

point of having a monthly boil up of utensils in the following way:— Put a large zinc bath on the stove and half fill with water, to which about 1 lb. of soda has been added, and any small pieces of soap which have been left over. Into this put all the tins, saucepans and all other tin or enamel articles which require cleaning; boil for about an hour, or until they look clean; take out of the water and thoroughly scrub with soap-powder, when they will be found to look as good as new, however brown or dirty they may have been.

REMINDERS.

A paste of soap and powdered whiting makes an excellent temporary stop for a leak in a gas pipe.

After washing the hair, always put a little vinegar in the last rinsing water. It removes all soap stimulates the scalp, and leaves the hair beautifully glossy.

Surgical adhesive tape is excellent for repairing a torn mackintosh; place the torn edges carefully together and apply the tape on the inside of the mackintosh.

Cork mats should be washed in hot water to free them from grease and thoroughly dried.

After use, a wringer should always be unscrewed, so that unnecessary pressure is removed from the rollers. With some models it is practicable to place two little wedges of wood between the rollers to allow the air to pass through.

ing supplies of overseas produce to reserve storage accommodation, should materially lessen costs of many imports that now are transhipped through British and other ports.

Nomad: Very interesting, indeed! But have you not something to say about the future organisation of our internal passenger and merchandise services? What parts should be assigned respectively to the railway, the bus and the motor lorry?

Carrier: Will I shock you when I say that railways no longer are essential elements in our transport organisation. In a very real sense they have become costly luxuries that only serve to impede the development of essential door-to-door transport. Now, when Ministers tell us that large amounts of new capital must be found with which to reconstruct our principal railway network, it is surely the moment at which to reach decisions on that big issue of transport policy. But, if compromise is necessary I am convinced that at least three-quarters of the present 2,000 miles of the G.S.R. system should be labelled for the scrap yard. To suggest that railways

Sergeant McKenna, Bruff, had the same defendant summoned for being drunk and disorderly on the same occasion, and complainant stated that the defendant was in front of the barrack at 11.50 beating his pony and turning him around on the road, and was abusing complainant and the Guards generally. Witness and a Guard followed him down the town and arrested and brought him to the barrack. He was able to walk but showed signs of intoxication. When he came to he apologised and said he was sorry for the whole thing and would not have done it in his senses.

Defendant, in reply to his Worship, said he did not remember making any allegations against Mr. Collins, but if he did so he withdrew them and was sorry.

Supt. Keegan said there was nothing previously against the defendant, who was never before in trouble, and he did not regard it as a very serious case and he would be willing to have it struck out.

Subject to the payment by the defendant of 20/- costs, plus out-of-pocket, the summons brought by Mr. Collins was adjourned for six months, and the summons proved by Sergeant McKenna was struck out.

The Insurance Corporation of Ireland will protect your property against fire risks.—87, O'Connell St., Limerick. (—)

TWO LIMERICK WILLS

Mrs. Ellen Halpin, of Alexandra Terrace Limerick, who died in Milford House, Castletroy, on April 3rd last, left personal estate in England and Eire valued at £22,191. Probate has been granted to her son, James J. Halpin, of Turret House, Inchicore Dublin, and Mrs. Kathleen Cantwell, of 68 Eglinton Rd., Donnybrook, Dublin, daughter. She left house property to her son, Edward, and the residue to her children, James, Kathleen, Edward, Joseph and Charles.

Miss Isabel Kelly, of Fedamore House, Kilmallock, who died on April 3rd, 1942, left personal estate in England and Eire valued at £4,033. Probate has been granted to her niece, Mrs. Isabel Hayes, of Mortgage Meanus, Bruff, and Michael Francis Kelly, of Clonmoney, Bunratty, Co. Clare.

should remain because they came to the rescue in the present emergency is simply absurd. Would not the same line of reasoning lead to the conclusion that our air-raid shelters should continue to disfigure our city streets?

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