

which he was also actively interested, will join with members of the other bodies mentioned who, though acutely realising the loss they sustain in his departure, heartily wish him success in his new and deserved appointment.

WELL-KNOWN SPORTING FIGURE

DEATH OF MR. E. FITZGIBBON

Mr. Edward Fitzgibbon, of Liskennett House, Croom, who died on Tuesday evening at the age of 78 years, was for 26 years, Master of the Croom Harriers (writes our Croom correspondent). He was a well-known National Hunt jockey and rode many winners for Mr. D. Hedderman. He was trainer of Sheila II, dam of Sheila's Cottage, winner of the English Grand National. Sheila II won sixteen Point to Point races, two Barber Cups and the La Touche Plate at Punchestown. He was the oldest follower of the Limerick County Hounds, hunting with them since he was fifteen years of age, his first master being the late Mr. John Gubbins, Bruree House. He hunted with every Master since then.

A well-known figure in hunting and racing circles, he was prominently identified with sport and was known all over the country. He was very popular with all classes and his death occasioned deep regret over a wide area.

RECENT WEDDING

MURPHY—NOLAN

The marriage took place recently in St. Joseph's Church, Nechells, Birmingham, of William Henry, eldest son of William and Mrs. Murphy, 95 Asted Road, Nechells, Birmingham, to Bridget Georgina, second daughter of John Robert and Mrs. Nolan, Newtown, Ballysimon, Co. Limerick. Mrs. John Ferguson (sister of the bride) was matron of honour, and Mr. Patrick Murphy was best man. The bride was given away by her uncle, Mr. Thomas Fitzgerald. A reception was held in the bridegroom's home, where there were 50 guests present and in the afternoon Mr. and Mrs. Murphy left for Devon, where the honeymoon is being spent.

GIFTS FROM DOCKERS.

Sydney dockers sent 800

CAREFUL

cahy, S.J., Rector

(To the Editor, "Limerick Leader.")

Sir—Road Safety is a vital topic to-day, but the onus is being placed almost entirely upon the motorist. Cyclists, pedestrians and drivers of horse vehicles appear to ignore even elementary precautions for their own safety.

It should be accepted as an axiom that traffic is now fast moving. Therefore, all slow moving people should literally hug the left side of roads. It is not sufficient for them to move in when they hear or see a vehicle coming upon them. They should make it a habit to keep "tight in."

Cyclists are bad offenders in holding the road two or more abreast, and not having effective lights or reflectors.

At night the motorist running with dipped lights and possibly in heavy rain has great difficulty in seeing pedestrians wearing neutral coloured clothing, or cyclists without lights or reflectors.

Everyone has his right to a fair share of the road, but stubbornly holding on to imagined privileges and not co-operating in the general flow of traffic, is both silly and dangerous.

Of course, most of our main roads require widening, resurfacing, attention to hedges, and making good of margins, but the main responsibility for safety stays with all users, be they cyclists, pedestrians, horse-vehicle drivers or motorists.

Gone forever are the days when main roads were for meandering upon at will and without a care. They are now more important than railway lines, and users should so regard them. They carry volumes of traffic for which they were never intended.

Speed in itself is rarely dangerous. It is usually the careless, the stubborn, or the slow-witted who creates the danger both for himself and others.

No doubt mobile Garda patrols if established could improve matters greatly, but in the interval the ordinary man can become alert to the problem and do his share to solve it. If every road-user did so, and was also courteous and thoughtful, the dangers would be much reduced. There is a real need for severe testing before issue of licences for the driving of motor vehicles. Indeed, even existing holders should be tested.

A spirit of responsible fellowship would seem to be most called for by which everyone would try to understand the difficulties

CLARE RIVER

EFFORTS TO
DO

(To the Editor, "Limerick Leader.")

Dear Mr. Editor—It is a pleasure to trespass on your columns, more, but I feel that there are a few points to be raised. In Mr. Waters' letter, I am glad that he did not write to get the work done. I definitely state that the drainage of the river is the duty of the Minister, L.G.D., because the Government have granted the money to the Clare Co. Council under the Local Government Act for the year 1949-50. It is the duty of the Minister to approve or reject the various schemes submitted to him by each Co. Council.

The drainage of the river was included in the Scheme in September 1948, and recommended by the Minister in his presentations made to the town Fine Gael Club.

Mr. Watters became very busy about the river, which was a matter that Fine Gael were interested in. What interest the Club take in it during the years of Fianna Fáil is a matter for the Club to decide. The opportunities are favourable for them to me that fifty men employed in so far as the Council had to go to get men to work in the quarries.

The fine type of work now operating on the reaches of the river is all opposition, and it is a successful competition.

Again thanking you for your interest, I remain, yours

JOHN CUSACK

Secretary, Bridgeton Fine Gael, 14/12/49

A FENCELESS

(To the Editor, "Limerick Leader.")

Dear Sir—Kindly refer to your widely-read article in your issue of 10th inst. in your widely-read paper to a bog road leading from the line to Caherconlish. There is no fence at either side of the road, and it is a danger, especially at night, when the brilliant lights of the incoming motors warn of the road on the narrow