

Employers' Federation, the dockers and hired carters.

TRANSPORT INQUIRY.

The Acting Manager said that at a meeting of the Port Development Committee the question of submitting a memorandum to the Transport Inquiry was under consideration. It was agreed to submit the following statement to the Inquiry:

"The Port of Limerick, ideally situated as a distributing centre for the south and west of Ireland, has always been handicapped by not being connected to the country's rail system, the Limerick terminus of which is situated one mile from the Docks. The same disability, to a lesser extent, obtains in regard to the canal system which terminates a mile or so above the Quays.

"The Harbour Commissioners, alive to the disadvantage of having no direct connection with the rail system, have over a period of 60 years made strenuous efforts to remedy this defect.

"The earliest proposals had to be shelved when in 1887 a large portion of the north wall of the Dock collapsed, involving the Commissioners in an expenditure of over £20,000 for its reconstruction. At the opening of the century a public company was formed under an Act of Parliament to construct a tramway system for the City and also to build a link line from the railway terminus to the Docks. This project fell through.

"During the 1914-18 war efforts to have the link line constructed by the aid of the British Ministry of Shipping failed, for, though sympathetic, the Ministry had not the necessary powers.

"With the initiation of the Shannon Scheme it was hoped that the Minister for Industry and Commerce would have the line constructed, as empowered to do so by the Shannon Act, and dispose of it to the Harbour Authority. The Minister did not find it necessary, for the purpose of the Shannon Scheme, to establish the rail connection to the Port.

HARBOUR AND TRIBUNAL'S REPORT.

"The Commissioners, at this stage, decided to have a private Bill put through the Dail and the Limerick Harbour Tramways Act, 1931, resulted. In the meantime, the findings of the Ports and Harbours Tribunal were published. This Tribunal had held sittings in Limerick in February-March, 1928. The following are extracts from the Report:—

"The Tribunal are satisfied that a modern harbour is incomplete without railway facilities, and they

THE REDS IN BERLIN

A British licensed weekly newspaper in Berlin to-day alleged that secret plans for a campaign of provocation, to be climaxed by an "X-day" establishment of a Communist dictatorship in Berlin, have been drafted by Russia.

The paper stated that Russian officials had told S.E.D. (Communist Party) leaders that Russia wanted no agreement with the Western Powers on either Berlin or Europe and would delay such agreement until the proletariat dictatorship could be set up in the German capital.

Arrangements for the "X-day" establishment of the dictatorship were stated by the newspaper to have been timed for shortly after the American Presidential election.

FOUND IN RIVER

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DISCOVERY NEAR THE DOCKS

A tragic discovery was made on Saturday morning near the docks, when some harbour employees observed the body of a woman floating in the water. A boat having been procured, the body was taken ashore and removed to Barrington's Hospital in the City Corporation ambulance.

The body was identified later in the day as that of Mary O'Shaughnessy (35), St. James Street, off Pery Square, who had been a patient in the Limerick Mental Hospital. An inquest will be held in Barrington's Hospital on next Wednesday afternoon.

CINEMA DISPUTE

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CONFERENCE TO BE HELD

There is a hope that the points at issue between employees and the employers in the city cinemas dispute will be composed to the satisfaction of both parties on to-morrow afternoon.

For the purpose of finding a solution to the dispute, Mr. T. J. Cahill, Registrar of the Labour Court, will preside at a Conciliation Conference to be held in the Chamber of Commerce at 3 p.m.

The cinema programmes will go

ings in Limerick should be postponed until building material came more plentiful. At the present, the Department's letter out, housing schemes were being given priority, and it was for the Municipal Building could not be carried out in Limerick without considerable interference with the national housing programme. The Department, however, had no objection to the carrying out of the necessary repairs to the Courthouse.

CONSULTING ENGINEER'S VIEWS.

Mr. P. J. Sheahan, the Consulting Engineer, remarked that one would need to be a prophet to forecast when the new Courthouse could be built. Repairs had been carried out to the existing Courthouse some time ago, but extensive repairs to the roof could not be effected; it was very difficult for anybody to go on the roof on account of its condition. On that account, the Council would have to face the fact that a new roof was necessary, and he felt that there was a particular danger in the existing roof standing. It might be from ten to fifteen years before the new Courthouse and municipal buildings would be built and in the meantime, it was very necessary that the existing Courthouse be kept in decent repair. He estimated that a new roof would cost at least

BAD ACCOUSTICS NOTED

Mr. M. J. K. Dore said that the recent repairs carried out to the Courthouse had actually turned it into something like a barn. He thought the repairs something could be heard in the Courthouse, but the acoustics had been taken care of. It was impossible to hear a speaker or to understand, in fact, what was transpiring.

Mr. Sheahan said this could be eliminated by a new roof.

The Chairman (Mr. J. W. ...) said it appeared as if the Council would have to provide a new roof for the Courthouse. He was over twenty years with the Courthouse and he had during that time received a complaint after complaint made about the condition of the County Courthouse. He thought the Council should agree to the suggestion that a new roof should be provided.

"A ROTTEN SHACK"

Mr. D. J. Madden, T.D., disagreed with the procedure adopted. "They came here here years ago," he said, "and we have them out. It is ridiculous to spend £2,000 on a rotten shack