Hunt summoned David Scanlon for stealing three fowls, the property of complainant, from the fowl market on the 2nd inst. It was proved that defendant was observed near the car containing the fowls, and after she had left, the place the fowls were missed. The bench ordered defendant the complaint fully proved, dismissed the case. The chairman observed that the hour—between four and five o'clock in the morning—when the fowl market was held was a very unreasonable one, and trusted steps would be taken to make a change in this matter as a great many parties lost their rest in consequence of being unable to watch them.

CURRAGMOORE HUNT STEEPLECHASE.

Entries for the Curraghmore Hunt Race of £200. Weight for age. Gentlemen riders: Gamcock, aged; Glenbowser, 6 yrs; Monaghan, 6 yrs; Waterford, by Uncle Tom, 5 yrs; Woodch 6 yrs; Honeycomb, aged; Master Plant, aged; Bovey, 4 yrs; Collesodagh, aged; Hlavath, 6 yrs; Cast-off, 4 yrs. Race of £50. Two and a half miles. Fly Fox, 6 yrs; Carrick Lass, 5 yrs; The Nivoy, 4 yrs; Contention, 5 yrs; Young Miller, 4 yrs; After Dark, 6 yrs; Aurora, aged; Kate, 4 yrs; Honeycomb, aged; J. G. G. 6 yrs; Houghmagny, 6 yrs; Cheerful Boy, 4 yrs.

THAMES.—The Treasurer of the City of Waterford, Frederick O'Connell, Esq., has received a letter, with thanks, the receipt of £2 10s 4d, from City Grand Jury, Spring Assizes.

THE LIFE ASSOCIATION OF SCOTLAND

- 1. The SMALL OUTLAY required for its Policy—See the following Example. 2. Its SPECIAL SYSTEM OF BONUSES—applied in a Yearly Cash Payment or Annuity to the Policy-holder, commencing at an early stage of the Policy—or reserved as a Provision for his Old Age. 3. Its LIBERAL and PROTECTIVE REGULATIONS in favour of the Policy-holder.

EXAMPLES OF ANNUAL PAYMENTS FOR POLICIES.

Table with columns: Class A, Class B, Age, £500, £1000, £2000, £5000, £10000. Rows show annual payments for ages 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90.

CLAIMS and CASH BONUSES have been paid for nearly TWO MILLION STERLING. INCOME for 1871, £286,715. FUNDS on hand, £1,382,409.

PROSPECTUSES will be forwarded on application, also the ANNUAL REPORT, with Revenue Account, Balance Sheet, and Details of Funds, &c., as deposited with the Board of Trade.

The THIRTY-THIRD ANNUAL BALANCE will be made up on 6th APRIL, 1872.

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TO THE BURGESSES

WEST WARD.

GENTLEMEN:—Vacancy in the representation of your ward in the Town Council, having occurred by the lamented death of Mr. F. J. Dowling, I beg to offer myself as a Candidate.

I should be very glad to have the honour of electing me, I will do my utmost to forward your interests, and those of the City generally.

I remain, Gentlemen, Your obedient Servant, JOHN McKENNEY, Thomas-street, March 11th, 1872.

LITERATURE.

Castell's Magazine contains some nice things of stories. Of the stories (or rather portions of stories) which appear this month, all of which are well worth perusing, the one most interesting in our opinion, is "The Doctor's Dilemma." It commenced in the first number this month, and increases in interest as the story develops. The poetry which adorns the pages of this magazine is very beautiful.

Macmillan's Magazine. London Macmillan and Co.—The current number of "Macmillan's" is scarcely as good as its predecessor, but is very readable notwithstanding. The first contribution in this month consists of three chapters of "Christina North." As this story is so familiar to the reading public, any comment from us at present would be superfluous. The succeeding number is a short, comprehensive, well-written article on the subject of "London Diners." "A Week in the West," and "The Strangers' Adventures of a Month" two stories both of which we have already spoken of in eulogistic terms, occupy a considerable portion of "Macmillan's" this month. "Sweet Seventeen" has been re-produced in our "Post's Corner." "Alfred de Maussé" cannot fail to interest those who love

