

has prepared a full Statutory Planning Scheme. It will, therefore, be understood that up to the present our planning has been "negative" in character in the sense that we have not been able to carry out any really large-scale planning measures, due to the delay in having Statutory schemes prepared. The saving feature of our planning legislation, however, is that once a "planning resolution" has been passed for any area, that area is deemed to be subject to interim development control, that is to say, that all proposed new buildings, roads, etc., for the area during the period between the passing of the "planning resolution" and the final coming into operation of the scheme will be approved only on condition that they conform to the future requirements of the Statutory Planning Scheme.

THE QUESTION OF COST.

These brief notes on the present state of Town Planning, in Ireland, may help to encourage a livelier interest in the subject. I am aware that they cannot present more than a "sketchy" picture of the present trends, as the time at my disposal is limited to twenty minutes, but before I conclude I should like to refer briefly to the objection raised in many quarters against proper Town Planning—i.e., the question of cost. I would like to stress the point that a Town Planning Scheme, which indicates proposals for future progressive development, does not imply any intention to proceed with many of those proposals for a very considerable time, sometimes not for ten or twenty years. Further, a city development plan, however sketchy in character, is definitely better than no plan at all, for we are all only too familiar with the wasteful, unsightly and costly results of non-planning. Let us, then, face this task of large scale national planning with determination and resourcefulness. It is a tremendous task and many of us cannot ever hope to see its final realisation but we shall at least have the satisfaction of contributing our small share to one of the great progressive social movements of our time—towards the attainment of a fuller and better way of life for all our people. The future must not reproach us!

DEATH.

GEARY—September 15th, 1947 (suddenly), at his residence, "St. Anne's," S.C.R., Thomas P. Geary (Director Geary, Sons & Co., Ltd.). Very deeply regretted by his loving wife, family and relatives. R.I.P. Remains will be removed to St. Michael's Church this (Monday) evening, at 9.30. Funeral arrangements later.

condition.
Mr. O'Keeffe—Under the circumstances I think we could make an abatement. I will support Ald. Bourke's suggestion provided it is made clear that this would not happen in the ordinary course.

After the Board had discussed the position further, **Mr. Forde** said that had he anticipated the discussion he would not have been present. As it was, however, he would suggest that the charge be allowed to stand.

Chairman—We are leaving you out of it entirely now. We will decide this ourselves (laughter).

The Manager said he agreed with Ald. Bourke's suggestion for a 50 per cent. reduction.

Ald. Bourke said that, as a result of the explanation by Mr. Forde that any work carried out on the boat was useless, he would amend his former suggestion, and would now propose that the charge be reduced to 25 per cent. of the original figure of £4 10s.

Mr. O'Keeffe seconded this proposition, which was unanimously adopted.

FORTNIGHTLY REPORTS.

In his fortnightly report, **the Manager** said that one foreign trader and three cross-channel vessels had berthed in Limerick since the previous meeting.

The report was adopted without discussion.

When the **Engineer**, in the course of his fortnightly report, mentioned that, among ordinary repairs to Board property carried out since the previous meeting, repairs had to be carried out to the Cain's Island Pilot Station, which had recently been broken into, the **Chairman** said that the Board should never hesitate to raise its voice in protest against the vandalism which was destroying so much property recently.

DRASTIC ACTION MUST BE TAKEN.

The Chairman continued that the Gardai should be notified about this result of criminal vandalism. It was evident that drastic steps would have to be taken to put a stop to the spirit of vandalism which was apparent everywhere, and which resulted in rooting up trees, the breaking of windows and the general destruction of public property. "It is a downright disgrace," he continued, "and we should never hesitate to raise our voices in an effort to correct the vandals."

The Engineer said that the Gardai had been notified but he thought it would be almost impossible to apprehend the vandals in this case, because of the isolated nature of the island on which the breaking had been effected. Actually the station had been broken into twice, the locks on the door

and appeared at the Dungarvan Gala on July 6th, where she made many Limerick friends. Her brother was coach this year to the Dungarvan S.C.

DEATH OF MR. T. P. GEARY

It is with very deep and sincere regret that we chronicle the demise of Mr. Thomas P. Geary, St. Ann's, South Circular Road, Limerick, which took place to-day. The deceased, who was a director of Messrs. Geary & Sons, had not been in robust health for some time, yet his death came with unexpected suddenness. A gentleman of many sterling parts, he was held in very high esteem and regard by his fellow citizens and his demise will occasion profound regret and sorrow. To his widow, sons and daughters and other relatives we tender our deep sympathy in their great bereavement.

The remains will be removed to St. Michael's Church at 9.30 o'clock this evening.

"EXTRAS" LOSE THEIR JOBS

A Hollywood message received to-day states that hundreds of "extras" in Hollywood film studios have lost their jobs in consequence of the British tax on imported pictures.

MILITARY LORRIES FOR TRANSPORT

It is stated that the Army authorities are making arrangements to use military lorries for transport should the 'bus and tram strike continue after the Labour Court's recommendations are made known. The recommendations are expected to-morrow and the men will ballot on them.

NEW LAND SPEED RECORD

As compared with the world land speed record of 369.7 miles per hour, it was officially announced that a speed of 370.75 m.p.h. has been attained by the American driver, John Cobb, in his aluminium, 28-foot long car, over the Bonneville Salt Flats near Salt Lake City.

KILLED BY MINE

While playing on the banks of the Rhine, near Dusseldorf, Germany, a 4-year-old boy touched a mine and was killed.

having been broken.

The matter was not further discussed.

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