

Irish News

THE SENATE ELECTIONS.—ILLEGAL TRAWLING.—GENERAL MULCAHY ATTACKED BY RIOTERS.—THE SHANNON SCHEME.—CAPUCHIN'S SETTLE INDUSTRIAL STRIFE.—DIVORCE ADVOCATES BEATEN IN IRISH ELECTIONS.

The counting of the votes in the Irish Seanad election is proceeding briskly (says an exchange for October 10). Seventy-six candidates strove for 19 seats. Over forty of the candidates have now been eliminated, and, if a judgment is made on the experience of the counting so far, those now at the head of the list are not likely to be displaced in subsequent countings. There have been many notable failures, some of the best candidates having failed to come anywhere near the top of the list. The latest report of the counting gives the first nineteen names as follows:—

General Hickie	...	...	15,286
Thomas Toal	...	...	15,252
*J. T. O'Farrell	...	...	14,758
C. Kennedy	...	...	14,444
*W. Cummings	...	...	13,887
M. Fanning	...	...	11,092
*Dr. Barniville	...	...	10,986
Sir E. Bellingham	...	...	10,858
M. F. O'Hanlon	...	...	9,997
Sir E. C. Bigger	...	...	9,707
*T. Foran	...	...	9,109
*T. W. Bennett	...	...	9,006
J. O'Connor	...	...	8,845
*T. Linehan	...	...	8,845
*J. J. Parkinson	...	...	8,782
*J. C. Counihan	...	...	8,758
S. O'Mara (sen.)	...	...	8,671
F. McGuinness	...	...	8,634
J. Dillon	...	...	8,627

*Outgoing Senators.

All the women candidates have been defeated, including Mrs. Mulcahy, the wife of General Mulcahy, T.D. A considerable number of retiring Senators are also on the defeated list. Old Irish Party men will be interested to note that the Parliamentarians have made a poor show. While the lowest of the first nineteen candidates has at present about 8000 votes to his credit, Mr. P. J. Hooper, formerly editor of the *Freeman*, has been eliminated, having had fewer than 5000 votes. Mr. Jerry MacVeagh has also "gone west," as has Liam de Roiste, one of Cork's representatives in the Dail. General Hickie was the first to secure a quota, and is now definitely elected.

...

At Wexford District Court recently, before Mr. J. V. Fahy, D.J., John Kim, Hollywood Grove, Fleetwood, England, skipper of the trawler *Meuse*, and Stephen Reader, Warrenhurst Road, skipper of the trawler *Kingston*, were charged by the State with illegal beam trawling off the Wexford coast within the prohibited area on May 15. Mr. T. J. Kelly, State solicitor, conducted the prosecutions. There was no appearance for the defendants.

Mr. T. J. Connolly, a Government official, gave evidence of having served copies of the summonses on defendants and on the owners of the vessels.

Captain D. Thompson, of the Government's patrol boat, the *Muirchu*, produced a chart defining the prohibited area on the Wexford coast between Hook Head and Cahore Point. He stated that at 4.35 on May 15, when patrolling the coast he observed the trawlers go inside the prohibited waters near the Coningbeg lightship. He travelled six miles in their direction and saw them heaving up their trawls. They then went in the direction of the Barrels and he gave chase. At 5.23 he came quite close to the *Kingston* which he hailed and told to stop. The *Kingston* refused to stop and he cried out that if they did not stop he would take it as an absolute refusal. Notwithstanding this the *Kingston* continued her course. He then went to the *Meuse*, which stopped, and on boarding her he found it was owned by a company. He placed some of his men aboard her and had her taken to Rosslare Pier, where he seized the net.

Each defendant was fined £100 and ordered to pay 5 guineas costs and £5 1s 3d expenses.

...

General Mulcahy, member of the Dail for Dublin City (North), who had such a stormy reception from Irish Republican sympathisers when he arrived at Hoboken recently, was later mobbed by a crowd of rioters while the delegates of the Parliamentary Union were paying a visit to the Independence Hall.

One of the rioters struck General Mulcahy in the face and he was again molested at the railway station. The police intervened and made fifteen arrests. The demonstration was not directed against the other Parliamentary delegates, with whom General Mulcahy was travelling en route for Washington.

...

The reports which were lately current as to the possibility of negotiations being opened with a view to the settlement of the Shannon scheme labor dispute were verified by the developments which subsequently took place in Limerick.

Dr. McLaughlin, the Irish representative of the contractors, Messrs. Siemens-Schuckert, and Mr. Joseph McGrath, the ex-Minister for Industry and Commerce held a conference with officials of the Limerick Branch of the Irish Transport Workers' Union. The proceedings were private, and no statement was made as to what took place. The wages offered by the contractors, 8d an hour, and the rate in operation in Limerick and Clare, 1s 1d an hour, as well as the conditions of labor generally, will, it is believed, give rise to considerable discussion before any arrangement is reached. The conference was of an informal character.

Mr. Joseph McGrath, who was formerly Minister for Industry and Commerce, and who will have the employment of all the men

on the Shannon scheme, is acting for the contractors, and is described as Director of Labor. Mr. Thomas Kennedy (Vice-President) and Mr. Patrick McCarthy (Local Organizer) are representing the Transport and General Workers' Union in the negotiations. When seen after the first conference night, Mr. Joseph McGrath, on behalf of the contractors, had nothing to say beyond the statement that the situation was hopeful. He would not say more pending the resumption of negotiations. One thing can be said, and that is that the delay in reaching a basis of agreement is causing irritation locally among the working classes. Another consignment of constructional material and plant was expected to arrive in the port that week. This will consist of the parts of a large electric crane which is to be erected at the docks for the unloading of further cargoes required for the Shannon scheme.

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