

Death of James Lally, Kilbeg, Monivea.

July 8th, 1923.

Newspaper extracts relating to the death of the late James Lally, at Claregalway Bridge, the subsequent inquest, trial and sentencing of Peter James O'Brennan.

James was the father of the late Thomas (Bob) Lally, from Kilbeg, grandfather to the late Johnny Lally and great-grandfather to our group member Gerry Lally.



Connacht Tribune - July 14th, 1923.

RUN DOWN BY A MOTOR CAR

Shocking Affair at Claregalway Bridge.

Farmer Killed

Chauffeur Admits that he lost his head.

INQUEST VERDICT

" We find that James Lally met his death by being run into by a Ford motor-car driven by Peter James O'Brennan. The accident, we say, was due to a defective steering gear and a burst tyre, and we consider that the driver acted in a highly reprehensible manner , and is incompetent to drive any motor car. "

This was the verdict of a coroner's jury summoned before Mr. J. S. Conroy, coroner, on Tuesday, at the Co. Infirmary, Prospect Hill, Galway, to investigate the circumstances surrounding the death of James Lally, sixty-seven, farmer, of Kylebeg, - Monivea, who was killed on Sunday evening by being run down by a Ford motor-car driven by Peter James O'Brennan, in the employment of Mr. Connellan, motor-car proprietor, Lower Dominick St., Galway. A man named Francis Giles, also injured on the same occasion, lies in a precarious condition in the infirmary. O'Brennan was present in custody. Chief Superintendent Keegan was in attendance on behalf of the Guards, and Mr. B. J. Kelly represented the State; Mr. J. S. Golding appeared for O'Brennan: Mr. Cooke, solr. for the next-of-kin, and Mr. Cunningham (for Mr. L. B. O'Dea) watched the proceedings on behalf of Mr. Connellan. Thomas Lally, Kylebeg, Monivea, said he was a son of the deceased. He identified the body as that of his father. He was aged 67 years and was a farmer. He was a widower. Witness knew nothing whatsoever about the accident.

Dr. Kennedy, house surgeon, stated: James Lally was brought into the hospital on Sunday evening at eight o'clock. He was then dead. I examined him again the next day. I found a wound an inch and three-quarters deep and about four inches long on the right side of the neck under the ear. There was a fracture of the bone in this area. There were also several bruises on the right side of the head. There was bleeding from the nose, mouth, ears, and around the eyes. This would indicate extensive fracture of the base of the skull. The injuries could have been caused by being knocked down by a motor-car. The immediate cause of death was the injury to the brain.

John Conneely, Carnmore, stated: I am a distant cousin of the deceased. I remember Sunday evening last, July 8th. I was standing at Claregalway bridge at five o'clock. The deceased man and Francis Giles were with me. They were leaning over the wooden partition of the bridge on the left hand side as one approaches Galway looking up the river. I was about five yards away on the same side facing the Tuam direction. The three of us came on the bridge together and were about two minutes there. A motorcar came from the Tuam direction. There was nobody in the car except the driver. It was travelling at a fast speed. I stepped aside one yard on the Tuam side and had barely time to do so. The car struck James Lally, knocking him down. He was dragged along the road about twenty yards. Giles was about to climb over the railings of the bridge when the car struck him and dragged him for about five yards. The rear wheel went over the deceased when going down the fall. I could not say what portion of the car struck Giles. The second upright of the bridge was also struck by the car.

To Supt. Keegan: I saw the driver but would not recognise him again.

Coroner: After knocking down Lally, what occurred ?

Witness: The man drove away at a fast speed towards Galway. I did not see the car until it was brought back. There is a military outpost in that district, and the officer in charge commandeered a motor-car and pursued the fleeing motor that knocked down Lally. I went for the priest. With the assistance of a few friends I took the deceased and Giles into Mr. Lenihan's house.

Supt.' Keegan : What colour was this car?—It was dark coloured.

To Mr. Golding: There would be no room for two cars to pass the bridge. There is a slight turn coming towards the bridge. I could see the car coming to me for about thirty yards. I was on the left side, but if I were on the right side of the bridge. I could see the car coming for 500 yards. A man driving a car could see the bridge for at least thirty yards. There was no reason for the driver keeping in to the left unless something went wrong with the car. The car took a sudden swerve to the left. The first thing it hit was a post. The men were leaning over the bridge. The post was broken with the impact but was not torn away.

Chief Supt. Keegan: Did you hear a horn sounded?—No.

To the coroner: Giles had seen the car before Lally, and this was the reason he was enabled to climb the bridge. There was no reason I know for the car keeping to the left except that something went wrong with it.

Chief Supt. Keegan: Did-you know, as a matter of fact, that anything happened to the car which would keep it on the left hand side of the road ?—No.

Private Peter O'Toole deposed: I am a soldier of the National Army stationed at Claregalway. I remember Sunday evening last, July 8th. I was on guard near the bridge on that day. I was not actually on the bridge, but was near it. I saw three men on the bridge. I do not know their names. When I heard the noise of the car coming I sloped arms and went down in the direction from which the car was coming. It was a black Ford motor.

Chief Supt Keegan: Did you halt the car? Witness: No. When the car came within ten yards of the bridge it started back-firing. I saw the two men fall. I ran up towards the bridge and called on the driver to halt. I fired two shots over his head.

Chief Supt. Keegan: Did the driver halt when you called upon him to do so? — No. A funeral was coming from the Galway direction.

Chief Supt, Keegan: Was it your duty to halt all the cars passing there that day? —I got no orders to halt it.

To Mr. Golding. I did not try to halt the car until I saw the accident. I do not know anything about motor-cars, but it seemed to me that the driver was travelling at the rate of twenty miles an hour. The funeral was coming over the

bridge beyond the post office, I saw the car going through the funeral. There was no collision with any of the cars in the funeral cortege.

Sergeant Major Denis Whelan stated. I am in charge of the Claregalway military. I remember Sunday evening last I was speaking to Pat Lenihan at his own door. This is on the Galway side of the bridge. I saw a dark Ford motor-car drive past me on the road. That would be between 4.45 and 5 o'clock. I heard a shot being fired by the sentry. I ran towards the bridge. I saw two men lying on the road. They were about nine yards apart. Both men were alive when I came there. There was a large pool of blood at Lally's head. I sent for the priest. I next ran to the post office and rang the guards. I could not get the guards on the phone but left a message with the postmistress to send to the guards. When I returned to the bridge Lally was dead. I placed Giles in a car with some straw. The dead man was then removed to Lenihan's barn by some soldiers and neighbours. I next saw a car coming from the direction of Galway. I halted the car and enquired from the driver whether he had met any car coming into Galway.

He answered that he came by the Oranmore road and had not met a car. I commandeered the car in order to give chase to the driver of the Ford car who knocked down the deceased. I saw the Ford car at a standstill on the roadside mile and a half away from the scene of the accident. I noticed that the front mudguard was bent, stained with blood and what appeared to be brain matter. The right front tyre and tube were missing. The driver was standing about twenty yards from the Tuam direction. Apparently looking for his tyre and tube. I asked the driver why he had not halted when he murdered the man. He said he did not murder anyone. I asked him then if he knew that he had knocked down anybody. He said he did not. I pointed to the car containing traces of blood etc. and asked for an explanation. He then inquired whether the two men were dead. Witness asked him why he did not stop when the sentry fired, and he said that his brakes failed to act and it was the first time an accident occurred to him.

I then inquired, continued the witness, why he had stopped at that place. He said his car had broke and that it was his intention to give himself up to the Civic Guards. The tyre was lying on the road. I took him to the Civic Guards' station and handed him over to Inspector Toomey. I returned to Claregalway.

The ambulance arrived took away the injured man and the dead man to the hospital.

Mr. Golding: How far was the tyre off the road ?—About twenty yards. I suppose the tube was in bits?—There were three holes in the tube. I take it, it must have been punctured some time before that?—I could not say.

To the coroner: It was about and a mile and a half from the scene of the accident that I met the driver of the Ford car that knocked down the man.

To Mr. Golding: The car could have been driven on. The driver told he was going to give himself up. To the coroner: The number of the car was IM 998.

To Chief Supt. Keegan: I would know the driver again.

Private Thomas Campbell stated I am stationed at Claregalway. I accompanied the last witness to the place where Ford motor-car had broken down Sunday. We got into the car and drove it towards Claregalway. We tried to start her with the starting handle and she failed to start. We then pushed her for twenty yards and the engine started. There was no difficulty in driving the car. Chief Supt. Keegan: Did you try the brakes?—Yes.—Were they alright? Yes.— How often did you use them on the journey?—Three times.

To the coroner: We went back to Galway at a speed of ten miles an hour.

Coroner: Did you find any difficulty steering the car ?—Witness: The steering wheel was a bit loose.

Mr. Golding: Did not you creep back in the motor-car?—We went back slowly — Would you like to drive her at twenty miles an hour with the steering in the condition described?—I would not like to chance her.—May we take it that the steering gear was out of order ?—It should be.—With the steering gear in that condition and a burst tyre, the car naturally swerve at twenty miles an hour? —Yes—Otherwise, as a driver of the car, how could you account for the accident? —Coroner: That is not a question for him.

Peter James O'Brennan the driver of the dn the car that knocked down Lally and Giles, was examined by Mr. Golding stated that he was a driver of motor cars for about four years. I started to drive a motor-car for the Anglo-American Oil Company about two and a half years ago, he continued. I drove a ton truck

for the company. I was in the employment of the company up to the date of this accident. I never had an accident up to this, and I had often driven Ford cars. On this Sunday, 8th I had Mr. Connellan's Ford car and took it out at 11.30 a.m. that morning, taking passengers to Annaghdown. I left Galway at a quarter to two with passengers, I went down the Curragh Line road and returned by the Galway road alone. When coming to the bridge I was travelling at a pace between twelve and fifteen miles. The bridge is fairly wide. I noticed people on the left hand side of the just as I came up to the bridge a tyre burst and the car swerved to the left. The steering gear was a bit loose. The car swerved in spite of me. I do not remember hearing the report of a burst tyre. I hit the railing of the bridge with the front mudguard.

Coroner: Did you hit the men? I think so. I was unable to stop the car. ' To tell you the truth, I didn't know what I was doing. Afterwards I went on the Claregalway road. The foot brake of the car was not of much use. The hand-brake was not of much use either.

Mr. Golding: Did you stop the car? Witness: Yes, when I got my senses together I stopped the car. I should say that before I stopped the tyre of the front wheel flew off. I was about to start back for Claregalway when the Sergeant-Major came on the scene in a Ford car.

Mr. Golding: Did you say the reason you drove on was that you were in a state of panic?—Yes.—And that you were prepared to face the consequence — Yes — and still am.

Mr. Cooke: Did you meet the funeral after passing the bridge ?—I remember meeting a few sidecars.—At that time when driving your car past the had you your senses?—No, I did not know what I was doing.— What time did you leave Annaghdown that day ?— At quarter to three o'clock.—Who was in the car going with you to Annaghdown? There was a Mrs. O'Flaherty, from the West, and two girls and a child. I left my passengers in a house called Cosgroves.

Is this the first time you drove for Mr. Connellan?—No, this is the third time. Were you employed by him specifically for this day?—Yes.

To the coroner: I had not to use the brakes up to the time I met with the accident.

To Chief Supt Keegan: Cosgrove's house is on the level with the road. I was travelling with my fare at the rate of fifteen miles an hour. Before I came to Cosgrove's house I had a puncture in the back wheel. I did not try the brakes to see if they were working after leaving the garage.

To Mr. Golding: The burst tyre and the loose steering gear would account for the accident.

Chief Supt Keegan: Was the steering gear alright when you took it out of the garage? —Yes—Did you test it? I did not.

Pat Connellan deposed. I live in Dominick Street, Galway. My father Michael has a lorry and two Ford motor cars. O'Brennan drives for him occasionally on Sundays. He was engaged to drive the lorry this Sunday but did not turn up on time. He took the Ford car out to drive people to Annaghdown. He should have taken the other car. This car was not in good condition. There was no foot brake or hand brake and the steering was loose. He did not know what car he was to take as neither my father nor I were there to meet him. I had an accident with that car before. I did not hurt anyone but myself. The accident was due to a loose steering gear.

To the coroner: If the tyre burst then the car could swerve.

To Chief Supt. Keegan: This car was out the previous day for testing purposes. I found that the car was not fit to go out and told my father about it. O'Brennan should not have taken out the car.

Mr. Golding addressed the jury on behalf of O'Brennan. He said that it was unfortunate and regrettable that O'Brennan did not stop the car when he knocked down the men. The whole affair constituted a chapter of accidents. In the first instance, O'Brennan took out a car that was defective, without the knowledge of the owner, Mr. Connellan. He (Mr. Golding) suggested that what was described as the sound of back-firing on the Claregalway bridge was really the bursting of a tyre and that the car swerved as a consequence, with the regrettable accident resulting in one man's death and severe injuries to Giles. He admitted that O'Brennan should have stopped the car after the accident, and had he done so, he would probably not be in the serious position he was in

today. Whilst his action in not bringing the car immediately to a standstill was reprehensible, it should not suggest itself to the minds of the jury that he was guilty of negligence. It seemed to be clearly a case in which an accident was unavoidable. The coroner, reviewing the evidence, said the driver should have acted with more care coming towards the bridge with a car which it was admitted had a defective steering gear. He (coroner) could not say from the evidence whether the tyre burst on the bridge. He had never driven a car with a burst tyre, but it seemed to him that the bursting of the tyre would cause the car to swerve. It also seemed to him from the evidence that O'Brennan was travelling at a fast pace. The jury added a rider to their verdict expressing deep sympathy with the relatives of the deceased. O'Brennan will be charged in connection with the tragedy.

Connacht Tribune - June 28th, 1924

FARMER'S SAD END

Motor Driver Charged With Manslaughter.

JURY DISAGREE.

At Galway Quarter Sessions on Thursday, before his honor. Judge Doyle, K.C, Recorder of Galway, P J. O'Brennan, St. Bridget's terrace, Galway, was indicted that he did on July 8, 1923, kill and slay one James Lally, of Claregalway, by knocking him down with a motor car. Prisoner pleaded "not guilty." Mr. R. J. Kelly, for the State, said it was a sad case the jury had to investigate. This young man was charged with slaying one James Lally, of Claregalway, on July 8. He then described the scene of the accident on the occasion which he said he would put up witnesses to swear.

Francis Giles, answering ,Mr. Kelly, said he lived at Lakeview, Claregalway. He remembered July 8. He was standing on the bridge with James Lally, of Claregalway. They were on the right hand side of the road out from Galway, looking down the river. Lally was about four yards from him. There was a wooden parapet or railing on the-bridge. He and the deceased were chatting together. Describing what occurred that day, the witness said he was hit by a motor. He did not see it coming. His leg was broken in two places by the motor car. He had five or six cuts in his head. Some bones in his back were injured. He became unconscious. He was six months in hospital in Galway.

By Mr H. McDermot, in cross-examination. He did not hear or see the car coming until it hit him. He had a writ issued against the owners of the car for the injuries and damages.

Sergt.-Major Denis Whelan, answering Mr. Kelly, said he was in charge of the station at Claregalway in July, 1923. He remembered July 8th. He was at the shop of Linehan's that evening at 3.45. He saw a car coming down the road. Lenihan's was about eighty yards from the bridge. He saw a dark Ford car dash up the road in the direction of Galway. He heard the sentry on the bridge fire a shot after the car. The sentry fired a second shot. The car did not stop. He

(witness) ran to the bridge. He found two men lying on the bridge. The men were injured. James Lally was the first man he met. He was bleeding from the mouth and ears, and was unconscious. The second man, Giles, was about two or three yards away from Lally. Giles was bleeding from the head, and his foot seemed to be badly broken up, too. Witness sent for a priest, and they ran to the post office. He rang up the Civic Guards at Galway. He could not get the guards on the phone, and left the message to the post office. When he returned to the scene he found Lally dead. He placed Giles on a car and took him to Lenihan's. Lally (deceased) was also removed to Lenihan's bar. He then commandeered a car going in the direction of Tuam and pursued the black Ford car. He overtook the car one and a half miles away. It was at a stand-still on the road. The driver of the car was about sixty yards away. The driver was Peter O'Brennan, the accused present in court. He found on the left front mudguard what appeared to be blood and brain matter. The mud guard-was bent backwards and upwards. The windscreen was broken. The right tyre and tube of the back wheel were missing, and the driver was apparently looking for it. He afterwards found the tyre and tube in a field. He asked him why he did not stop, and at first he said he did not know anything happened. Then he said he was going to give himself up to the guards at Galway. Witness then handed him over to the guards. The tyre and tube were about twenty yards from the road wall. The wall was about 3 feet high. Witness then took away the car which remained on the road until he returned from Galway. Cross-examined, he said he did not see the car before the accident to know it. He found the tyre in a field about twenty yards from the wall. The accused was, in his opinion, at the time perfectly sober. It was the right front wheel tyre that was missing. There was a bad number on the car. He did not know what the number was.

Private Thomas Campbell said he was in the National Army in July 1923. He remembered July 8. Sgt.-Major Whelan took him to drive a car that day. There was nobody in the car. It was abandoned on the roadside. It was a black Ford car. He did not know the number of it. He had great difficulty in starting and swinging the car because the handle was loose. The steering gear was quite loose, which made it almost impossible to steer the car. He got back to Galway at three miles, owing to the condition of the car. The hand-brake was useless, and the foot brake was working very badly.

Cross-examined, he said he was present when the tube was taken out of the field, he did not know in what condition the tube was in. If a car was driven without a tyre it would be difficult to steer the car.

To his honor, he said he was used to cars. He could not safely drive a car with the steering gear loose, and without a tube or tyre, and with bad brakes. Sergeant-Major Whelan, recalled, said the tyre and tube, when picked up, were in a bad way; the tube had three holes in it. Two were clean and the other one looked like a burst. The cover was good. The valve was pulled out of the tube.

John Conneely said he lived at Carnmore. On the evening of July 8 he was on the Claregalway bridge. James Lally (deceased) and Francis Giles were with him. It would be about four or five o'clock. He saw a car coming from Tuam towards Galway at a fast pace. He saw the car about thirty yards away before it came up to the bridge. He was standing on the castle side of the road, facing towards Tuam. He got behind the rails of the bridge, because the car swerved on the bridge and rushed along the railings and knocked down James Lally and Francis Giles. It knocked Lally first. Lally (deceased) did not see the car coming. There was no horn sounded or no warning. The car kept the same pace all the time. There was only one man in the car. Lally was dragged along the bridge, for about three or four yards. The car also struck Francis Giles. His foot was badly broken. He (witness) would not know the driver of the car.

Cross-examined, he said he knew nothing about motor cars. He heard a couple of shots fired. The swerve the car made was a sudden one. The car hit the railings and skidded, and hit the two men.

Dr. Sarah Joyce, sworn, said that on July 8, 1923, she was present in the Central Hospital when the body of James Lally was brought in. She examined the body and found bleeding from the nose and mouth. There was a cut on the angle of the jaw about four inches long and one inch deep. The bone of the skull was broken. The man was dead. His right foot was broken, and a few other small cuts on the right side.

Patk. Conlon said he was a motor mechanic at Dominick St., Galway. He knew the car that went out to Claregalway. He remembered July 7. His car, IM 998, was not alright that day. The car was not in good order that day. The steering

gear was wrong, it was loose. The hand-brake was not working. The foot-brake was also out of order. He brought the car back and put it into the garage. Next day, July 8; there was considerable traffic and excursions to Galway. Witness knew the accused, P.J. O'Brennan, he was a motor-driver with the Anglo-American Oil Company. The car was taken out of the garage that day. He next saw it in Claregalway.

Cross-examined: He said his father engaged the accused to drive the car for him on July 8. Witness did not know whether he was paid or not. Witness and his father had three cars between them. He believed there was an action taken by Giles and the representatives of the dead man for damages. O'Brennan drove Mrs. O'Flaherty, of the Docks, to Annaghdown that day. She often hired his cars before. She made the bargain that day with witness for 30s to be driven to Annaghdown. He did not know who instructed the accused to go down to her house. When no one came back that day at two o'clock he heard that the car had gone to Annaghdown.

Mr. McDermott pressed the witness as to who instructed O'Brennan to go to Annaghdown.—Witness said he did not know. He had very little conversation with his father about the matter; he did not instruct the boy to take out the car. He had sisters at home who might have told him to drive Mrs. O'Flaherty to Annaghdown. They knew nothing about it, and could not say if the boy had driven the car that morning before he went to Annaghdown. He did not hear he did.

To his honor, witness said accused had been driving for the Anglo-American Oil Company for two or three years. When witness examined the car the day before he found that the hand brake was not working. Anybody who knew anything about a car could know that the car was not safe to be driven out.

MI. Conlon said he kept motors for hire in Galway. He knew the accused was only employed twice by him. He knew the car that the witness spoke of. It was bought for £50. He did not know the first thing about the car.

Cross-examined: He said he got a writ six weeks ago. He owned the motor lorry. The char-a-band belonged to his daughter. He did not know who authorised the boy to go to Annaghdown. He never asked his daughters or his wife. He believed that nobody told him, although his son made a contract with

Mrs. O'Flaherty. He knew nothing about the contract, but he thought there would be no payment as Mrs. O'Flaherty was not brought back. He did not employ the boy to drive the car that day. He never drove the Ford car for the witness before.

Mr. McDermott, for accused, addressing the jury, said this was a serious case. The accused was on his trial for manslaughter. There was no suggestion of any criminal intent, and he regretted that the State, in opening the case, so fairly and so well, did not make any suggestion as to what the negligence was. The jury would have to be satisfied that there was culpable and criminal neglect on the part of accused, and the case could not succeed unless culpable neglect was proved. He suggested that the accident was due to what was inevitably owing to the bursting of the tyre, and the swerving of the car on the bridge as was given in evidence. The accused was a young man on the threshold of his career, having driven a car for three years for the Anglo-American Oil Co. They heard there was a writ against the father, and because of this they heard the evidence of the father and the son who told them that the boy took out the car without authority. It is clear, continued Mr. McDermott, that the boy was acting on instructions when he took out the car. The only thing the boy was guilty of was that he did not pull up. It was most reprehensible, said Mr. McDermott, on the part of his client, that he drove away after knocking down Lally. Mr. McDermott suggested to the jury that the cause of the accident was inevitable, and was due to the puncturing of the tyre, which caused the car to swerve, running into this unfortunate man, Lally, who died as a result. He did not wish to appeal to the feelings of the jury, all he wanted was a just verdict.

His honor, in summing up, said he hoped the jury would give the case their careful consideration. It was a case where one man is charged with the killing of another. The jury had nothing to do with the civil action of the Connellans. What they had to consider was if the accident occurred through wilful negligence or was it an inevitable accident? It was evident that the boy took out the car while it was in an imperfect condition; that the car was not in a perfect condition was evident from the evidence of young Conlon. It would also appear that the boy did not examine the car when taking it out, or he would have known its condition. If the jury believed that the boy took his

chance, knowing the condition of the car, he would be guilty. If, alternatively, he went out without examining the car he would be equally guilty.

After a short absence, the jury disagreed and on the application of the State solicitor, the case was adjourned to the next sessions.

CHAUFFEUR SENTENCED

The Claregalway Bridge Tragedy.

Patrick J. Brennan, Corrandulla, was found guilty of the manslaughter of James Lally, at Claregalway bridge, and strongly recommended to mercy by the jury on Wednesday evening at Galway Circuit Court. —Judge Power, B.L., put back the prisoner for sentence till Thursday morning.

When the court opened on Thursday morning, Mr. H. MacDermott, K.C., made an impassioned speech for the defence of the youth, urging leniency on the grounds of the character held by accused. The car itself was in a bad state of repair as had already been proved. The onus of responsibility lay on the owners of the car, and the employers of the prisoner, the Connellans. The Connellans had done nothing in the way of compensation for the dead man. If this boy were sent to prison, it would be a stigma that would be attached to his life forever. As it was, it would always be tinged with this unfortunate accident. He would vouchsafe that the prisoner would recompense the State by leading a good, careful and helpful life in the future.

The judge, in sentencing the prisoner to twelve calendar months in the second division, said that he had viewed the matter from every standpoint, and had taken the recommendation for mercy into account. Nevertheless, he would be lacking in his duty if he did not take a serious view of the matter. One man had been killed and another man – “the breadwinner of his family” had his leg broken. No recompense had been awarded to the men and in the circumstances he could do no less than sentence the prisoner to twelve months in the second division.

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Superintendent Registrar's District		Registrar's District								
Yghawpflaw		Galway No 1								
19 23 DEATHS Registered in the District of Yghawpflaw in the Union of Galway in the County of Galway										
No. (1)	Date and Place of Death. (2)	Name and Surname. (3)	Sex. (4)	Condition. (5)	Age last Birthday. (6)	Rank, Profession, or Occupation. (7)	Certified Cause of Death and Duration of Illness. (8)	Signature, Qualification, and Residence of Informant. (9)	When Registered. (10)	Signature of Registrar. (11)
308	19 23 mid June Upper valley Yghawpflaw	Becher James	M	Spastic	65	daughter of an P.B.	Headache the medical attendant	mother deceased father deceased present at death	19 23	Registrar
305	19 23 beginning of June Eye Street	Bridget Loh	F	senior	88	widow of an farmer	Stroke the medical attendant	Joseph & Mary deceased present at death	19 23	Registrar
306	19 23 Third July Chenels	William Salant	M	farmer	70	farmer	Probably debility the medical attendant	present at death present at death present at death	19 23	Registrar
307	19 23 15th June Butter Walk Lane	Thomas & Sally	M	farmer	65	farmer	Probably the medical attendant	present at death present at death present at death	19 23	Registrar
305	19 23 1st July Englisham	John Parrington	M	farmer	64	farmer	Probably the medical attendant	present at death present at death present at death	19 23	Registrar
309	19 23 mid June St Bridget's Lane	Kathleen Lagard	F	senior	76	senior	P.t. this the medical attendant	present at death present at death present at death	19 23	Registrar
310	19 23 1st July Hospital Lane	Honor Hynes	F	senior	6	senior	the medical attendant	present at death present at death present at death	19 23	Registrar
311	19 23 1st July Hospital Lane	James Lally	M	farmer	65	farmer	the medical attendant	present at death present at death present at death	19 23	Registrar
312	19 23 1st July Hospital Lane	Peter Loh	M	farmer	6	farmer	the medical attendant	present at death present at death present at death	19 23	Registrar
313	19 23 1st July Hospital Lane	Margaret Hansely	F	senior	6	senior	the medical attendant	present at death present at death present at death	19 23	Registrar

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In hospital
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attendant

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I, Robt Mullery Registrar of Births and Deaths in the District of Galway No 1 in the Union of Galway in the County of Galway do hereby certify, that this is a true copy of the Registrar's Book of Deaths with the said District, from the Book of the Death of Margaret Connolly No. 313 to the Entry of the Death of Margaret Connolly No. 314 Witness my hand, this 9th day of October 19 23

Robt Mullery Registrar.

I have examined the above, and have compared it with the said Original Registrar's Book, and hereby certify that it is a true Copy. Witness my hand, this 9th day of October 19 23

Robt Mullery Superintendent Registrar.

Should the Copy be certified by the Registrar or Assistant Registrar, or Assistant Registrar, please stamp with "Certified" or "Not Certified" in the case of a copy.

Enlarged extract from Death Certificate of James Lally.

<p>Death was caused by his being run into by a Ford motor car driven by Peter James Brennan. We find the accident was due to a defective steering gear and a burst tyre and we considered the driver highly responsible and incompetent to drive any motor car.</p>	<p>Information received from John S. Conroy Coroner for Galway. Galway. Inquest held 10th July 1923</p>
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