

TANNERY'S PROSPECTS

(Continued from Page 10.)

committee, whose efforts led to the formation of a company financed without outside assistance or the usual underwriting facilities.

CONFIDENT IN THEMSELVES.

That fact was attributable, not only to the promoters of the enterprise, but to the patriotism and enterprise of the good citizens of Dungarvan and locality.

It was an investment that showed not only their belief in the industrial future of this country, but also their confidence in the ability of their own townsmen to make good in industrial work.

He did not think they would have any reason at any time to regret the decision they had taken.

Not Built On Sentiment

Continuing, Mr. Lemass, said that the success, such as it had been, of the plans to promote industrial development in this country had been such as to inspire them with confidence in the future.

That success would not have been possible had there not existed amongst their people a very deep-rooted feeling that much of what had been said and written about the industrial future of this country in the past was largely nonsense, inspired by those who had vested interests in maintaining the old position of industrial subservience.

The people, he thought, never believed that Irish industry should only be something built on sentiment, and something was bound to fail when sentiment proved inadequate to support it.

A NEW OUTLOOK.

When the opportunity was presented to develop the industrial potentialities of their country it was grasped by a very large number of people.

Many of them differed fundamentally in matters of political policy and in other directions, but they came together and worked together to make the most of the opportunities that were there and had created an entirely new outlook among the people in the matter of industrial development here.

THE ONLY CRITICISM.

If there was any tendency to speak critically on industrial development in this country at the moment, it was, said Mr. Lemass, one which was inclined to give expression to a feeling of disappointment that progress had not been greater and that a large part of the industrial field, which was still untitled, had not yet been sown.

Very few people were disposed to think that the industrial progress that had been made would ever be reversed, or that the industrial enterprises set going would ever fail if adequately supported by their own people, and that support, in his opinion, was likely to be forthcoming in ever-increasing measure.

UNEMPLOYMENT, EMIGRATION: THE REMEDY

"In these days of economic stress," continued the Minister, "we are, all of us, naturally perturbed at the continued existence of unemployment and emigration, which, having stopped through temporary circumstances for a short period, has now resumed."

"I am sure most thinking people realise that the problem of unemployment and emigration—they are both the same problem—cannot be removed, and all those social evils which they have given rise to cannot be terminated without the greatest degree of industrial development which circumstances will permit of."

There was, said Mr. Lemass, no substantial section of the people which did not appreciate the necessity and urgency of that industrial development, so that their people might be given not merely wider opportunities of employment but more diversified opportunities so that the individual likes or dislikes could be catered for.

GOODWILL NEEDED.

If they could succeed in securing the maximum amount of development of their natural resources that their geographical position and limited size of the home market would permit of, and secure at the same time that the needs of their people in housing and public utility works were adequately met, they could usefully occupy the labours of every unemployed man amongst them.

It would be a very serious matter for this country, he added, if the reverse of that were true, but nobody who had given thought to the position and had realised what could be done and what the unsatisfied needs of the people were would have any doubt about the matter.

These things could not be done in a short time and the speed with which they wished to achieve their objective would very largely depend upon the measure of goodwill there was; for whatever programme was adopted, the more they could get the combined sections of the people working together towards an end in promoting the prosperity of the country and its economic development along some agreed line, the better it would be and the speedier would results accrue.

The Rev. T. M. Walsh, proposing the toast of the company, said that the tannery was a matter of nation-wide significance, and he congratulated Mr. Dickens and those who had been responsible for its establishment.

The young men who were given employment were, he said, engaged in a work which was good for the body and soul of the individual.

The best bulwark against Communism—or any other ism—was employment, for the men who were

employed were the best guarantee of Faith and Fatherland.

Responding, Mr. Ryan, State Solr., said that in the opening of the factory they had taken part in what was one of the greatest economic revolutions in the world.

Generation after generation of Irishmen had struggled and died never to see what they had fought for; to-day the people had seen materialising the ideal for which they had fought—the economic and political independence of this country.

It was their duty to see that the work that had been accomplished so far was consolidated and that there should not be any going back.

They in Ireland had given an example to other countries, that they could deliver the goods.

Recalling that Dungarvan was one of the greatest fishing ports in Ireland, Mr. Ryan said that there were numerous young men who could find employment in the fishing industry and he hoped that something would be done for them.

FRIENDLY CO-OPERATION.

Mr. Reginald Dickens said he felt sure that the friendly co-operation extended there would continue.

He was grateful for the consideration which he had received from the Ministry of Industry and Commerce.

Proposing the toast of the guests, Dr. Michael Casey said that the opening of the factory was a work for the betterment of the people of the country and was a memorable event in the history of the Borough of Dungarvan.

Very Rev. Canon T. O'Brien, P.P., Dungarvan, said the happiest relations existed between the men employed and the management of the factory.

Mrs. Redmond, T.D., said she hoped that the new industry would be the forerunner of others to come in Dungarvan.

Mr. Little, T.D., Parliamentary Secretary to the President of the Executive Council, also responded to the toast.

THE ATTENDANCE

The attendance included:—

Messrs. R. Dickens, managing director; P. J. Moloney, B. S. Woolnough, Dr. M. Casey, directors; J. T. Freeman, Secretary; S. Goulding, T.D.; P. J. Little, T.D.; N. Wall, T.D.; Mrs. Redmond, T.D.; L. O'Brien, Private Secretary to Mr. Lemass; Mr. Morrissey, J. Ewton, B.E.; Very Rev. T. Canon O'Brien, P.P., Dungarvan; Rev. M. Hezrne, C.C.; Rev. F. McGrath, C.C.; Rev. N. Dunphy, C.C.; Rev. M. Power, C.C.; Very Rev. P. Donegan, O.S.A.; Prior; Rev. T. Power, O.S.A.; S. Moy-nihan, County Commissioner; Dr. D. T. McCarthy, A. E. Ryan, State Solr.; V. Crowley, R. J. Hearne, H. G. Barlow, J. C. Landy, J. O'Neill, J. Lanigan, Rev. Bro. MacMahon.

"REFUSE OF FILTHY MINDS"

PRIEST'S WARNING AGAINST INDECENT BOOKS

THE world to-day was littered with the refuse of poisoned, filthy minds—books that sought only to drag their readers to the level of the authors, said Rev. Father Celsus, C.P., preaching at St. Paul's Retreat, Mount Argus, Dublin, on the occasion of the annual May procession.

The church and grounds were thronged, and amplifiers conveyed the preacher's words to the vast throng outside the church.

Father Celsus said that the world to-day threw in their path the allurements of sinful pleasures and the filth of shameful sins. Wherever they turned the ugly head of the monster of filth and vice reared itself. Even at the amusements of their people—some shows and films—if not blatantly indecent, were at least suggestive.

The Press of to-day had thrown off the cloak of respectability and openly spoke of things that should not even be mentioned.

They would, Father Celsus added, be proving false to the blood that coursed in their veins; false to those who suffered and died for the Faith and for the love of Mary's Virtue if they allowed the pleasures of this world to turn them from the practice of purity.

Together with the clergy and hundreds of children, the following Confraternities took part in the procession:—The Third Order of Our Lady of Mount Carmel, Most Precious Blood, North William Street; Grand Carmelites, Whitefriar Street; Immaculate Conception, Pro-Cathedral; Blessed Sacrament, Westland Row; Immaculate Conception, Rathmines; Immaculate Conception, St. Laurence O'Connell's, Evening Office, Exchange Street; Immaculate Conception, Haddington Road; Third Order of St. Francis, Church Street; Cross and Passion, Mount Argus; Christian Doctrine, Mount Argus; St. Clare's Orphans, Harold's Cross; Sacred Heart, Gardiner Street; Blessed Sacrament, Aray Quay; St. John's Purgatorial, Blackrock.

Benediction was given in the church by Rev. Father Gerald, C.P., assisted by Rev. Father Angelo, C.P., and Rev. Father Alphonsus, C.P.

High Mass in honour of the Feast of St. Paul of the Cross was celebrated yesterday by Very Rev. Father McGough, P.P., Our Lady of the Rosary, Harold's Cross, with Rev. Father MacMahon, President, Father Stanislaus, C.P., as deacon and sub-deacon, respectively.

Rev. Father Michael, O.M.Cap., preached on the Saint.

PRO-CATHEDRAL CEREMONY

The Dublin Metropolitan Chapter celebrated the Feast of the Finding of the Holy Cross, in the Pro-Cathedral, when Solemn High Mass was celebrated by Rev. T. J. Farrell, C.C. Mass was preceded by the recitation of the Litanies of the Rogation Days by the students of Holy Cross College, Clonliffe.

The deacon was Rev. C. McCarthy, Holy Cross College; and the sub-deacon, Rev. W. Rogan, Holy Cross College. Very Rev. M. F. Murphy, Adm., Pro-Cathedral, was master of ceremonies.

At the conclusion of the Mass, Solemn Benediction was given by Most Rev. Dr. Wall, Bishop of Thasos. The following members of the Chapter were present: Rt. Rev. Mgr. Cronin, P.P.; V.G.; Rt. Rev. Mgr. Walsh, P.P.; V.G.; Ven. Archdeacon Kelly, P.P.; V.G.; Ven. Archdeacon Grimes, P.P.; Very Rev. Mgr. Moloney, P.P.; Very Rev. Canon Smyth, P.P.; Very Rev. Canon Boylan, P.P.; Very Rev. Canon Fanning, P.P.; Very Rev. Canon Ryan, P.P.; Very Rev. Canon McGough, P.P.; Very Rev. Canon Hayden, P.P.; Very Rev. Canon Fleming, P.P.; Very Rev. Canon Flood, P.P.

The music was rendered by the Palastrina Choir, conducted by Dr. Vincent O'Brien, with Mr. T. Madden presiding at the organ.

May 8 is the Feast of the Finding of the Sacred Wood of the Cross by St. Helena.

Morris-Commercial Models At The Spring Show

AT the Spring Show, which opens to-day, the Morris-Commercial range of trucks and vans will once again be represented by a very big display of all types and fitted with bodywork to suit a wide variety of requirements. These vehicles are assembled and distributed by the old-established firm of Messrs. W. F. Poole and Co., Ltd., 42-43 Westland Row, Dublin, and for many years they have been consistent supporters of the Irish body-building industry. Long before the protection of this industry was inaugurated in 1932, Messrs. Poole had placed orders running into thousands of pounds with local coachbuilders. With the commencement of the vehicle-assembling industry in 1933, this firm was among the first to give it their support, and additional employment for Irish workers was provided through their instrumentality by equipping all Morris-Commercial vehicles with Irish-made tyres.

The range of Morris-Commercial models covers all transport requirements from 15 cwt. to 5 tons, the range including vehicles suited to various municipal purposes. For instance, their display at the Spring Show this week will include a Merry-weather fire engine mounted on the Morris-Commercial short wheelbase 2-ton chassis, this being a vehicle which is ideal for use in provincial towns.

Other Morris-Commercial models

to be seen on Messrs. Poole's stand at the Show will be a 15 cwt. van and a similar capacity truck, both painted to buyer's requirements; one-ton chassis with van and truck bodies; 30 cwt. chassis with normal and forward control and similar types of bodywork, and trucks of two, three, four and five-ton capacity. The five-tonner is a new model which sells at a remarkably low price for a heavy vehicle of this description. Completing the Show display are two horse-boxes on Morris-Commercial chassis, one being equipped with 2-way entrance and the other with 3-way entrance.

The firm specialises in the supply of bodywork to suit individual needs, and it might be mentioned that recent orders have included special designs for end-tipping lorries, builders' lorries, bakers' vans, laundry and tilt vans, and bulk capacity vans. The firm have had over thirty years' experience in this business, the result being that they are well qualified to advise customers regarding choice of bodywork to suit all purposes.

The lightest model in the Morris-Commercial range is the 15 cwt. type, which, like the one-ton model, is powered with an engine of four-cylinder design. A feature of each type is a remarkably economical fuel consumption, with full load the average being 20 m.p.g. This economy of operation naturally has a wide appeal to transport users and with their sturdy construction, combined with an attractive specification they are widely used.

Next in order of capacity comes the 30 cwt. models marketed with a choice of normal and forward control. This type is equipped with a 6-cylinder power unit, a remark which applies also the 2-tonner. The latter is listed with either normal or forward control and with the normal control is available with

wheel-base of 11 ft. 2 ins. and 13 ft. 6 ins. The forward control is fitted only with the shorter wheelbase.

The 3-ton type has a wheelbase of 12 ft. and, like the 4-ton and 5-ton models, it is powered with a six-cylinder engine. The 3-tonner is fitted with forward control, but the two larger types are normal controls. The real test of a commercial vehicle is its ability to transport its load week in week out with little or no maintenance expenditure, and operators have found the Morris-Commercial to be a vehicle which is ideal in this respect.

The new 5-tonner, as already mentioned, is priced at a very attractive figure, the chassis costing only £395. With complete lorry body but not painted the vehicle is listed at £440. It carries a body which measures 14 ft. x 6 ft. 6 ins., the wheelbase being 13 ft. 6 ins. and overall length 20 ft. 8 1/2 ins. The vehicle is easily handled and will turn in a circle of approximately 56 feet. Points in the mechanical specification which are of importance to note include a six-cylinder high camshaft engine developing 80 h.p., with Austenitic liners and Bi-metal pistons—an ideal and unique combination for reducing cylinder bore wear to a minimum; Stellite valves and exhaust seats, giving exceptionally long mileages between valve grindings; robust triangulated braced frame; Lockheed hydraulic brakes; special graduated heavy duty springs; heavy duty hub bearings; all vital parts of nickel alloy steel; and forward engine mounting. Last, but by no means least, the vehicle is fitted with heavy duty 34 x 7 tyres on 7 in. rims.

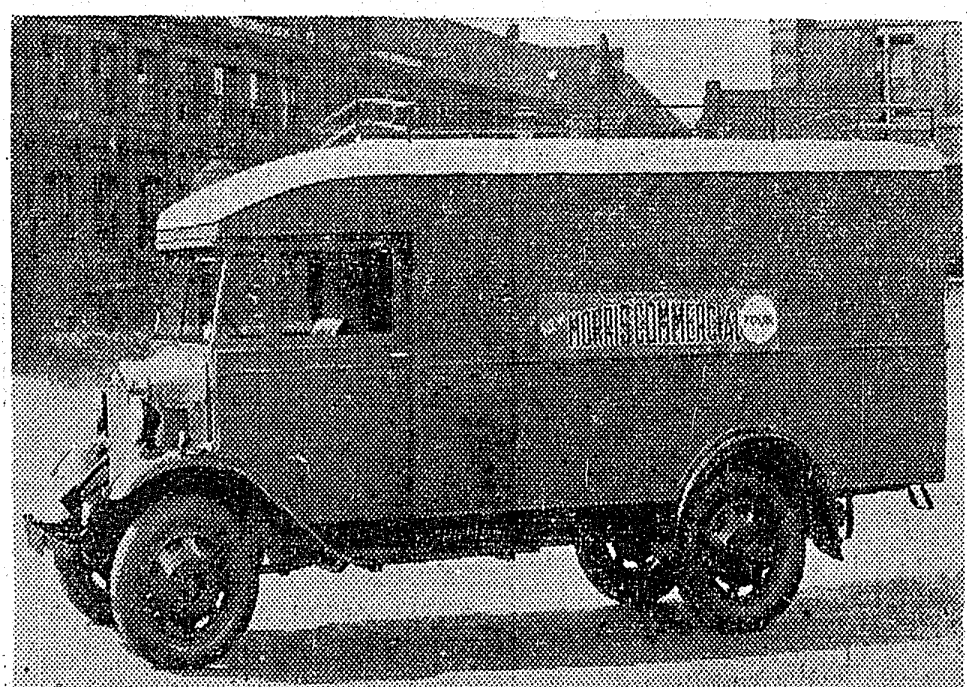
Here are the prices (delivered Dublin) of the different models in the Morris-Commercial range:—

Chassis Prices.

15 cwt. n.c. Chassis	£190
" lorry	£245
" van	£250
20 cwt. n.c. Chassis	£202
" lorry	£262
" van	£272
30 cwt. n.c. Chassis	£227
" lorry	£287
" van	£297
30 cwt. f.c. Chassis	£242
" lorry	£297
" van	£300
2 ton n.c. 11' 2" Chassis	£252
" lorry	£317
" f.c. Chassis	£257
" lorry	£327
" n.c. 13' 6" Chassis	£257
" lorry	£327
3 ton f.c. 12' Chassis	£300
" lorry	£376
4 ton n.c. 10' 6" Chassis	£300
" lorry	£370
" n.c. 13' 6" Chassis	£340
" lorry	£420
" n.c. 14' 13" Chassis	£350
" lorry	£430
5 ton n.c. Chassis	£395
" lorry	£475
6 ton n.c. 9' 9" tractor Chassis	£300

The abbreviations n.c. and f.c. denote "normal control" and "forward control."

The airship Hindenburg left Frankfurt-on-Main, yesterday evening on her first trip this year to the U.S. Weather conditions were perfect and all the new "outside" cabins were booked.—Reuter.



A standard type 30 cwt. Morris-Commercial van with forward control.

Stand 171 Spring Show

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