

Superintendent said that in connection with the charge involving the larceny of the parcel of the defendant, when he found the owner of a pony and trap had taken into Messrs. Woolworth's in Bell Street, took away the pony and trap which contained the parcels, and abandoned the vehicle. The defendant had been before the Court on previous occasions.

Justice said he would regard the case against Donovan as a serious one, if it only involved the larceny of the sugar and the meat. On the charge of the larceny of the sugar, he would sentence the defendant to six months imprisonment and to three months imprisonment on the charge in connection with the larceny of the parcel of the meat. The sentences to run concurrently.

LARCENY OF OVERCOAT.
Robert Burns, of no fixed address, charged with the larceny of a blue overcoat, valued at £3 19s., the property of the Dublin House, Patrick Street, Limerick. Charles Colleran, 1, Elm Park, Limerick, was charged with receiving the coat, and Colleran prosecuted.

Colleran was not professionally represented, and Mr. N. S. Gaffney, Barrister-at-Law, appeared for the second defendant.

Colleran pleaded guilty to the larceny of the coat. Colleran told the Justice that the coat was hanging on a hanger outside the Dublin House, and the defendant, who was walking past the shop, took away the coat from the hanger. He subsequently gave the coat to the other defendant. Colleran had never before been charged with larceny.

Justice said he would be lenient with Burns on account of his young age. He would sentence him to only one month's imprisonment.

Colleran was put into the witness chair to give evidence against the other defendant on behalf of the prosecution, he said that subsequent to stealing the coat, he did not give it to anybody. "You have no alibi here," he said.

Superintendent—What did you do with the coat after having stolen it?

Witness—The man I met brought it to the Dublin House.

Superintendent—Did you sell the coat?

Witness—I didn't sell the coat to anybody, sir.

grave dangers on the whole country—on the farmers who grow the beet and on the hundreds of workers engaged in industries depending on sugar, Mr. Lemass concluded.

LITTLE BOY'S DEATH

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EVIDENCE AT INQUEST

On Wednesday evening, at Barrington's Hospital, Limerick, Deputy Coroner J. S. MacNeice, solicitor, with a jury, opened and adjourned an inquest into the death of Patrick Ryan (7), of Woodpark, Castleconnell, who died at Barrington's Hospital on Tuesday evening, following a car accident earlier that evening near his home.

The evidence of Dr. F. Crowe, House Surgeon, Barrington's Hospital, was that deceased was admitted to the hospital at 4.40 o'clock on Tuesday evening, November 19th. He was unconscious and died at 9.15 that evening, without having regained consciousness. A post mortem examination revealed an extensive compound fracture of the skull, with laceration of the brain. Death was due to shock and haemorrhage due to the injuries mentioned, which would be consistent with the deceased boy being struck by a sharp instrument, or with his head coming into contact with the handle of the door of a motor car.

Mrs. Ryan, the boy's mother, gave evidence of identification. She added:—"My son, Patrick, returned from school at about 4 p.m. on November 19th last. He was seven years and two months old. He was repairing a chair in the kitchen and after a few minutes he went to the house of Patrick Bourke, across the road, for a few nails. Shortly afterwards I heard some loud talk on the road. I went out and saw my son, Patrick, lying on the road. He was in the middle of the road, and I saw blood on the road where he was lying. I saw a stationary motor car some distance from where my son was lying. Patrick Doyle picked up Patrick as I went near, and put him into the motor car. I didn't know the driver of the car, which later took my son to Barrington's Hospital."

After voting sympathy with the relatives of the deceased boy, the Coroner adjourned the further hearing of evidence, pending Garda enquiries.

FROM THE POPE

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has been informed of the considerable authority that they have definitely decided on the options they have property in Bank Place had intended to erect an assembly factory. Instead of posing to set up the works, they are using that is ready for immediate use.

Furthermore, they have decided on what can be built on virgin ground on which they propose to build the factory. The car will be both made and assembled. At the same time the directors in the city will hold a final decision on the selection of the site.

At first it was intended to assemble the car only in the component parts imported from Czechoslovakia. The plan has, in consequence of developments in international trade, undergone a radical change. The cars will, as soon as they can be manufactured in Limerick.

For a beginning, however, the operations will be confined to the assembly and in that connection it is expected that the necessary plant will be installed before the expiration of the next few months. Should all go well, the assembly factory will be in working order by 1st January.

Simultaneously with the operations out of the assembly works, the company will take steps to erect the permanent factory in which the entire car will be manufactured. The importation of the machinery required for the manufacture of the cars will require considerable time, but it is hoped that the plant will be in production in two years at the latest.

TRADE AGREEMENT

Negotiations are going on between the Irish Government and the Government of Czechoslovakia for the preparation of a trade agreement under which the assembly plant would be imported. These negotiations are being finished motor cars. These negotiations are being finished motor cars. These negotiations are being finished motor cars. These negotiations are being finished motor cars.

Conditions in the motor industry in Great Britain are such as to ensure a big trade for the Limerick enterprise. The British Government, in order to stimulate the export trade, has decided to let it down that almost the entire output of the English motor factories must be sent to the continent, to Egypt, Turkey, East and Far East. The Government is bound to preserve the Limerick factory with vast possibilities, not only on the home market but also on the foreign market.