

LIMERICK COUNTY COUNCIL. (Public Assistance Department).

PUBLIC ASSISTANCE (FOOTWEAR REGULATIONS) ORDER, 1944.

Notice is hereby given that in accordance with the terms of above Order, Limerick County Council, acting as Public Assistance Authority for the County Health District of Limerick, may provide footwear by way of assistance in kind for children up to the age of 16 years residing in the County Health District of Limerick, whose parents or guardians satisfy the Council that they are unable out of their own resources to provide the full cost of footwear at current prices.

CLASSES PROVIDED FOR.

Children of: (a) Persons in receipt of Home Assistance. (Vouchers for members of this class will be for the full cost of the footwear).

(b) Persons not in receipt of Home Assistance who are in a position to:—

(1) Make a contribution towards the cost of the official footwear.

(2) Pay in full the retail price of the official footwear.

Prices for footwear will be those fixed for the purposes of this Order.

Application forms may be obtained from the local Assistance Officer and these, when completed, should be returned to the undersigned not later than 14th September, 1946.

Applications received after that date will not be considered.

J. J. KING, Chief Officer.

Public Assistance Department, County Council Offices, Newcastle West, 12th August, 1946. (224c)

LIMERICK COUNTY COUNCIL. (Public Assistance and Public Health Department).

Limerick County Council invite tenders for the following works:

(1) Painting of Shanagolden Dispensary Residence.

(2) Repairs to Burial Grounds at Annagh, Oola.

(3) Repairs to Pump at Briskanebeg, Meenus; Ballingaddy, Cullane North.

(4) Extra Boring and Erecting of Pump at Rockhill, Kilmallock R.D.

(5) Sinking of Well and Erecting of Pump at Kilmecdy, Newcastle R.D.

(6) Sinking of Well and Erecting of Pump at Lackendarragh, Mitchellstown R.D.

(7) Sinking of Well and Erecting of Pump at New Charina, Limerick No. 1 R.D.

COULTER, BOHERARD AND KNOCKLONG BURIAL GROUNDS.

Applications are invited for the positions of Caretakers of above Burial Grounds.

Specifications in the cases of Nos. 1 and 2 may be obtained from Mr. P. J. Sheehan, County Engineer, 47 O'Connell Street, Limerick, and in the cases of 3, 4, 5, 6 and 7 from Mr. J. F. Ambrose, B.E., Acting County Surveyor, 82 O'Connell St., Limerick.

Tenders should be accompanied by a deposit of 12.

Tenders and applications should reach the undersigned not later than the 9th September, 1946.

The lowest or any tender need not be accepted.

By Order, J. J. KING, Chief Officer.

P.A. & P.H. Offices, Newcastle West, 19th August, 1946. (224c)

AN ROINN TALMAIOCHTA. VETERINARY COLLEGE OF IRELAND, BALLSBRIDGE, DUBLIN.

The College will re-open for the 1946-47 Session on Tuesday, 24th September, except in the case of First Year Students, for whom the opening date will be Tuesday, the 8th October.

On account of the limited accommodation available, only those applicants who have already been registered for the forthcoming Session will be admitted. (24c)

NOTICE TO HORSE OWNERS AND THE PUBLIC.

Kilfenora Races, Clare, Will be held On Thursday, 5th Sept. 290 IN STAKES.

Clonbony (Miltown-Malbay) Races

Twelve miles from Kilfenora, on following day, Friday, 6th September. 275 IN STAKES.

Entries will be received by the Secretaries of both meetings, or T. Archdeacon, Haddicapper, Mallow, Co. Cork. (24c)

Outstanding Litter

7 DOG PUPS NOW SIX WEEKS OLD. WONDERFUL BONE AND LOOKS.

Sire, Bawnmore Lad, champion sire of record breakers, and dam, Sloggers Gift (Knockmore, ex Biddy's Treasure), is well known winner of 525 and 550 yards races in Limerick and Cork.

Inspection invited. Price reasonable.

MATTHEW DUHIG, HOLYCROSS, KILMALLOCK.

PILE

Ease your pain and distress with Manzan, the remedy made especially for piles. Manzan relieves the pain, soothes the irritation and tones up the swollen, congested parts. This antiseptic, healing ointment is easy to use—thanks to the nozzle applicator. Manzan offers you quick relief.

From Mangans Medical Hall, Chemist, 56, William St., Limerick. Price 2/-.

MANZAN PILE REMEDY

BLACKBERRIES

AGENTS REQUIRED IN ALL AREAS.

TIPPERARY PRODUCTS, LTD.,

CASTLE GRACE, CLOGHEEN, CO. TIPPERARY. (23-10-17-24c)

BURNING CHILBLAINS

- crying out for help

Stings burning, chilblained feet into oxygen-charged Radox. Rubs into skin. Pain is quenched. No stinging. Itching and swelling go. Feet soon back to normal. Get Radox at your chemist. Price 1/6 and 2/6 per packet.

RADOX IN THE PINK PACKET

DRIVER CRUSHED TO DEATH

Fatal Accident At Railway Station

EVIDENCE AT THE INQUEST

Recommendation Of The Jury

How a Limerick engine driver, Mr. Patrick O'Neill, met his death in Miltown-Malbay Railway Station was described at the inquest held by Dr. M. J. Hillery, Coroner for West Clare.

The late Mr. O'Neill lived at Juneboro, Limerick, up to 1939, when he was transferred to the West Clare section of C.I.E.

The deceased, who was aged about 62 years, would be retiring in about two years' time and would have completed over 40 years' service in the Company. He was detailed on Sunday, 25th August, to drive one of the excursion trains to Lahinch. There is no turn-table in Lahinch, and when excursion trains arrive there the engines are detached from the carriages and taken to Miltown-Malbay, where there is accommodation provided for reversing.

After his arrival in Lahinch, Mr. O'Neill, with his fireman, Christopher Gleeson, proceeded to Miltown. He reversed his engine without any incident and then proceeded in the direction of Lahinch for about forty yards, where he had to pass the points and then back the engine to get on what is termed "the main road" to Lahinch. The points in question are on a line built between the back wall of the goods store and a protecting wall. Engine drivers as a rule generally look out to see if they are clear of the points before reversing. In Mr. O'Neill's case, he apparently had not room to look out because the distance between the wall of the goods store and his engine was only 83 inches.

It appears, however, that he attempted to put his head partly out to see if everything was in order and in doing so was caught between the wall and the engine and eventually fell on the permanent way. He was taken on to the embankment and spiritual and medical aid was summoned, and he died from his injuries in an hour and a half.

**MEDICAL EVIDENCE.** The first witness examined at the inquest was Dr. Eleanor Hillery, Acting Dispensary Medical Officer of Miltown-Malbay. She said that as the result of a post-mortem examination on that date, she found a gash an inch long over the right eye with multiple small cuts on the hands and forearms. An internal examination revealed that all the ribs on both sides were broken and both lungs were perforated by the ribs. The injuries she found would be consistent with being crushed between a train and a stone wall. The cause of death was shock and haemorrhage.

Thomas Honan, a porter employed at Miltown railway station, said he took up duty at Miltown station at 3 o'clock on the previous day for the purpose of turning two engines that had come from Lahinch. Engine No. 11C, driven by deceased, arrived at 4.45 p.m., the fireman being Christopher Gleeson. Witness gave deceased and Gleeson the road to reverse the engine and they went on to the siding. To get to the siding the engine had to reverse to get past the goods store and to clear the points which are opposite the goods store. Witness then gave the driver the road to the turn-table and he drove the engine on to it, where witness assisted the deceased in the turning. After the engine was turned, the driver proceeded in the direction of the goods store and witness came across to the platform to make the road to Lahinch clear for the driver. It was necessary to go to the signal cabin to do this. As he was going towards the signal cabin the fireman called him across and told him that Paddy O'Neill was knocked down. Witness went towards the engine and found the deceased lying on the permanent way partly on his back and with his head facing towards the turn-table. He was lying between the store wall and the rails, and the engine had just cleared the points and was parallel with the goods store. The deceased was only about two feet behind the rear portion of the engine. Witness bent down over the driver and noticed that he was injured. The deceased spoke and said he was badly hurt and he complained of his side. Driver William Casey and his fireman, Martin Culligan, came on the scene and witness went to the telephone to procure other assistance. He had seen the body that day and identified it as the body of Driver Patrick O'Neill.

In reply to the Coroner, witness said he had known the deceased for a number of years. He had seen the deceased turn an engine there before but not very often. He had never seen him turning the engine of an excursion train because seldom he came on one.

In reply to Mr. Lynch, the witness said it would be six years or more since he saw the deceased turning an engine, because all during the emergency there were no excursions and therefore no necessity for the turning of engines. As far as witness knew, there was never an accident at that particular place. Witness added that it was not necessary for a driver to look out to see if he was clear of the points. It was a dangerous thing to do there.

Replying to Mr. McMahon, witness said that the points could be clearly seen from the back window of the engine after passing over them.

When Mr. Fitzpatrick asked if there was any obstruction on the line at the time, the witness replied that there were some wagons farther up, but the deceased had plenty of room. There was place there for three engines at the time.

ACCIDENT DESCRIBED.

Christopher Gleeson Turpinke Rd., Ennis, a fireman in the employment of Coras Iompair Eireann, said that on the previous day he was fireman on the engine that the deceased had driven to Lahinch, and later to Miltown for the purpose of turning it. In reversing the engine, deceased passed by the store to clear the points. The deceased was on the left-hand side of the engine in the direction it was proceeding, and witness was on the right-hand side, having boarded it while in motion and after putting the catch of the turn-table back in its place. The deceased drove the engine slowly towards the store for the purpose of clearing the

points and getting on to the main line to get the clear road to Lahinch. As he approached the store, he had his hand on the brake and his shoulder partly on the door. He was looking out for the purpose of seeing that he got over the points. Witness heard a scream and a shout as the engine was passing the store, and on looking in the direction of the deceased he saw portion of his left shoulder, head and left hand jammed between the engine and wall. His feet were on the foot plate at the time, and witness saw the deceased's body twist around as the engine went forward. Witness did not notice the body dropping on to the line. As soon as witness realised the position he applied the brakes and stopped the engine in a distance of about three feet. It was moving very slowly at the time, was easy to stop, but he was not sure whether it had got clear of the points at the time or not. The rear portion of the engine had cleared the first portion of the store wall by about three feet. After bringing the engine to a standstill, witness got out at the right-hand side and found the deceased lying on the permanent way between the embankment and one of the rails. The deceased complained of pain in his back and chest. The deceased by right was on the fireman's side, but it was necessary to be there in order to operate the hand brake. It was witness's first trip on that line with the deceased, but he had fired trains to Limerick on a few occasions with him.

Mr. Lynch: Had the deceased to look out to see the points? Witness: I could see them from where I was standing.

Was the deceased looking out? He was.

Was there any other way he could see the points except by looking out that way? He could have seen them from the back window if he had gone further on and passed out the store.

From the position he was in, could he have seen the points except by looking out? He could, by looking out the back window. There was some coal in the pit and the "speck" was partly covered and that made it more difficult to see through. From the position the engine was in the deceased could not see the points because he had not room with the store wall to look out at all. Before the accident witness was aware that the deceased was looking out, but he understood he was looking back at the turn-table to see if it was all right.

In reply to Mr. McMahon, the witness said that the deceased could have seen the points from where witness was, and at which side there was a vacuum brake.

In reply to the foreman, witness said he would agree that the deceased seemed to be a person who forgot for the moment that the store wall was there.

ASSISTED DECEASED.

Sean O'Sullivan, Main St., Miltownmalbay, said he assisted at the turning of the engine with the deceased the previous evening. When the engine reached the goods store, he looked and saw the driver jammed between the engine and the wall. He had not observed the driver looking out before that. He also saw the deceased's body dropping on to the permanent way. The engine was moving very slowly at the time and it stopped as soon as the deceased fell down. There was plenty of room in front of the engine for the driver to proceed further if he wished. After the accident, he heard the deceased moaning.

Mrs. Bridget Hennessy, Ennistymon Road, Miltown-Malbay, said she was returning from the White Strand on the previous evening, and when she reached the level crossing an engine had turned, and she saw it proceeding in the direction of Lahinch. She saw the deceased on the left-hand side of the engine. Her attention was directed to a shout at the goods store and, on looking towards the engine, she saw the deceased jammed between the wall and the engine. There was no part of his body resting on the footplate.

Mr. Charles S. Wallace, Loco. Supervisor, Ennis, said that the deceased was a driver in the employment of C.I.E. for a number of years. His work took him to Kilrush, Tuam, Limerick and Kilkenny, and he was thoroughly conversant with the working of the West Clare route for about six or seven years and had a perfect working knowledge of the route, the signals, and the operating of the turn-table at Miltown-Malbay. On the particular engine he had been driving on the date of his death, his normal position was on the right-hand side and the fireman on the left-hand side. His work would take him to the left-hand side now and then if he wanted to use the hand-brake, but he could work the vacuum brake from the right-hand side and bring the engine to a stop immediately. It was usual for drivers and firemen to look out to see if they had the points cleared.

Asked by a member of the jury how that would work at night, the witness said they would have to get out of the engine and examine the position.

In reply to Mr. Lynch, witness said he did not suggest that there was anything wrong with the deceased being on the left-hand side of the engine.

SERGEANT'S EVIDENCE.

Sergeant Thomas Meaney said that, when he arrived on the scene of the accident, the deceased man was lying on the embankment and was being attended to. The engine was facing Lahinch and was four feet from the corner of the goods store. The foot plate was 4 ft. 3 ins. from the ground, and the distance from the engine to the outer wall of the goods store was 83 ins. The points were 7 feet from the southern corner of the goods store. In this case, the engine had to go a distance of more than 7 feet to clear the points. At the time witness saw the engine, it had not

SALAD TIME

How To Use Lettuce

SOME PRACTICAL SUGGESTIONS

(By MARY TUDOR).

People who grow lettuce in their gardens are fortunate, for the price asked in the shops is rather high and, since this is salad time, we need a lettuce pretty well every day. Talking of salads, a mixture of lettuce and fresh ripe fruit, with a slightly sweetened dressing, is excellent at any meal.

Cook all over-grown lettuce before it has time to go to seed. Cook lettuce, for example, make an excellent hot dish. Remove only the outside leaves which look shabby and withered. Do not break up the lettuce, but wash them thoroughly in salted water to remove grit and any insects that may be inside. Tie each one in two places to keep it in shape. Put the lettuce into a pan with the minimum of boiling salted water, cover closely and cook for ten minutes. Strain and keep hot while you make parsley sauce, using the liquid drained off. Cut the lettuce into quarters, arrange on a hot dish, and pour the sauce over them.

**Stuffed Lettuce.** Wash some large whole lettuce and cook them gently in vegetable stock for five minutes. Take them up, halve them lengthwise, remove some of the hearts, fill up with stuffing, tie halves together again, replace in the pan with the hearts which will give extra flavour to the gravy and cook for ten minutes. Serve with thickened gravy made from the liquid. The stuffing can be ordinary forcemeat, or a mixture of breadcrumbs, chopped parsley, mashed carrot and seasonings, bound with melted fat.

**Potato and Lettuce Soup.** Grate three medium raw potatoes. Wash and shred two medium lettuces. Put all into a pan with a little butter and a quart of slightly salted water. Simmer gently for 45 minutes, by which time the soup should be thick and creamy. Season as required and stir in a tablespoonful of chopped parsley just before serving.

The stalks of Cos lettuce which have "bolted" need not be wasted. Tie them in bundles, like asparagus, put them into a small quantity of boiling salted water and cook for ten minutes. Draw and serve with white or parsley sauce. Lettuce stalks, finally chopped, are also good in salads to which they give a pleasant nutty flavour.

The bolted Cos lettuce themselves, when the stalks have been taken out, can be finely shredded, dressed with vinegar, made mustard, salt and pepper, and served with any hot savoury dish. Lettuce, with any hot savoury dish, is good, with a portion of crisp lettuce goes well with many a hot dish—and it is a pity that the charm of a plain cold salad with any kind of hot savoury is only just beginning to be generally appreciated.

FINE OPPORTUNITY.

I always cook green peas with lettuce leaves, and this method gives a fine opportunity to use a lettuce that looks like beginning to run to seed. You can use a whole Cos or round lettuce with a couple of pounds of peas, for it can, of course, be eaten as well as the peas. Put a small piece of butter into a pan, break up half of the leaves and place them on top, then put in the peas with a few sprigs of mint, add a dessert-spoonful of sugar with salt and pepper to taste, put in the rest of the leaves, cover and cook gently until the peas are perfectly tender, by which time the lettuce will be, too. Take away the mint and serve peas and lettuce in a hot dish.

Fish creams are quite good. Here is a simple recipe. Quantities given are for four persons. Dissolve one and a half level tablespoonfuls of powdered gelatine in three tablespoonfuls of boiling water, add a dessert-spoonful of vinegar and set aside to cool. Blend three level tablespoonfuls of flour with half a pint of milk and water, season with two level teaspoonfuls of salt, a quarter-teaspoonful of pepper, a quarter-teaspoonful of ground mace, and add a tablespoonful of finely chopped onion together with half an ounce of butter. Heat to boiling point, stirring all the time, and cook for five minutes. Remove from the stove, heat in the cooled gelatine mixture and add eight ozs. of cooked, flaked fish. Mix well until you have a smooth cream, divide it into four small moistened moulds and leave to set. Turn out, when quite cold, and serve with salad.

Fish patties are good, too. For the pastry: beat eight ounces of

cleared the points. It was impossible for a driver to see from a distance of 7 feet whether he had cleared the points or not. It would be only guess-work. He would have to proceed a distance of 35 feet to see the points, but he would have them long cleared by that time.

In reply to Mr. Lynch, witness said that a driver of experience would know he was over the points when he saw the bars that control them. Witness was of opinion that the driver, by looking out the side, could see over the points sooner than by looking out the back window. It was impossible to look out the left side, but the bar could be seen from the right-hand side.

This concluded the evidence and the jury returned a verdict as follows:— "We find that the deceased died from shock and haemorrhage as the result of an accident at Miltownmalbay Railway Station on August 25th while discharging his duties as engine driver for C.I.E. We are of the opinion that the point where the accident occurred is dangerous by reason of the proximity of the points to the Goods Store, and that some marks should be placed on the wall to let drivers see they are clear of the points."

The jury also tendered sympathy to the relatives of the deceased.

The Coroner said they were all very sorry for the man's relatives. It was a shocking accident, and he hoped the Company would pay attention to the recommendations of the jury and that there would be no more accidents of that kind there.

Mr. Bryan McMahon, solicitor, on behalf of C.I.E., also tendered sympathy to the relatives of deceased.

Mr. P. Vaughan, stationmaster, on his own behalf and on behalf of the staff, joined in the expression of sympathy, as did Inspector Comer on behalf of the Gardai authorities, who added that they were all sorry the deceased did not live to enjoy a well-earned pension.

Mr. Lynch, on behalf of the next-of-kin, returned thanks for the expressions of sympathy.

FOR THE HOME

Practical Hints

(By MARY HARDING)

**SOME MORE SOAP-SAVERS.** Here are some economical soap cakes. Mix three ounces of soap flakes and four ounces of fine oatmeal with sufficient water to make a stiff dough. Make into tablets by rolling between the hands.

If you have any eggshells, raw ones, that is, not after they have been boiled, you can use them to save soap-powder. If you place the shells in a bag with a few old pieces of soap you can use them when boiling clothes. The albumen left in the shells helps to whiten the clothes.

TO LAY DUST WHEN SWEEPING!

To lay dust when sweeping you can sprinkle coffee grounds on the floor first, in the same way as you do tea leaves.

A RAIL ON A TABLE.

If you have a drawer in your kitchen table, remove the knobs and fix a rail in their place. It will come in very useful as a place on which to hang an oven cloth, or a wet dish-cloth or anything else. And the rail can still serve as a handle.

PAPER ON STEAMED PUDDINGS.

When covering puddings with greaseproof paper, make a pleat in the paper. This will give the pudding room to rise; another advantage is that the paper is less likely to burst then and the water will not get inside.

A LOOSE BROOMHEAD.

It is very irritating to have a loose broomhead, but you can easily repair it. Take the handle out and saw off the worn part. Whittle the new end down a little, if necessary, re-fix it in the hole, and nail or screw down again.

PAPER MACHE AS A FILLER.

Cracks and holes in wood-work which are not too large can very effectively be filled with paper mache pulp which you can easily make yourself. Soak scraps of waste paper in water until it forms a soft pulp, then add glue or paste to it. Press it into the cracks while still wet, smooth it over with the back of a knife, then leave it to dry thoroughly. When it is quite hard and dry, rub it smooth with glass-paper.

IF YOU HAVE MOTHS IN A CARPET.

If you are unfortunate enough to get moths in a carpet, the best thing to do is to take it up, after giving it a thorough cleaning, preferably with a vacuum cleaner. Choose a sunny day and give it a good airing out of doors. Treat the underfelt in the same way.

Scrub the boards with hot, soapy water, to which some disinfectant has been added. Also put a damp cloth over the affected parts of the carpet and felt and press with a hot iron until quite dry. The steam will destroy the eggs and maggots.

Before relaying the carpet, spread newspapers on the floor; moths don't like the smell of printing ink.

A USE FOR FIR CONES.

Collect fir cones whenever you can and dry them thoroughly. They can then be used as fire-lighters; they also make a decorative filling for empty crates.

TOASTED SANDWICHES.

Toasted sandwiches are delicious. Cut slices of bread about half the thickness you would cut for toast. Make the sandwiches in the ordinary way. The filling should be something moist to counteract the dryness of the toast. Tomato slices are one of the best fillings; so is cucumber, though all other fillings can be used, too. Jam or honey are excellent for a sweet sandwich.

When the sandwiches are made, cut them into small squares. Place them on an enamel plate and toast on one side, then turn over carefully and toast the other. Eat while crisp and warm. If they have to be kept a while, keep them warm near the heat.

mashed potato with an ounce of butter or dripping until quite smooth, and work in six level tablespoonfuls of plain flour, a level teaspoonful of pepper. Roll the paste to a square and divide it into four. Mix together eight ounces of cooked and flaked fish, two tablespoonfuls each of chopped onion and chopped parsley, a teaspoonful of vinegar, one of salt, and quarter-teaspoonful of pepper. When thoroughly blended, divide the fish mixture on to the pastry squares, fold over, place on a greased baking sheet and cook in a hot oven for 20 to 30 minutes.

TRY THIS ONE.

If you want something nice for sandwich spread or for savoury toast, try this fish paste. Flake three ounces of cooked fish and mix it with two ounces of mashed potatoes, one ounce of butter or dripping, a tablespoonful of chopped parsley, two tablespoonfuls of vinegar, a teaspoonful of made mustard, and seasonings of salt and pepper. Beat the ingredients to form a smooth paste.

Vinaigrette. Heat in a shallow pan a pint of water, half a level tablespoonful of allspice, a bay leaf, a pinch of ground nutmeg, one and a half tablespoonfuls of vinegar, two level teaspoonfuls of salt and a quarter-teaspoonful of pepper. Skin a pound of filleted white fish, cut it into neat pieces, put it into the seasoned liquid, and poach it for ten to fifteen minutes. When cooked, drain it carefully and leave to cool. Strain the fish stock, dissolve three level tablespoonfuls of powdered gelatine in it, and add a few drops of gravy browning. Pour a little of the jelly into a shallow dish, let it set, arrange a layer of sliced cucumber over it, and the fish over the cucumber. Put in another layer of sliced cucumber and pour the rest of the jelly over it. Leave until quite set before serving.

Herring rolls. Rub four filleted herrings inside with salt and pepper. Roll eight ounces of pastry and cut it into eight squares. Put half a filleted herring on each square, sprinkle with chopped onion, moisten the edges and fold over firmly to prevent loss of liquid. Bake the rolls in a hot oven for about 20 minutes.

What about making herrings into a pie? Grease a shallow dish and put in a mixture of four ounces of grated raw potato, four ounces of grated raw apple and half a chopped onion. Sprinkle with a little nutmeg, season with salt and pepper and add a few drops of lemon flavouring. Put four filleted herrings on top and cover with the same quantity of potato, apple and onion mixture as before. Roll out six ounces of pastry, cover the dish with it and bake in a hot oven for 30 minutes.

PRINTING. — When about to order Printing of any kind, ask at the "Limerick Leader" Office for Quotations. 'Twill pay you to do so.