

# HOSPITAL

## For Maternity Patients

### Generous Help

#### From Hospitals' Commission

Limerick is to have a new Maternity Hospital to replace the existing hospital in Bedford Row.

The site of the building has not yet been determined, but it will be erected within the city, not, as was suggested, at Belfield, Ennis Road, which is considered too small.

The heads of agreement in connection with the scheme were approved at a meeting of the Bedford Row Maternity Hospital Committee and three members of the Corporation at a meeting held last night, at which Dr. J. D. McCormack, Local Government Medical Inspector, was present.

It will be recalled that in the report of the Hospitals Commission it was recommended that a new maternity hospital be erected to serve the city, with 85 beds, and to be staffed and equipped on the most modern lines.

The Commission, with the approval of the Minister for Local Government are prepared to endow the hospital, which will be three times as large as the Bedford Row institution, and to maintain it in permanent solvency.

It will be controlled and governed by a local committee, composed of members of the Corporation, elected by that body, and members of the Bedford Row Hospital, to be elected by the committee of that institution.

The Chairman will be nominated by the Minister for Local Government, and it is further provided that the hospital will have a permanent Resident Medical Officer, with a fully qualified nursing staff, and a Master, who will act in the capacity of Manager.

Pending the erection and equipment of the proposed hospital, the Commission are prepared to finance the present maternity institution.

At the meeting of the joint committee last night, the proposals were endorsed, subject to the sanction of the Minister.

In an interview with a member of the committee to-day, a "Chronicle" representative was informed that Limerick was very fortunate in getting this new hospital. He said that it would consist of 85 beds, and be equipped on the most modern scientific principles. The great thing, he added, was that it would not cost the ratepayers a penny.

At the moment, he proceeded, the site question presented a difficulty, but in his opinion Belfield would be too small, while at the same time it would be quite central. However, he did not think there would be any great difficulty in securing a suitable location for what, he observed, would constitute an immense benefit to the poor of Limerick.

## LIMERICK HOUSING NEEDS.

### Good Progress.

An intensive housing drive is being pushed forward by the Borough Council to combat the ever-increasing demands on the housing accommodation of the city. The number of old and dilapidated buildings in a dangerous condition is causing serious anxiety to the City Manager, who, with commendable energy, is doing his utmost to deal with the situation.

At present a tentative scheme for the erection of 662 houses, to be let at economic rents, is engaging attention, and it is expected that within the next few months the plans and specifications will be well under way.

The main difficulty, as stated by Mr. O'Mahony some time ago, is that of getting suitable sites inside the borough boundary.

Tenders have now been received in connection with the Distillery housing scheme, which has been sanctioned by the Department, and it is expected that

## Inquest on Motor-Cyclist.

### Story of Accident.

Mr. J. S. McNeice, Solr., Deputy Coroner, held an inquest yesterday afternoon at Barrington's Hospital touching the death of Mr. M. McInerney (21), Thomondgate, Limerick, who died on Saturday, as a result of injuries received when his motor cycle collided with a lorry the property of Messrs. Rank, Ltd.

Inspector Brazzil, C.S., conducted the enquiry; Mr. Ed. Leahy, solr., appeared for Messrs. Rank, Ltd., and Mr. J. J. Sexton, solr., on behalf of the next-of-kin Martin McInerney, father of the deceased, gave evidence of identification of the body of the deceased. His son was unmarried, and by trade was an apprentice shipwright. He was driving a motor cycle for about four years, and never had an accident before. He had the motor cycle in question for about six weeks.

#### LORRY DRIVER'S EVIDENCE.

When James Herbert, 20 Upper Cecil Street, motor driver employed by Messrs. Rank, Ltd., was called to give evidence, the Coroner asked if it was necessary to warn the witness, who was the driver of the lorry at the time.

Inspector Brazzil said he thought it unlikely that any criminal proceedings would be preferred against the witness, as far as the authorities were concerned. There was no evidence of criminal negligence on the part of the lorry driver.

The witness then elected to give evidence. He was driving a lorry up Lower Mallow Street on the morning in question travelling in third gear. His speed would have been about 4 or 5 miles an hour. He was half way across the crossing when a motor cyclist approached from the direction of Lower Cecil Street.

#### Accelerated To Pass.

Witness thought the deceased was trying to apply his brake, and in order to avoid an impact, which was imminent, he accelerated to let him pass out at the back of the lorry. Witness then felt a bump, and stopped his lorry almost immediately. He saw McInerney lying on the road about eight feet from the lorry.

In reply to Mr. Leahy, the witness said that McInerney was travelling pretty fast. Coroner—What is the full speed of those lorries?

Witness—About 12 miles per hour.

#### Threw Himself Off.

David Costelloe, Clanmorris Avenue, who was in the lorry with Herbert at the time of the accident, stated he saw the motor cycle coming up Henry Street when the lorry was half past the crossing. The deceased was then eighteen or twenty feet away. He saw the deceased throw himself off the bicycle, and immediately after he felt a bump at the rear left of the lorry. The lorry stopped at once, and witness went to the deceased, who appeared to be badly hurt.

#### Speed of the Machine.

Owing to the course McInerney took, he had no chance of escaping.

Mr. Leahy—How far was he from the lorry when he threw himself off his machine?—Ten or twelve feet. The motor cycle brought him along with it.

How fast was he going?—I think between 50 and 60 miles an hour.

Mr. Sexton—How could you possibly estimate the speed he was travelling under such circumstances?

Coroner—I think it would be very difficult to judge. That, however, is a matter for the jury.

#### DOCTOR'S EVIDENCE.

Dr. S. McDonagh, House Surgeon, Barrington's Hospital, gave evidence with regard to the injuries sustained by the deceased. In his opinion death was due to shock and haemorrhage, following severe bodily injuries.

#### WHAT LORRY DRIVER SAW.

Wm. Connery, 47 Prospect, Limerick, stated that he was driving a lorry down Mallow Street on the morning in question. When about twelve yards from the corner of Mallow Street he heard the screech of brakes. He saw a lorry coming over the crossing, and at the same moment a motor cycle approaching it from Henry Street. The man in the motor cycle turned towards the wall to save himself, and the machine skidded. It turned right over, and the man fell in front of it. He was shoved towards the lorry, and the rear left wheel passed over his body. At the time the lorry was travelling at between 4 and 4½ miles an hour.

## New Factory for

### Limerick.

#### Dock Site Accepted by Local Firm.

Mr. D. A. O'Dwyer presided at a meeting of the Limerick Harbour Commissioners held yesterday. The other members present were—Ald. J. Reilly, T.D., Ald. J. McInerney, Messrs. M. Doyle, J. P. Goodbody, E. Holliday.

The officials in attendance were—Mr. D. McNeice, Secretary; Mr. T. F. O'Sullivan, Harbour Engineer, and Capt. C. Hanrahan, Harbour Master.

A letter was read from the Mayor (Ald. D. Bourke, T.D.), acknowledging the vote of sympathy passed by the Board with him on the death of his brother, Mr. M. Bourke, in the U.S.A.

The letter was ordered to be inserted on the minutes.

On the proposition of Ald. McInerney a vote of sympathy was passed with Mr. McInerney, Thomondgate, on the tragic death of his son, who was killed in a motor cycle accident on Saturday.

A letter was read from the representatives of the proposed Cement Factory, acknowledging the Board's letter with reference to the proposed rail line from Mungret to the docks.

The Secretary said he had been speaking to an engineer from the Company about a fortnight ago, who expressed the opinion that as the Board wanted the right to utilise the proposed rail line, if they required to do so, they should bear portion of the initial cost. This gentleman also expressed his opinion that the rent of £120 per year was too high for the proposed store in the docks.

The Chairman said as there was nothing official before the meeting, they would have to await developments.

The Secretary read a letter from Mr. J. A. McMahon, on behalf of Corn Products, Limited, with reference to the site offered at the docks for the purpose of erecting a factory. Mr. McMahon stated he was to have met an American representative of the Company in Dublin on July 23rd, when a decision would be arrived at regarding the site of the proposed factory.

The Secretary stated that he had since received a communication from Mr. McMahon.

Chairman—We will have to await developments in this case also.

Mr. Goodbody—Would it not be well to write to these people and enquire how the matter is progressing. They have no option on the site, and we would like to know how we stand.

This suggestion was unanimously agreed to.

Messrs. W. F. McNamara, Shannon Foundry, Limerick, replied to a letter sent by the Harbour Board, offering them a site of about two acres in the docks for the purpose of erecting a factory. The letter stated that the Board's offer of the site at £25 per acre was accepted by the company, who intend to build their factory there.

The Harbour Engineer stated that he had several interviews with Mr. J. Gallagher, director of Messrs. McNamara. They had visited the available sites on several occasions, and a site of approximately two acres at the west end of the docks was finally decided upon.

Chairman—Are we to take it that Messrs. McNamara have definitely decided to erect a factory on this site?

Engineer—Yes.

Chairman—That is very satisfactory, indeed. It shows that certain industrial developments are taking place in Limerick, and we all welcome any sign of progress.

It was decided to place the matter in the hands of the Law Agent, with a view to having the necessary legal formalities carried out.

McMahon, Ltd., complaining that a vessel carrying a cargo for them was berthed at the north side of the docks, as a result of which they were caused a considerable amount of inconvenience and expense. They considered that in the circumstances they should not be charged full harbour dues.

A report on the matter was read from the Harbour Master to the effect that there was a large number of ships discharging in the docks at the time, and he allocated the only available berth to the steamer, "Feddie," carrying the cargo in question for Messrs. McMahon.

Mr. E. Holliday said his firm were interested in part of the cement cargo, and

## Madrid to be Starved into Surrender.

It has to-day been ascertained that it is the intention of General Franco, Commander of the Spanish Rebel forces, to starve Madrid into surrender.

The General stated that as far as possible he wishes to avoid loss of life and bloodshed. He, therefore, will not allow his forces to march on the capital. It is his intention to direct the entire movement of subduing Madrid from Seville, and his aim is to cause a panic amongst the civil population of the capital, which will cause them to force the Government to resign.

A later message from the Franco-Spanish frontier states that it is persistently rumoured that the Rebel forces have cut off San Sebastian, following yesterday's manoeuvres.

## Destruction of Christian Ideals.

Sir Patrick Hannon, M.P. for the Mosley division of Birmingham, and General Secretary of the Irish Agricultural Society, writing on the Spanish civil war says:—

"The direct and positive purpose and policy of the existing Administration at Madrid are not directed at the suppression of a political revolt against the sinister tendencies of social and economic disruption, but they have as their ultimate objective the destruction of Christian ideals and the ruin of Christian influence and inspiration in the national life of the Spanish people. . . . The directive power of the British civilisation in the march of world progress has been broad based upon the teachings of the Master, whose benevolent example and sublime charity are the most precious, as well as the most sacred, treasures of mankind. Surely the Christian people of the British Empire cannot regard without a shudder of horror the devastation of churches and institutions raised by the piety and genius of generations, accompanied by an unparalleled orgy of rapine, torture and murder, without making some forceful and unqualified protest." In conclusion he urges that "the nations of Europe which still adhere to the Christian spirit as the dominant factor in world peace and progress, should unite in common effort to save the Spanish people from the desolation of anarchy."

## AIR LINER TRAGEDY.

### Dublin Man Killed.

Four men were burned to death and two houses set on fire when an Imperial Airways freight liner, bound from Croydon to Paris, crashed into the garden of a house at Wallington, Surrey, early yesterday and burst into flames.

The occupants of the liner, all of whom perished as they lay trapped in the plane, were:—

Captain J. Orr, an Irishman, and Captain Miles Ferguson, an Australian, both living at a private hotel in Fairfield road, Croydon.

Wireless Operator Arbuckle, of West Ave, Wallington, and

Wireless Operator Dear, of Malden Hill, near Malden.

People who heard the roar of the liner's engines overhead had the impression that she was turning back to Croydon. Then came a crash as the machine struck a house in South View Gardens, Wallington, followed by a second as it hit a house in Hillside Gardens, and then hurtled into the garden and burst into flames.

The liner was a Vellox biplane, fitted with the latest bad weather and night-flying equipment, including automatic and blind-flying apparatus, and engaged on an experimental freight service between London and Paris. She left Croydon shortly after 2 a.m.

## "GROSS NEGLIGENCE."

At the inquest held at Sir Patrick