

DEATH OF SIR GEORGE COLTHURST.

Sir George St J Colthurst died on Saturday at Blarney Castle, Co Cork. The only son of the late Sir George Conway Colthurst M.P. for Kinsale, fifth holder of the Baronetcy, which was created in the year 1774, and Louisa Jane, only daughter of the late St John Jefferyes, of Blarney Castle, Sir George St John Colthurst was born in the year 1850, and succeeded to the title on the 24th September, 1878. Educated at Harrow, he served for some time as a lieutenant in the 43rd Foot, and acted as A. D. C. to the then Lord Lieutenant of Ireland. Having spent a number of years in the Consular service abroad, he returned to Ireland, and resided at Blarney Castle until his death.

He owned 31,000 acres in the County Cork, and was regarded as a considerate landlord. When the Local Government Act came into operation in 1899 he was one of the nominated members to the newly constituted County Council and the County Agricultural Committee, and for many years after was regularly appointed by the County Council to the Agricultural and Technical Committees, as a member of which he rendered excellent service in the improvement and development of agriculture in the County of Cork. He was one of the original members of the Munster Agricultural Society, a body which owes much of its present success to the active and intelligent interest which he manifested in its organisation up to the end.

BROADCASTING IN IRELAND.

Mr J. J. Walsh contributes an optimistic article to the current issue of the "Radio Times," a weekly popular organ, published by the Broadcasting Company for the purpose of supplying the programmes broadcasted from the various stations, and also for encouraging an interest in "wireless." Mr Walsh describes the potentialities that wireless broadcasting contains for a country like Ireland, where, owing to the larger number of isolated and scattered homes, there is really a far greater need for it than there is in more densely populated countries. He looks on it as a possible factor in reducing emigration by making home life more attractive. The educational side also Mr Walsh touches on, and he foresees the possibility of improving the technical training of young tradesmen to an extent that will spur them on to the acquisition of greater knowledge. For the important element of agriculture he holds out a special promise "the science and practice of agriculture and horticulture will hold a prominent place in the items comprising our programmes, and it will be sedulously seen to that everything that wireless broadcasting can do will be done to inform and instruct the farming classes and to keep them in touch with current agricultural research. Market reports, seasonable lectures, weather forecasts, etc, will be regular features of the programmes."

CITY YOUTH'S DEATH.

The Inquest.

An inquest was held on Saturday evening by Mr J S McNeice, City Coroner, and a jury into the circumstances connected with the death of James O'Loughlin, aged four years, who died in Barrington's Hospital that morning from injuries received by being knocked down by a common car some time previously in Upper Henry street.

Evidence of identification was given by the father, and a woman described how the youngster was knocked down. She was unable to identify the owner of the car, and in that respect the Civil Guards had also failed.

The medical testimony, as given by Dr W P Dundon, house surgeon, Barrington's Hospital, was that deceased was at the time of admission suffering from a severe lacerated wound of the left leg, which became septic. He attributed death to pneumonia, as a result of the injury O'Loughlin received.

The jury returned a verdict in accordance with the medical evidence.

LEVEL CROSSING SMASH.

Train Dashes Through Gates Near Kilmallock.

A passenger special from Dublin to Cork, on Christmas Day, ran through a pair of gates at a crossing at Gibbstown, two miles on the Dublin side of Kilmallock station.

The gates were smashed in pieces, the larger portions were carried quarter of a mile along the line.

The occurrence took place towards noon. The train was stopped, and it was learned that the gateman had received an injury in the head from a piece of iron, which, as well as timber, was flung about. Another man, who was beside him, was unhurt.

Another account says:—A special passenger train from Dublin to Cork on Christmas Day ran through a pair of gates at a crossing near Gibbstown, two miles from Kilmallock station. The gates were smashed in pieces, the larger portions being carried a quarter of a mile along the line, which was strewn with woodwork. Hollow iron bars forming part of the gates were twisted, and the pivot of one gate was torn from its sockets. Fragments of the lamps, believed to have been those attached to the engine, were also found. The mishap occurred about noon, the gates being at that time drawn across the track to leave the road free for vehicular traffic. A distance of 27 feet separated the gater, so that when the train had passed through the first obstruction there was a moment's interval before the second crash was heard. The noise of the double impact was heard a considerable distance away, and the jolt proved an unexpected thrill to the passengers, who were quickly at the windows to ascertain the cause. When the train was stopped it was learned that the gateman had received an injury in the head from a piece of iron. Another man who was beside him was unhurt. When the train arrived at Kilmallock the services of Dr T F MacNamara were requisitioned for the injured man.

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