

MRS. E. WALSH, MILLMOUNT.

The death occurred recently of Mrs. E. Walsh, Millmount, Kilmallock, at a comparatively early age. A member of a family with strong national outlook, she was treasurer of the local Cumann na mBan in her native Castlemahon during the Irish War of Independence, and her home was visited many times by the English forces. She was wife of Mr. Edward Walsh, Millmount, a well-known farmer and auctioneer, who also took a prominent part in the Anglo-Irish War and was Battalion Vice-Commandant in the West Limerick Brigade. Mr. Walsh was also a member of the Limerick County Council and Vice-Chairman of the South Limerick Board, G.A.A., some time ago.

Remarkable scenes of public sympathy were witnessed at the funeral, which took place to Ballingaddy Cemetery. The attendance was one of the largest seen in Kilmallock for many years and bore eloquent testimony to the esteem in which deceased and her family were held.

Officiating clergy were:—Right Rev. C. Dean Mulcahy, P.P., V.F., Kilmallock; Rev. Michael Kennedy, C.C., Dromin (nephew of deceased); Rev. M. Doody, C.C., Kilmallock, and Rev. J. Culhane, C.C., do.

The chief mourners were:—Mr. E. Walsh (husband); Miss Mary Walsh (daughter); Masters Seamus, Joseph, Robert and Eamon Walsh (sons); Mrs. P. Ryan and Mrs. T. Breen (sisters); Mr. Michael Kennedy, M.P.S.I., Waterford; Mr. Robert Kennedy, chemist, Waterford; Mr. George Kennedy, G.P.O., Dublin, and Mr. Daniel Kennedy, Castlemahon (brothers); Messrs. P. Ryan (Todds, Limerick); T. Breen, Croom; James Walsh, Drogheda; Michael Walsh, Patrick Walsh and George Walsh, Rathkeale (brothers-in-law); Misses Maura and Lily Walsh, Mrs. M. Kennedy, Mrs. R. Kennedy, Mrs. T. Kennedy, Mrs. Maurice Kennedy, Mrs. D. Kennedy (sisters-in-law); Mr. John Kennedy, Mr. Jackie Kennedy, Messrs. Christopher and John Ryan, Rev. Michael Kennedy, C.C., Dromin; Messrs. Sean, Maurice, Thomas, David, Patrick Kennedy, John Breen, J. Walsh, the Kennedy family, Waterford (nephews); Misses Maura Ryan, N. Kennedy, N.T.; Esther, Peg, Brenda Kennedy, Mrs. L. Wright, Athboy; Mrs. M. Gangham, Ballina; Miss Maureen Breen, and sisters, Croom; the Misses Peggy, Betty, Eileen and Anne Walsh, Mrs. Noonan, the Misses Mary and Anne Kennedy, the Misses May and Ita Kennedy (nieces); Dan, Pat and Eddie Cagney, Mrs. T. Curtin, Miss Nora O'Callaghan, Pat Riordan, Mrs. Woulfe, Castlemahon; Wm. Harrold, Ballygeele; Miss B. Harrold, N.T.; Miss M. Harrold, Newcastle West; Mrs. Sheehan and Miss Sheehan, Bruree; John and Willie Breen, Croom (cousins).

EAST LIMERICK ROAD

PLEA FOR ITS REPAIR

(To the Editor, "Limerick Leader.")

Sir—There is a road for about

Things That Ma

The recent trade agreement between ourselves and Britain is already showing very substantial results. It has increased the demand for and the flow of Irish cattle and direct a big flow of essential supplies to this country. Both developments are to be welcomed as they are bound to be of economic advantage.



For the past couple of weeks imports from the Channel have been coming to us in steadily increasing volume. The ability of shipping companies, incited and taxed to the utmost to trade expeditiously with the trade between the two countries. This is surely a happy change from the conditions prevailing up to recent times.



Many kinds of goods and articles almost entirely new to us are now arriving in large quantities, and should serve to bring down to some extent the present high cost of living. Textile machinery, motor cars, hardware, clothing and wear are among the items of the imports reaching this country. It is said that the supply of textiles to be available here shortly will be plentiful and varied, and that there was an urgent need for such improvement.



The shortage of supplies of several commodities was marked and much complained of since the beginning of the war. It is essential and the good, therefore, that there has been such a gratifying flow of requirements to make up for the acute and standing deficits. The goods now coming will bridge the wide gap between what people needed and what traders and manufacturers were in a position to supply up to this.



The agreement coming into this connection between the two countries does not require any decision to scrap free trade. Our Government has simply taken such a step as was clearly necessary at the time being to correct this country something

Be More

ACT JUSTICE

le West

Year. Apparently some sorry drivers don't care a rap if it comes before them.

MAP OF SCENE

Whelan, Ardagh, proved a witness at the scene, and said the lorry was pulled up 145 feet from the point of impact. After the accident the lorry carried two of the calves with it, and it was the lorry that stopped the lorry. Deceased said that when he saw the lorry he immediately applied his brakes but they would not work. He tried to put the lorry into second gear but failed to do so. He turned to the left lest he might run over the man driving the calves, but he did not avoid hitting the lorry. The accident, according to the driver's statement, was due to a split pin coming loose in the braking system rendering it ineffective.

Justice commented on the negligence regarding the brakes and said there was no condition to have the lorry repaired. If the same pin fell out of the lorry when approaching a school of children, he could be running them down. He said there was great disrepute on the part of lorry drivers in the county, and that heavier penalties should have to be imposed in such cases.

The driver remarked that lorry drivers had to spend a lot of money to keep their vehicles in proper condition.

DAN'S EVIDENCE.

The driver, in evidence, said he had been driving for 14 years without an accident. On this occasion he was driving a lorry which he had bought a couple of years ago for a price of £100. He had had previously fixed and repaired the brakes, and shortly before the accident he met other lorry drivers on the same road, and found their brakes worked perfectly. When he came to the calves the lorry was spread across the road and the man was at the other end. When the brakes failed he tried to get into second gear but the lorry then blew his horn, but it would not move with the lorry. The man kept behind the lorry and could have passed out on either side. "At first," continued the witness, "I was going to stop at the stone wall at the side of the road but I saw that the field was very low, and I wouldn't have done so to-day if I hit it. Then I tried to get either the calves or the lorry but I hit the calves."

Justice said he did not think the lorry was driving in a dangerous manner, but he doubted if his brakes were fully efficient. When he saw that an accident was likely, he decided to hit the lorry and injured three of them in the way that they had to be immediately removed.