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**GLIN COURT**  
**Petrol Prosecution**  
**SHOP TRANSACTION**  
**CHARGES**

At Glin Court, before Justice C. S. Kenny, B.L., Patrick Geoghegan, turf merchant, Turraree, Glin, was prosecuted by the Minister for Industry and Commerce for making a false declaration for the purposes of obtaining petrol.

Mr. M. M. Power, solicitor, prosecuted.

Mr. Power explained that the defendant was admitting the offence and the case had been adjourned for the purposes of ascertaining how many gallons were got by him by making the declaration. It was now revealed that the total number was 1,000 gallons.

The defendant said that 270 loads of turf were shown as having been delivered to his turf store in Rathkeale, but six were only delivered there. What he did do was to go around and sell the turf to farmers, apart from the turf store.

Mr. Power said it was true to say that the defendant did sell the turf to farmers and there was no question of black marketing the petrol. The case did appear serious at first, but it was not so serious that day as it was a month ago.

The Justice remarked that it was not as serious as at first thought and he would impose a fine of £2.

**SHOP TRANSACTIONS.**  
 Daniel Geoghegan, Turraree, Glin, was prosecuted by the Minister for Industry and Commerce for failing to keep a lawful record at his shop with regard to tea supplies; for failing to produce the total sugar stocks in his possession on the 5th May, 1948; failing to give information with regard to the disposal of 2,118 lbs. of sugar; failing to keep an accurate record with regard to the sale and to the stocks of sugar; failing to keep a record of stocks of butter, and for selling butter by retail at a price in excess of the maximum controlled price.

Mr. M. M. Power, State Solicitor, prosecuted; and Mr. R. J. Cussen, solicitor, defended.

Evidence was given by the defendant that it was his first time in 40 years that he was in Court. He was in ill-health at the time the offences were committed and members of his family were in charge of the shop. In connection with the butter, which was the most serious charge, he bought some extra lbs. of it at 2/8 per lb. and sold it at 2/10 per lb. and made a profit of something like 1½d. per lb. With regard to the sugar, he found that the forms were mislaid at the time he was in ill-health. Witness ran a small shop and he had 100 customers.

Cross-examined, witness said that he did not know anything about the forms with regard to the 2,000 lbs. odd of sugar, as they were mislaid.

Mr. Cussen said that the case would be the last probably to rise out of the war, and he would also ask his Worship to take into account that he (Mr. Cussen) had come to the Court for the third time in connection with the one case.

The Justice said that the charges in connection with the butter were really the serious charges, and he imposed a fine of £5 in each of these two charges, and struck out the others.

**UNLICENSED BULL.**  
 John O'Connor, Flna, Ballyhahill, was prosecuted for having an unlicensed bull on his lands on the 11th June last.

Cornelius O'Driscoll, Department Inspector, replying to Mr. M. M. Power, State Solicitor, who prosecuted, said that he found a short-horn bull on the lands with ten cows. It was a reasonably good bull.

The defendant said that he was not in the best of health at the time the Inspector called and as a result he did not see him. However he had done away with the bull since.

The Justice imposed a fine of £2, and allowed 38/- expenses.

**HOW CYCLIST MET HIS DEATH**

**Fatal Crash Into Motor Car**  
**ACCIDENT DESCRIBED AT INQUEST**

An accident which occurred on the Limerick-Patrickswell road on Monday last, and which had fatal consequences, was described to the Deputy-City Coroner (Mr. J. S. McNeice, solicitor) and a jury, at an inquest held in Barrington's Hospital concerning the death of Edward Boland (22), Patrickswell, County Limerick, whose bicycle came into collision with a motor car driven by Patrick J. Hogan, Adare.

Supt. J. J. Cooney, Adare, conducted the proceedings.

Dr. Francis Crowe, House Surgeon, Barrington's Hospital, said that the deceased was admitted to the hospital at about 5.30 p.m. on the 2nd May, and he died at 8 p.m. on the same day. He was unconscious on admission. On the following day witness carried out a post mortem examination on the body and found a bruise over the left eye, a wound on the right forearm of about 2 inches in length and bruises on the backs of both hands. There was also a fracture of the skull, and death in witness's opinion was due to shock and haemorrhage, following a fracture of the skull. The injuries would be consistent with the deceased having been struck by a car or a fall against some hard object.

Thomas Boland, Patrickswell, brother of the deceased, said that Edward was unmarried and was an insurance agent for the New Ireland Assurance Company. Witness last saw him alive at about 8.15 a.m. on the 2nd May, and he was then in his usual good health. Witness identified the remains in Barrington's Hospital.

**WITNESS OF ACCIDENT.**  
 George Tighe, Vocational Teacher, residing at Patrickswell, said: "On the 2nd May, I left Limerick at about 4.10 p.m. for home. I was travelling by auto-cycle. When I came to the Limerick side of the cross known as Bog Road Cross, I saw a car approaching in the distance on the main road and, about the same time, I saw the cyclist on the bye road. He was approaching the main road. As far as I can judge, the motor car was on the crown of the road but more to its own side. I did not think that there was anything abnormal about the speed of the car. I thought the cyclist was approaching the crossing at a very dangerous speed. He seemed to swing out on to the main road. I was too far away to give any signal and I was hoping he would slow down, but he did not seem to slacken speed. He swung on to the main road in the direction of his home. Immediately the impact occurred, the car was pulled up, and the people were getting out of it as I went up. I would be about 60 yards away at the time of the impact. The deceased was not removed until the guards arrived, and the driver of the car went for a priest."

**OWNER OF MOTOR EXAMINED.**  
 Patrick J. Hogan, Rathkeale Road, Adare, said: "On Monday the 2nd May I was driving my car from Adare to Limerick. It is a 10 h.p. Austin car, late 1947 model. I had my wife in front and two passengers in the back. After coming up Red House Hill I saw Mr. Tighe coming against me on an auto cycle. I would be about 30 yards away from the bye-road, on my left, and he was about 70 yards from it. As we came to the mouth of the bye-road, suddenly a cyclist loomed up and crashed into the car. His

cycle hit the left front wing of the car and his body seemed to have come forward and hit somewhere over the left door of the car. When I first saw him he was about one yard away from me. I had no hope of avoiding him in the circumstances. I was travelling about 30 m.p.h. at the time and would say that my right side wheels would be on the crown of the road. I stopped the car almost immediately and went back to the deceased, who was unconscious. I went for the priest afterwards and I reported the accident to Guard McKenna. I could not see anything on the bye-road where I was sitting. The deceased would appear to have cut the corner on to the main road. I know the deceased's family for a number of years and we are quite friendly. I have over 20 years driving experience and was never involved in an accident before or prosecution arising from motor car. I first saw the deceased when he was practically on top of the car."

**MEASUREMENT FIGURES.**  
 Sergeant Considine, Patrickswell, gave evidence of going to the scene where the deceased lay on the road at the junction of the Cahir road and the main road. The body was on the edge of the main road as one would approach Limerick, and his head was out 2'-5" on the main road. The cycle was badly broken. Tracks of the motor car appeared to show that the brakes were applied. The left-hand track was 6 feet from the left side of the road, which was 22'-10" wide. The tracks continued diagonally for a distance of 42 feet. There was no track of a cycle identifiable, as cycle tracks were numerous. Witness found a dent on the left front portion of the roof of the car and it was 2" by 2". Witness also saw another dent on the roof and this was 7½" by 3". These appeared to be recent dents. On the left front wing there was a dent of 1" by 1½" by 9". In the centre of that dent there was a small cut or perforation. There was another dent on the left top of the bumper on the left-hand side. There was a wall 5 feet high at the road junction, and there were briars growing on it up to 2½ feet high. The view from the bye-road is also bad. On the Patrickswell side the wall is 4 feet high and it is more obscured by the condition of the wall facing the main road. Witness made tests, and while seated in a motor car on the main road he could not see a cyclist on the bye-road even though he was looking out for him.

**BRAKES PERFECT.**  
 Guard McKenna gave evidence of testing the motor car. The brakes were in perfect working order and very efficient. The general condition of the vehicle was very good.

In accordance with the jury's findings, the Deputy Coroner brought in a verdict that death was due to shock and haemorrhage following fracture of the skull, accidentally sustained on the 2nd May, when the deceased collided with a motor car driven by Patrick Hogan.

The jury exonerated Mr. Hogan from all blame and recommended that the responsible authorities would make provision to clear the obstructed view of the bye-road from the main road.

Sympathy was extended to the relatives of the deceased by the Deputy Coroner and Superintendent Cooney.

**IMPACT AT BRIDGE**  
**Lorry And Motor Car**  
**BOTH DRIVERS IN COURT**

How an impact occurred between a motor lorry and a motor car on Glenbane Bridge, on the Foynes-Limerick road, was told to Justice C. S. Kenny, B.L. at Shanagolden Court, when Edmond B. Frost, "Riverview," Ballinacurra, Limerick, and John Walsh, New Line, Askeaton, were both charged with dangerous driving, and with failing to drive as close as may have been practicable to the left edge of the roadway while approaching the summit of a hill.

Inspector Butler prosecuted; Mr. Roger O'Sullivan, solicitor, appeared for Edmond Frost, the driver of the motor car, and Mr. T. E. O'Donnell, solicitor, was for the other defendant.

Edmond B. Frost said that on Sunday, 20th February, at about 5.45 p.m., he was driving into Limerick, and was accompanied by his wife and daughter. When he was approaching the bridge in question his speed was 30 m.p.h., and he was on the left hand side of the road. As he came up the hill he raised his foot slightly from the accelerator and was about to take the bend when the other vehicle, without any warning, struck the rear end of his car and he (witness) pulled up. As witness was about to take the bend he (witness) veered to the left-hand side of the road and there was plenty of room for any vehicle to go by. Witness did not hear any hooter sounded. As a result of its speed, the lorry swung wide coming by the bend and as a consequence the impression witness got was that the radiator was bearing down on him. Furthermore, if the driver of that lorry was in full control at the time he would easily have braked as he had a hill against him. He did not brake at all as he (Walsh) motored against the parapet of the bridge. There was no one hurt on the occasion.

**DID NOT SEE THE LORRY**  
 Cross-examined by Mr. O'Donnell, witness said that he did not see the lorry until it struck the rear of his car. Witness was concentrating on the left-hand side of the bend and he did not see the cab of the lorry coming up the hill before the accident.

Mr. O'Donnell—Why did you veer to the left-hand side of the road if you were on your left-hand side?—At the time I felt that I left sufficient room for any vehicle to pass, and I had no idea that the lorry was coming against me.

Mrs. Teresa Frost gave corroborative evidence.

Guard McCormack gave evidence of measurements taken at the scene. The damage done to the vehicles was that the lorry had its two front mudguards bent, especially the one on the left-hand side as it had struck the wall. The left front lamp was pushed out of its place. There was also a dark brown paint on the mudguard of the motor car as a result of coming in contact with the lorry.

Cross-examined by Mr. O'Donnell, witness said he would agree according to the measurements, that the lorry was totally on its correct side at the time of the accident, while the car was 1ft. 2 in. on its incorrect side. He would also agree that a brake mark at the scene was that of the lorry.

**THE OTHER DEFENDANT**  
 John Walsh, the other defendant, said that he sounded his horn twice some distance from the turn. In the lorry on the occasion was his aunt and his young brother and another boy. As he approached he applied his brakes and when he hit the motor car his brakes gave way, and then he hit the wall. Actually, the brakes were hydraulic and the tube came out as a result of the impact.

Continuing, witness said that he cut the corner on his own side, and he was 2 to 2½ feet out from the grass margin and was definitely on his left hand side going up the hill. His speed was 20 m.p.h. and he slowed down to 16 m.p.h. going up the hill. If the other defendant had kept more to his own side witness would

**ROUSING**  
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**CHORAL DRAMA**  
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The newly formed Dramatic Society's successful debut production, "The Hospital," on Sunday evening, when they staged a comedy, "An Elizabethan Hospital Correspondence," which was a most successful and enjoyable production, which was produced by Mr. O'Donnell, and was supported by a number of the players, who served most admirably on many occasions.

The whole act is centred round a house at Carrig Bourke has resigned son is expected to be not appointed wishes of the people of five doctors from the district being made un- but a sixth ap- Gavan Barry, st- impossible condi- the people's favor- the resigned doc-

**ROUNDS OF LAUGH**  
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**Good eating—**  
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