

Ireland's sheep finally taking to the streets

One of the placards carried aloft at the water-charges protest in the city centre last Saturday read 'The sheep have awoken'. It neatly summed up a situation that must have caused bemusement further afield. After being forced to bail out the bond-holders of Germany to the tune of billions, after watching reckless bankers bring the country to its knees, the ordinary people finally rise up over an issue that, in monetary

terms, represents a drop in the ocean when set against the ruinous cost of the recession.

When the Leader spoke to many those on the streets last weekend, there was a familiar refrain: "I'm not a person who would ever do this, but ..."

Ordinary people feel they can't take any more. Unless there is a serious u-turn, ministers will be counting these sheep in their sleep - and finding that the numbers are growing.

Foolhardy idea to make key bridge one-way

THE proposal to make the Park Canal Bridge one-way, contained in a planning application submitted by or for Limerick Smarter Travel (LST) on which a decision will be made imminently, strikes me as one of the most foolhardy planning schemes I've ever encountered in terms of consideration of its likely impact on the local community.

The plan's overall objective to make the bridge and its approach roads safe for pedestrians, cyclists and traffic as part of LST's broader vision of enhancing connectivity between Limerick city and UL is entirely admirable and sensible. However, the execution of the scheme—at least that part of it which involves making the two-way canal bridge one-way

into Lower Park — undercuts the connotations inherent in the incorporation of the words 'smarter travel' in the brand of the organisation forwarding this plan.

If implemented, this anything-but-smart plan will leave motorists from the hundreds and hundreds of households along Lower Park Road, Old Park Road, and College Park Road (as well as many sizeable developments including but not limited to Carrubulawn and Danesfort, Abbeyvale, Abbeylock and Richmond Park), with only one way out of the Park area into Limerick — via the already hopelessly congested junction of College Park with Pa Healy Road opposite the SuperValu and neighbourhood shopping centre at Grove Island.

The alternative option, to travel along Old Park Road and out on to the very busy and frequently congested Corbally Road is so unsustainable a notion as to barely merit mention.

At and around the College Park Road/Pa Healy Road junction, rush hour is already fraught with lengthy tailbacks and the dangers arising from children being dropped off at Ardscoil Mhuire. Introduce another x-hundred cars into that particular scenario and I shudder to consider the consequences.

The plan might also give rise to anti-social behaviour in the vicinity of the canal bridge. This is an area already bearing the visible signs of such activity. Therefore, any action reducing the movement and volumes of

passing traffic that might act as something of a deterrent to such behaviour must be considered carefully, and, I would suggest, requires taking consideration of the views of An Garda Síochána on this specific point.

Last but not least, I doubt that there has been any or sufficient consideration of the likely impact such a move might have in the event of emergency services requiring direct access to Park when a fire, health emergency or any other incident requires the swift attendance of fire engines, ambulances or garda vehicles.

I note that the application is under Part 8 of the planning process, and so requires approval by the elected members either of Limerick City and County Council or of

the Metropolitan Area. I pray that the councillors will have the sense to reject this proposal in its entirety, or in that part of it, outlined above, that seems to have been tabled without sufficient regard for the needs and wishes of the community in the broader Park area.

There is a slowly growing groundswell of opinion in the Park area that, already buckling under the weight of successive decrees from central Government, is viewing this proposal as an imposition that will do little if anything for the electoral prospects of those who profess to represent the public in the council chamber.

KEITH WATTERSON
LOWER PARK, CORBALLY, LIMERICK CITY

RELIVING THE NEWS with Sean Curtin

Boot factory jobs boost

From the Limerick Leader
Saturday, January 12, 1933

THE new boot factory, now being equipped in the city, will start operations before 1st February was a statement made to our representative today by Mr. P. O'Keeffe, one of the directors of the company.

Mr. O'Keeffe added that for a beginning a staff of seventy would be employed, a big number of whom would be boys and girls and who would be trained by experienced men.

In connection with the statement by Ald. D. Bourke at a Fianna meeting to the effect that two more boot factories would be established in Limerick if Fianna Fail were returned to power, further additional particulars have been elicited.

When interviewed today, Ald. Bourke said that his statement was absolutely correct. Negotiations had been actually opened and that these had been suspended pending the result of the General Election.



The new boot and shoe factory for Limerick, which is being promoted by a company, the directors of which are all Irishmen, will start operations in the course of a week or so. It was learned today that the factory would be in full swing by 1st February.

Mr. O'Keeffe, a buyer in the boot department of Messrs. J. McBirney & Co., Limerick, one of the directors, told our representative that all the machinery, which was of the most up-to-date kind, was practically in position and that it was expected to have the wheels of industry in

motion very shortly.

When asked what kind of boots and shoes the company would specialise in, Mr. O'Keeffe said that they would specialise in children's and ladies boots and shoes.

The products of the factory would, he added, be of the very highest quality. It was the aim of the company to capture a branch of the boot and shoe industry that was now largely supplied from abroad.

In reply to another question, Mr. O'Keeffe observed that the factory would make a beginning with a staff of seventy.

Asked if the staff would be composed mainly of girls, Mr. O'Keeffe replied that a big number of boys would be engaged and some girls. Experienced men would be given key positions and in the course of time the juvenile members of the staff would become proficient in the art of boot and shoe making.

When Mr. O'Keeffe's attention was directed to a statement made by Ald. D. Bourke at a Fianna Fail meeting in Limerick to the effect that negotiations were proceeding with a view to having two other boot factories established in the city, he stated that Ald. Bourke's statement was perfectly correct.

Note: In the election that year, on January 24, 1933, Fianna Fail won 77 seats (four in Limerick's seven-seater, including Ald. Bourke. (sc))

FROM THE ARCHIVE

1959



The site after Todd's department store was demolished following the famous fire of 1959. Reader Michael Sheehy sent in this photo which has a bit of family history attached to it. Michael's uncles ran Sheehy Brothers company which was employed at the time to tear down Todd's. You can see a crane with the company name on it on the right of the picture. Ans in the background you can also see Cannock's clock and Roches Store

EX: LIMERICK LEADER