

OF COMMERCE

Monthly Meeting

COSTS AND PUBLIC SERVICES

Transport Inquiry

motive of which is to find a means of promoting efficient public transport. It is felt by the Chamber that it would be in the interests of both C.I.E. and the trading community to revert to the more satisfactory "carriage forward" system. The meeting decided to defer further discussion on this matter until the Department's reply to the Chamber's latest letter was received.

TRANSPORT INQUIRY.

The Directors' views on the general transport position in the 26 counties, and particularly as it affects Limerick City, were read in a draft letter prepared in this connection, and, after discussion, the points embodied in the letter were adopted for submission to Sir James Milne, Chairman of the Inquiry.

The letter expressed the following views:—
(1) The City of Limerick, situated as it is sixty miles from the mouth of the river Shannon, is a natural distributing centre for a large area of the South and West of Ireland.

(2) Surrounded by a rich agricultural country, Limerick will always be the centre of trade and commerce connected with this primary industry.

(3) In order to obtain the full benefits of the large development scheme planned for Limerick Harbour, at a cost of approximately £350,000, it is essential that an efficient system of rail, road and canal transport should link with the port.

(4) At present Limerick, without a rail connection with the docks, is at a serious disadvantage compared with other ports which enjoy this very necessary amenity.

(5) The Canal system would be used to a greater extent if a link were provided between it and the Docks.

TRANSPORT AS ALTERNATIVE TO C.I.E.

(6) It is essential to the trading interests of Limerick that commercial and passenger transport, alternative to C.I.E., should be preserved. One reason for this view is, that should C.I.E. obtain a monopoly, any stoppage of its services, would have very serious consequences for the community.

(7) This Chamber is strongly opposed to any further restrictions being imposed on the use of privately owned transport or on the licensed hauliers. Any restrictions placed on merchants using their lorries or vans for the conveyance of their own merchandise would be a serious interference with their rights, and would be detrimental to their interests and the interests of their customers whom these vehicles serve.

(8) This Chamber feels that, in the national interest, it is essential that the railway system should be maintained. If, however, the railways are not to become a burden on the community they must provide fast, cheap and efficient service.

TRAIN SERVICE.

(9) The Chamber desires to draw attention to the present unsatisfactory train service for passengers travelling from Limerick to the Midlands and North of England. At present passengers who

U.N.O. ASSEMBLY

Catholic Bishop Special Adviser

STATEMENT BY AUSTRALIAN PREMIER

The Australian Premier, Mr. Chifley, announced in Canberra today, that Most Rev. Dr. O'Brien, Auxiliary Bishop to Cardinal Gilroy, had been appointed as a special advisor to the Australian delegation to the United Nations General Assembly, which will open in Paris to-morrow. It was also announced that the Right Rev. Dr. Burgmann, the Anglican Bishop of Goulburn, would also attend as an advisor.

In the churches of all denominations in New York to-day, ceremonies were lengthy, and special prayers were said for the success of the General Assembly's meeting.

Monsignor Weldon, who is Executive Director of the Catholic Charities of the New York Archdiocese, stated in the course of a sermon in St. Patrick's Cathedral, New York, this morning, that now was the time to place God in the United Nations. "Now is the time," he continued, "to place the deliberations of the men now gathering in Paris in the hands of God, Who must lead towards justice for all."

Mr. E. Bevin, the British Foreign Secretary, arrived in Paris to-day to address the meeting. Newsmen who saw his arrival by plane reported that he looked unusually grave. It was learned at the Foreign Office in London, after Mr. Bevin's departure, that Mr. Frank Roberts, Mr. Bevin's principal Private Secretary, who had been Britain's special representative in Moscow at the recent negotiations with Molotov and Stalin, will fly to Paris for consultations with Mr. Bevin before the Assembly opens to-morrow.

CITY 'BUS SERVICES

VIEWS OF CLANN NA POBLACHTA

The following statement has been supplied us for publication by Limerick City Comhairle Ceanntair of Clann na Poblachta:—

"The inadequacy of the city bus services was criticised at a meeting of the Limerick City Comhairle Ceanntair of Clann na Poblachta held on 12th inst.

"It was pointed out that persons coming from Thomondgate area per bus and requiring to go up town have to make a dash from the bus-stop near the corner of Denmark Street to that outside Messrs. Todd. In nine cases out of ten, the person misses the bus going up town. Elderly people are mainly the victims in these cases.

"The persons from Janesboro area are also similarly inconvenienced.

"It was also pointed out that the bus service in operation for Thomondgate and the housing schemes areas does not at all cater sufficiently for the very large population on their way to business, work or shopping. This is borne out more emphatically during the rush for dinner.

"The meeting thought that some slight alteration in time-tables, or maybe in the location of bus stops, should be made to overcome these inconveniences."

FARMYARD BLAZE

FOUND DROWNED

At Limerick Docks

EVIDENCE AT INQUEST

The circumstances touching the death of Mary O'Shaughnessy, 9 James Street, Limerick, who escaped from the Mental Hospital on the 5th September and was subsequently found drowned in the Limerick Docks, were revealed at an inquest held in Barrington's Hospital on Wednesday, by Mr. J. S. McNeice, solicitor, Deputy City Coroner, without a Jury.

The proceedings were conducted by Superintendent P. Colheran; Mr. Michael O'Brien-Kelly, solicitor, appeared for the next of kin of the deceased; while Mr. Martin Tynan, solicitor (Messrs. M. Tynan and Co.) held a watching brief on behalf of the Nursing Staff attached to the Limerick Mental Hospital.

Mrs. Catherine White, Meelick, Cratloe, gave evidence that she was a sister of the deceased, who was aged about 47 years and unmarried. As a result of her condition in April, 1948, she was committed to the Mental Hospital. Witness went on to say: "I read a report on the 5th September, that she had escaped from the hospital. On the 11th September, I went to Barrington's Hospital and saw the body of my sister, Mary. She had been in the Mental Hospital about 16 years ago. She had been about 15 months there on that occasion when she also escaped and attempted to drown herself."

EVIDENCE OF HEAD NURSE.

Nurse Mary O'Brien, Head Nurse at the Mental Hospital, said: "I saw a body on 11th Sept., 1948, at Barrington's Hospital and I identified it as the body of Mary O'Shaughnessy, who had been a patient in the Mental Hospital. She was admitted to the Mental Hospital on the 22nd April, 1948. She remained in the hospital until the 5th September, 1948, and on that date it was discovered that she had escaped from the hospital. When she was reported as missing the usual inquiries were made and the matter was reported to the Guards.

Alexander McConkey, 19 Lella Street, gave evidence of being employed by the Limerick Harbour Commissioners as a diver and carpenter at Limerick Docks. At 9.55 a.m. on the 11th September, he got a report from a Mr. Quinlan that a body was floating in the Docks. Witness went to the scene in a boat accompanied by a Mr. Wallace. They lifted the body into a boat and then observed that it was a woman. They took it ashore and had it removed to Barrington's Hospital in the City Corporation ambulance. The body appeared to have been sometime in the water.

MEDICAL EVIDENCE.

Dr. John Laing gave evidence of examining the body and performing a post-mortem examination at Barrington's Hospital on Saturday, 11th September. He formed the opinion that death resulted from Asphyxia, following submersion in water. Witness found a few minor abrasions on the body and would say that the body had been from 4 to 6 days in the water.

The Deputy Coroner brought in a verdict in accordance with the medical evidence, and extended sympathy to the next of kin of the deceased in which Superintendent Colheran and Mr. Tynan joined.

MINISTER AND IRISH

LETTER TO CLARE BODY

Clare Vocational Education Committee (writes our Ennis correspondent) has been informed that after

TOWN TOPICS

WANTED—A MODEL.

Under British rule we had in this country functionaries—ornamental ones, to be sure—known as Deputy Lieutenants. On special occasions these "grandees" appeared in resplendent uniforms, trimmed with gold braid and lacings and trappings worthy of a potentate of the Orient. Until quite recently one of these uniforms was on view in the City Museum. Suddenly and unexpectedly it disappeared from its show-case, and visitors, anxious to learn the cause, made discreet inquiries. It was then learned that the model on which the uniform was draped was on loan and that the owners, requiring it for their own use, had requested its return. Hence, the disappearance of the livery of a period that has passed into history.



WINDOW CLEANING.

It has been said that Limerick is the "shop window" of Ireland, but according to housewives this city is without the services of a regular firm of window cleaners. It is true, at any rate, that householders are finding it extremely difficult to get someone covered by a suitable policy of insurance to clean their windows. It is suggested that if an enterprising young man were to organise a regular window cleaning service he would open up for himself a regular El Dorado. We can't, of course, accept any responsibility for this optimism, but, nevertheless, the suggestion is worthy of serious consideration.



IN KEEN DEMAND.

There is a very keen demand for rabbits for culinary purposes, and, as a matter of fact, the supply is far from adequate. As the prices now ruling are four times greater than those that obtained in 1939, trappers are in for a rich harvest. In pre-war times a rabbit, minus fur, could be purchased for sixpence; to-day the price is two shillings. No longer regarded as "vermin," the rabbit is now of considerable commercial value, much more so than many people seem to realise. To appreciate its new importance we have only to turn to Australia to see what is taking place there in respect of "bunny."



NEW STATUS.

Rabbits, for many years condemned by Australian farmers as the most destructive of imported pests, have now achieved a new and important economic status. Recent returns show that for a period of nine months rabbit skins to the value of £4,097,000 were exported from Australia. Carcasses to the value of close on £100,000 were exported during the same period. The most important overseas market for rabbit skins is the United States, but Canada has become a serious rival, where millions of these furs are used annually in the making of hats. It is said that Australian trappers are making as much as £100 per week from their captures.