

airplane, the Skyrocket, recently dies ever recorded by a piloted the aircraft under rocket power Superfortress which had carried es reached were not announced to Navy stated that they were both jet and rocket engines. In jet engine was eliminated and rocket flight duration. In the from its mother ship to begin its

Possible New Use For Coal Dust

It was stated to-day in London an official of the National Coal and Research Department, that a-tenth of the coal mined in Britain was wasted annually. The Research Department had discovered a method of making briquettes from coal dust. It was estimated that twenty million tons of coal would be saved each year as a result of this process. The official added that in the not so far distant future, machinery might be applied in scraping the coal seams and from the dust coal briquettes would be made. This could do away with the manual task of hacking through the seams.

BALLOT TAKEN IN SEA STRIKE

The terms of the proposed agreement with the Irish shipping companies were balloted on by seamen in Cork to-day. Mr. D. Branigan, secretary of the Seamen's Branch of the I.T. and G.W.U. and other officials went to Cork for the purpose of supervising the ballot. The principal ship affected in Cork is the "Irish Rose."

To-day, phones our Dublin correspondent, the strike in Dublin continued, pending the announcement of the seamen's decision on the proposals for a settlement and tickets were again on duty. No work was done on ships held up by the strike. No statement had been issued by the Irish Seamen's and Port Workers' Union on the ballot up to late this afternoon, but it was expected, our Dublin correspondent says, that the majority of the strikers will vote for a resumption of work.

It was still not known to-day whether members who were at sea would be asked to vote. They had not been asked by to-day.

Should the seamen decide to resume work, the dockers would go back immediately. There would be not the least delay, because, if the pickets on the many ships were taken off, work on the ships held up could proceed almost at once.

Boy Of 14½ At a Dance

At Pallas Court, before Justice D. F. Gleeson, a boy of 14½ years was fined 20/- for cycling at Oola on the 22nd July, at 1.5 a.m. without a light. Evidence was given that the de-

wrecked on the rock-bound island. "I don't mind that," he said, "so long as we are all safe; we thank God for our deliverance."

Drove Motor Van From Passenger's Seat

TIMOTHY SHEEHAN, Main St., Doneraile, and now employed as shop assistant in Tipperary, was fined £4, with £1 costs, by Justice D. F. Gleeson at Pallas Court when convicted of dangerous driving at Castlegarde, Cappamore, on the 19th July.

He was also disqualified for three months from holding a driving licence. Supt. E. O'Riordan prosecuted, and Mr. D. O'Mara, solicitor, defended.

Evidence was given that the defendant lost control of a motor van which he was driving around a bend at Castlegarde. The van was overloaded at the time, and the defendant was sitting in the passenger's seat, which was being used instead of the driver's seat, which was undergoing repairs. As the van came around the bend the seat slipped and the vehicle went out of control. At the time it went out of control the van travelled for a distance of 91 yards veering from one side to the other of the bog road. As it rounded the bend it was seen to be on the wrong side of the road by one man who was cycling towards it on a tandem with a blind companion. Both threw themselves off the machine and finished up in a dyke while the van damaged a tree before coming to a standstill near a fence.

The Justice said that the defendant had no sense of responsibility in driving a van in such a condition as to be without a driver's seat, with the steering wheel wrong, and it overloaded.

Recent Death Recalls 1916 Tragedy

Miss Mary Moran, Ballintubrid, Newcastle West, who died at the Rosary Hospital, Limerick City Home, recently, was a niece of the late Donal Sheehan, who lost his life in 1916, when the motor car in which he was travelling with two others to contact the ill-fated "Aud" crashed into Ballykissane Pier, near Killorglin. Deceased young lady, who belonged to a highly esteemed and widely respected West Limerick family, had not been in good health for some time past, but the news of her death caused widespread sympathy. She was sister of Mrs. T. Luddy, Church St., Newcastle West. There was a large and representative attendance at the funeral, which took place on Monday from Monegae Church to the local cemetery.

Co. Limerick Nun Dies In New Zealand

Rev. Mother M. Francis McCarthy, of St. Mary's Convent, Ponsonby, Auckland, New Zealand, has died at the advanced age of 90 years. Many Irish priests and nuns attended the interment in the convent

town, which was captured in 1642 after a blockade of six weeks. R.H. 24/9/51.

Limerick City Street Names

(To the Editor, "Limerick Leader.")

DEAR SIR—I have no intention engaging in a controversy with any person or persons, who don't know what they are talking about, least of all the St. Joseph's Craobh of Clann na Poblachta, whose rejoinder to my letter under the head, "Street Nomenclature," which appeared in your issue of Saturday, 15th inst., is as evasive as it is childish.

If the Clann members express total ignorance as to the origin of the several street and place names which I mentioned concerning my native Limerick—dearer than ever to me—I would respectfully invite them to visit some of the old stock in the "Parish" who, despite their venerable age, would be only too glad to show them the many historic places, such as: St. Francis Abbey, Fish Lane, Emly St., Sheep St. (birthplace of the famous Catherine Hayes), Old Thomas St., Quay Lane (now Bridge St.), Creagh Lane, Mary St., Nicholas St., Bishop St., Convent St., Old Dominic St., St. Francis Place, Peter's Cell and St. Peter St., the famed house of Billy Carr (the oldest habitable in the City) and, of course, the Tholsel—there they would learn, alas, how the building of the new town of Limerick came about.

I suppose they know by now—or do they?—that it was one Edmund Sexton Pery, an English Planter, who, having enriched himself "for services rendered," at the expense of the Holy Friars of the Island Parish, built what we know to-day as the New Limerick—hence, the names of a foul odour:—Pery Square, Pery Street, Newtown Pery, Sexton Street North and South, whilst the no-less worthy Greggs of Scotland are best remembered in Carlisle Terrace in O'Connell Avenue, and nearby will be found Wellington Terrace, old and new, sticking out a mile.

The reference to Limerickmen's Social Clubs (in Dublin) interesting themselves in the City of their birth, is yet another sign of shortsightedness, or bad taste, on the Clann's part. After all, the two patriotic Limerickmen of whom they speak were, like the writer, forced to eke out an honest living by the Liffeside—still, though good citizens of their adopted city, we can guess where their hearts reposed the most peacefully.

The Clann claim to be the saviours of the Motherland! That being so, now is the time to show the mettle of which they are, or claim to be, made.

Why not change Sexton Street North and South overnight? Then, after that, have the electricity and gas charges put on a par with that of, say, Dublin and Cork. Go ahead with the abattoir, so as to save our cattle dying of senility.

And finally, if there is to be a ladies' retiring house in Little Catherine Street, would the Clann kindly inform the fair sex where such a street is! I'm already aware of Catherine Street, Catherine Place, Little Catherine Place, but I've yet to see "Little Catherine Street" between Finn's Hotel and Ozanam House, except those places which I've just mentioned.—Yours, etc.,

WILLIE W. GLEESON,
1, Berkeley Street, Dublin, Sept. 20th, 1951.

AT THE RADIO SHOW

Miss Adza Hodgins, daughter of Mrs. K. Vincent Hodgins, pro-

expatiating at length—mutter and spluttering, falter—floundering. Yes, a AGE ASP— is a great necessity accomplished nothing more than let budding orators know silence can be golden!

UP IN DUBLIN.

In the Metropolis, through benevolence of a worthy citizen Mr. P. D. Cunningham, Stillor they have started a new club the promotion and encouragement of the art of public speaking. It is to be known as the DUBLIN Speakers' Club. Practice in the form of speech will be provided weekly programmes of expounding, mock trials, "Parliamentary" guest speakers, recording, announcing and general debates. In addition, a library is to be set up. Here in Limerick it would not be possible to do all these things, we could develop and enlarge Debating Society, which has to credit an excellent record achievement.

WOOLLEN GOODS.

At least one Limerick house announced a big drop in the price of wool, by which is meant prepared wool for knitting. Traders, however, are not in a position to buy when there will be a general fall in values, as existing stocks were put up when raw wool was being sold at famine prices. In England big combines have begun "slashing" campaign in an endeavour to induce people to buy. Firms hope to recoup them later on and in the meantime prepared to suffer a big financial loss. One might comment that they have no alternative.

CAR ON FIRE.

Some Dutch visitors to Limerick last week got a shock when they found the engine of their motor car on fire. With the aid of a fire appliance the flames were extinguished, but not before considerable damage was done. However, the engine was overhauled so successfully that the Dutch party was able to leave next day. Some people—those of a cynical turn of mind—availed of this incident to make a joke about the "Dutchman." What a poor sense of humour.

BURREN.

The Chairman of the Tipperary Archaeological Society—Justice Gleeson, M.A., D.Lit—has rendered a useful public service by advocating the exploration of a pre-historic site of Burren, Clare. This part of the territory of ancient Thomond is steeped in history and in this connection