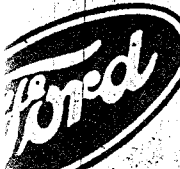


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MERICK.

... "Motors,"

NG WORSE."

of the Roads.

Justice's Remarks

g on the Ennis-Limerick
a—according to District
a—"a public scandal."
e establishment of mobile
e prevent accidents as far
said at Newmarket-on-
No man's life is safe
at this present moment.
three factors, namely, no
vision over the condition
vehicles are allowed to
roads; no examination of
their competency to drive,
of responsibility to the
s, who cannot see danger
right into it."

accidents, he went on,
day after day in the
cept for a few prosecu-
appeared to be "no real
up cases of dangerous
the accidents occurred."

ay that was the fault of
ds, but effective action
to prevent further

ING WORSE."

Halloran said that, so far
strength of the Guards
were doing their best.
s were posted at danger
would require a mobile
properly with the matter.
s patrols should be estab-
Justice, "and whatever
are needed for that pur-
supplied, because the
affairs is appalling."

Halloran agreed that so
y of the roads was con-
were not improving.
etting worse," remarked

NOVEL BET.

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0s. has been recorded in
the winner will not be
his winnings until the

a local resident, has bet a
R. E. Collins 10s. that the
to Capitol Building com-
and by the late Senator
will stand for 500 years.
p a similar stake that it
a contract was drawn up
deposited in a local
compound interest. Tho
d to pay the original sum
to the winner's heirs 500
w. It estimates that the
then total £416,899,210

LIMERICK'S BIG DAY

Thrills at Grand Prix

BELFAST ENTRANTS SHINE

Local Committee's Good Work

Belfast drivers made virtually a clean sweep in the 151 miles Limerick Car Race on Monday. The fastest lap was made by the scratchman, A. P. Rolt, Camberley, in his E.R.A., his speed being 68.74 miles an hour. There were many exciting skids, but no serious accidents, though H. E. Bradley, Burnley, dashed into a wall and damaged his S.S. so badly that he had to retire.

AN EASY TASK.

Limerick streets were thronged with visitors for the race. From noon onwards thousands of people entered the city by rail and road, and the atmosphere prior to the start of the race was charged with excitement. The utmost good order prevailed everywhere, and the citizens must be congratulated on the manner in which they co-operated with the local Committee. Prior to the closing of the road at 2.30 p.m. the people vacated the streets of their own accord, and took up vantage points along the circuit.

During the race itself no untoward incident occurred, and the large force of Gardaí drafted in from Clare and Tipperary to augment the local force, had an easy task in helping to keep the spectators in order.

The Mayor (Ald. D. Bourke, T.D.), accompanied Major McNeill, President I.M.R.C., to the starting point, and at 3 p.m. sharp the first five cars were sent away. The race itself was brimful of excitement up to the point when Rolt, the scratch man, was forced to retire. After that things became somewhat tame, although interest was kept alive to the end.

CONGRATULATIONS.

The Local Committee deserve heartiest congratulations on the manner in which the event was organised. Everything possible was done to ensure that visitors to the city would carry away a good impression. Marshals and officials displayed great tact and courtesy in dealing with everybody, and altogether the event proved to be a brilliant example of Limerick's organising powers.

Young McClure was the only competitor to beat the handicap speed, though the Mallow driver, Aubrey Thompson, was very close, being only two minutes behind two miles from the end when his engine failed. McClure was third in the Limerick Grand Prix in 1936, when he drove a Riley.

He was unable to get going, and thus another Belfast man, R. E. Campbell, driving the 1937 Ulster Trophy Race-winning Morgan, ran into second place, but was 5½ minutes behind.

Third place was obtained by McQuillan, in the McQuillan Special, a home-made hybrid, with a Ford V.S. engine in a Bugatti chassis.

The fastest speed was made by the London driver, P. R. Monkhouse, in an M.G. He averaged 58.74 miles an hour, and finished fourth.

Monkhouse had a great tussle with J. R. Weir (M.G.), who will be remembered as the Glasgow driver who finished second in the last Ulster Trophy race.

LOST BY A FRACTION.

Weir actually lapped faster, but Monkhouse was faster by 42 miles an hour over the whole race, and that margin cost Weir £100, the prize offered for the fastest speed.

The £50 prize for the fastest unsupercharged car went to the race winner, McClure, owing to Monkhouse being ineligible by winning the bigger prize.

The scratchman, A. P. Rolt, in the E.R.A., started off very well, and made the fastest lap in 2 minutes 24 seconds, equal to 68.74 miles an hour. This must be regarded as a new record, for the old record of 73.34 was made over a slightly different, but definitely faster course.

The double bend introduced to slow down the cars at the point where the late Duke of Grafton had the fatal crash in 1936, was even more effective than anticipated.

Experienced drivers stated that they

lost from 10 to 15 secs. at this place, which would mean a drop in the lap average speed of at least five miles an hour.

Rolt looked like being third, if not better, at the finish, but a stop to adjust his brakes set him back, and his lap speeds also fell. He gradually speeded up, but horrible noises were heard from his back axle after 32 laps, and he retired.

In the early stages Ernest Robb, of Belfast, in a M.G., had a terrific duel with Bradley in the big S.S. Never more than a second separated them for seven hectic laps at over 60 miles an hour. Then Robb's engine failed.

Bradley, whose progress had been rather hair-raising, completed six more laps. He then hit a wall, bursting both front tyres and doing other damage that prevented his continuing, though he himself was uninjured.

Charles Manders, who was second in the Leinster Trophy Race, set off at a good steady pace in his Adler. That would have possibly have brought him a place, but was forced to retire with petrol pump trouble at an early stage.

SEVENTEEN STARTERS.

O'Boyle's Riley suffered from loss of oil pressure, while Black's Fiat, that lay fourth on handicap at half-way, broke its back axle.

Seventeen cars started and five completed the course, though another four that had covered 54 or 53 laps, were officially returned as finishers, including the luckless Thompson, who was placed sixth.

Several of the drivers were rather inexperienced, and many rather wild skids were witnessed.

McQuillan's car ran on to the pavement at William St., and was nearly struck by Monkhouse's M.G., but clever driving avoided a collision by a hair's breadth.

PLACINGS, TIMES AND SPEEDS.

1—J. D. McClure, Belfast (M.G. Midget)—2h. 9m. 30s.; 54.21 m.p.h.

2—R. E. Campbell, Belfast (Morgan)—2h. 15m. 22s.; 51.96 m.p.h.

3—W. A. McQuillan, Bray (McQuillan Special)—2h. 17m. 11s.; 54.12 m.p.h.

4—P. R. Monkhouse, London (M.G. Midget)—2h. 19m. 48s.; 58.74 m.p.h.

5—J. R. Weir, Paisley (M.G. Magnette)—2h. 21m. 27s.; 58.22 m.p.h.

6—J. A. Thompson, Mallow (Ford Special)—54 laps; 50.33 m.p.h.

7—D. Hall, Cheshire (Frazer Nash)—52 laps; 52.57 m.p.h.

8—W. T. Doherty, Adare (Riley)—53 laps; 45.31 m.p.h.

9—W. Murphy, Birr (Ford)—53 laps; 46.36 m.p.h.

RACE AFTERMATH.

The Motor Race Dance, held at the Stella on Monday night was a brilliant success. The function was well patronised, and everybody had a most enjoyable time. The Management, as usual, provided an excellent supper for the guests, and made adequate arrangements for their comfort.

During the evening the Mayor (Ald. D. Bourke, T.D.) presented the various trophies to the successful competitors in the car race, and congratulated them on their skill and daring. He expressed pleasure that the race had been so successful, and worthy of the efforts made by the Local Committee to have it so.

WINNERS' THANKS.

Mr. McClure, the winner of the race, who received great ovation, thanked the Mayor for his remarks, and expressed complete satisfaction with the arrangements made in Limerick for the competitors. He enjoyed the race very much, and thought the track, which had been considerably improved since two years ago, considerably helped small cars. Excellent garage accommodation had been provided for all drivers, and he thanked Messrs. Quinn & Co. in particular for the facilities afforded to him. The other successful competitors also spoke in similar terms.

CLARE CRASH

Car Sliced off from Donkey

How an old man was left standing on the road holding a donkey from which the cart had been sliced off was described at Newmarket-on-Fergus when Thomas A. Dundon, 8 Verona Esplanade, O'Connell Avenue, Limerick, was fined £5 for dangerous driving and £2 for having defective tyres on his lorry. His licence was suspended for three months. Guard Doyle stated that the lorry was travelling about 35 m.p.h. with a load of turf, which appeared to be top-heavy. When rounding a bend it appeared to skid, crashed into a donkey

SOCCER

Limerick Still Team Building

Limerick have now eleven players on their books for the coming Soccer season, and a number of new signings are expected within a few days.

Seven of last year's team have been retained. They are—J. O'Mahony (right full back), J. Cotter (left full back), J. McCann (centre half), R. Noonan (right half or inside forward), Jn. Smith (inside right), T. Aherne (outside right), and J. Costelloe.

The four newcomers to the Limerick side are—

LIMERICK COUNTY LIBRARY

New Premises Required

Insufficient Accommodation

Mr. J. Quaid, Co.C., chairman, presided at a meeting of the Limerick County Library Committee on Saturday, and the other members present were—Messrs. J. McCormack (chairman, Co.C.), P. T. McCarthy, N.T., Co.C.; T. Hannon, N.T., Co.C.; E. Walsh, Co.C.; Sean Hartney, Co.C.; Sean Quin, Co.C.; Sean Hogan, Co.C.; Senator Madden, Co.C.

Mr. D. Doyle, County Librarian, was also in attendance.

The Librarian said that the meeting had been called specially to consider the question of the acquisition of suitable alternative premises to replace the present library headquarters at Cecil Street, where there was not sufficient accommodation to meet the requirements of the Committee. When the matter came before the previous meeting it had been suggested that the headquarters of the Committee might be transferred to Rathkeale or Newcastle West, where large library buildings were available. In that connection, however, he would like to point out that the County Council, at a meeting held in January, 1934, decided that the library headquarters would be in Limerick City. Until that decision was rescinded by the County Council the present location of the headquarters could not be changed from the city. As he had stated at the previous meeting suitable alternative premises had been offered at Sarsfield Street at a rent of £80 a year, with an additional charge of £1 for rates. The rent of the present premises was £74 a year.

Mr. McAuliffe said he saw no reason why the library headquarters could not be transferred to Newcastle West, where the committee had a large building of its own.

COUNTY COUNCIL'S ORIGINAL DECISION.

Chairman—When the library scheme was first introduced the County Council decided that the headquarters would be in Limerick City.

Mr. Hogan—But that resolution can be rescinded.

Librarian—It can be rescinded by the County Council but not by this committee.

Mr. McAuliffe—I don't see why our headquarters should have to be centered in the city. The city people have a library of their own.

Mr. Hartney said they could not change the location of the headquarters without rescinding the original resolution of the Council, and in his opinion the Council would not be disposed to alter that decision. The question before the committee was whether or not they were prepared to take over more suitable premises in the city. The Librarian had informed them that the present accommodation was not adequate and had recommended the premises offered in Sarsfield Street as suitable in every respect. It was quite clear that the existing premises were congested and generally unsuitable, and for that reason tended to hamper the efficient administration of the scheme. Provision for the library headquarters could be made in the proposed new city and county offices, but in the meantime it was the duty of the committee to provide proper accommodation for the staff. He proposed that a sub-committee be appointed to inspect and report on the premises offered at Sarsfield Street.

AMPLE FACILITIES ESSENTIAL.

Mr. McCarthy seconded the proposition, and said it was essential to the efficient working of the scheme that ample facilities be provided for the staff.

The Chairman said that in his opinion the proposed new premises were most suitable in every respect.

Mr. Walsh—if we agree that the present premises are unsuitable it is our duty to provide alternative accommodation.

Mr. Hogan said the proper course to adopt would be to advertise for premises, and select the most suitable from amongst those offered.

Mr. Hartney—There will be no objection to that.

Mr. McNamara said they could inspect the new premises offered, and if it was not found suitable there would be no obligation on them to take it.

On the suggestion of the Librarian it was eventually agreed to inspect the proposed new premises, and report back to the next meeting of the committee.

DOG KILLED

Claim at Kilmallock Court

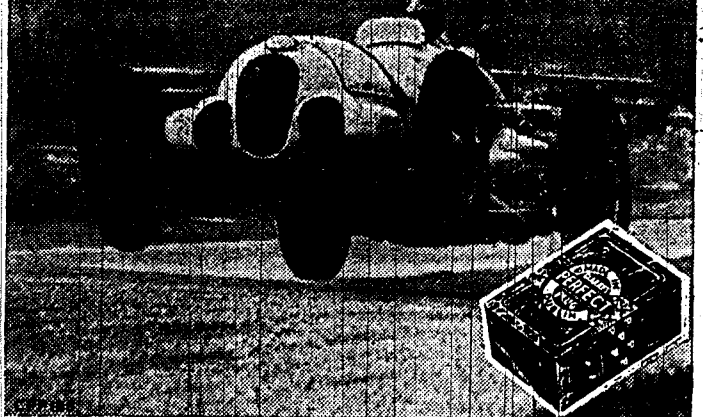
At Kilmallock Court, before Mr. H. Connor, D.J.,

Thomas Lee, Ballintubber, Kilmallock, claimed £21 from James O'Loughlin, Lower Cork Street, Mitchelstown, for the keep and maintenance of three greyhounds, the property of defendant. The Justice gave a decree for £17 17s.

Mr. R. Geary, solr., for plaintiff; Mr. E. Carroll, solr., for defendant.

Ed. Kelly, High Street, Kilmallock, claimed £2 from D.L. Hedy, publican, Kilmallock, the value of a dog, plaintiff's

PRACTICE
MAKES
PERFECT
and
CLARKE'S
MAKE
PERFECT
PLUG



'SHOOTING' AT INSULATORS

Prison Sentence on Campers

Catapult shooting at telegraph insulators was the recreation of four Limerick City youths while camping at Cratloe Woods, Co. Clare.

The defendants were Marcus Costello, 11 Ryan's Lane, Watergate; Martin Kirby, 6 Church's Row; John McMahon, 29 St. Illa's Road, and Thomas Liddy, Arthur's Quay.

Their equipment, which was produced in Sarsfield Street, consisted of a catapult, three daggers, and a small bayonet.

Inspector O'Halloran, prosecuting, said the defendants visited the camp at Cratloe on half-holidays and other days. On their way to and fro they sometimes felt like having a shot at the telegraph insulators. Their aim appeared to be good, as 33 broken insulators had been reported in three miles of telegraph line. It was pure wanton destruction.

Costello and Kirby appeared in Court and pleaded guilty. The other two did not appear.

Mr. Gleeson, D.J., said the defendants were no "spring chickens" or small boys in short trousers to be getting on with that sort of conduct, which was senseless. He asked what did they all want the knives for.

Kirby replied that he was for cutting firewood for the camp.

"BABY CLOTHES."

"You ought to get into baby clothes and go back to the nursery," said the Justice, who fined Costello and Kirby £1 each, with 8s. 6d. costs, and ordered them to pay 5s. compensation. He sent the two absent defendants to prison for fourteen days.

BLOWING UP OF RIVERS.

At a meeting of Limerick Co. Council on Saturday, the Chairman, Mr. J. McCormack, said a letter had been received from the Secretary of the inland Fisheries Board, relative to the blowing up of rivers in County Limerick with explosives.

The County Surveyor (Mr. T. F. Ryan) said that he had read the letter, which contained a most serious allegation. It was alleged that gelignite was taken from County Council quarries. In his opinion this was the most outlandish statement that had ever been made.

Mr. Ryan undertook to report on the matter to the next meeting of the Council.

CO. LIMERICK N.T. RETIRES.

Mrs. J. Rea, principal teacher, Glenroe, Kilmallock, Co. Limerick, has resigned on full pension, after a very successful teaching career. The boys' and girls' schools are now amalgamated and Mr. M. J. McNamee is principal.

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