

secret assurance to Lord Craigavon that even if the severed portion wanted to come in with the rest of the country such a development would be prevented by Britain. We have, further, the extraordinary statement of Lord Birkenhead—one time, as F. E. Smith, "Gallop" to Sir Edward Carson—that if there had been no "Ulster," it would have been necessary to invent one! The plain meaning of these definite statements is that Partition was a British device to prevent Ireland coming fully into its own.



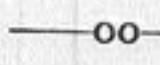
British statesmen when cornered as to the positive injustice of the Border say it is for Irishmen themselves to remove by agreement. This is an utterly dishonest position to take up, as the whole facts and circumstances involved make perfectly clear. The hateful Boundary was set up by Britain and it is Britain's responsibility to undo such a blatant wrong. Instead of taking any step towards repairing the injury it inflicted on our country, it actually continues to maintain and support the injustice by its troops and its funds. If Britain withdrew her military forces and refused to continue financial support to the Stormont regime the Border would very quickly disappear.



It is very gratifying to know that not only here at home but in Britain and the United States a great wave of new activity has arisen in assertion and support of the Irish national demand for the reintegration of our country under one native government. Ireland suffers not merely in status and self-respect by having

children.

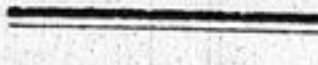
## FINE OLD FIGURE



### MR. W. REABALL PASSES AWAY

A very fine old figure passed away to-day in the person of Mr. Wm. Reaball, 20, Bishop St., Limerick. The deceased, who died at his residence, had been seriously ill for several weeks back. Over seventy years of age, he spent many years in the service of Messrs. J. & G. Boyd, Ltd., and enjoyed the fullest confidence and respect of his employers and fellow-workers.

Widely read and possessing literary talents of a high order, he was a recognised authority on the story of old Limerick and district. His knowledge of local history and antiquities was wide and profound, and on several aspects of these subjects he frequently delivered most interesting and informative lectures. On many occasions he contributed excellent articles and letters to the columns of the *Limerick Leader*, and his writings were invariably well informed, accurate and well-meant in their purpose. He was one of the most active members of the Old Limerick Society, of which he was vice-president, and took the keenest and most practical interest in the pursuit of its aims. Of a singularly honourable, upright and sincere disposition, he was an excellent citizen and no one could know him even fairly intimately without being impressed by his strict honesty of purpose and character, and his unflinching desire to avoid saying or doing anything except what was right and commendable. One of nature's gentlemen, he was in every respect a grand character, and all who knew him will deeply regret his passing. The remains will be removed to St. Mary's Church this (Friday) evening at 9 o'clock, and the funeral will take place at 1 p.m. on Sunday to Mount St. Lawrence Cemetery.



### IRISH SOUND TRACK FILMS

Limerick Cairde na Gaedhilge presented to their members last night the premier provincial showing of six short films with sound track in Irish. A report of the presentation is unavoidably held

on the grass margin, and clear road in front of him. Cross-examined — Witness he had been driving the 28th April, 1947, which was a month prior to the date of the accident. When he saw the 'bus coming towards him 150 yards away. Witness was 30 m.p.h. He spoke to the Guard and pointed out the point of impact. Witness pressed his brakes immediately after impact. The marks on the road were definitely not found on the grass margin after the accident.

### A BLIND CROSSING

Witness was aware that the car was a "blind" one. He was about 60 yards away from the car when he blew his horn first and then he blew the horn a second time. The children at the crossing were in no danger whatever. He passed the remark at the time of the accident that the car was going out pretty fast. There was no need to avoid the oncoming car. All the glass panels of the car on the left-hand side—with the exception of one—were damaged. Witness disagreed that the 'bus struck the car a glancing blow.

To Mr. Kenny—Witness had 10 years experience of driving.

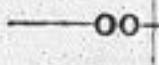
Paul Ryan said he was a passenger in the 'bus on the night of the accident and corroborated the evidence of the previous witness regarding the accident. As to the position of the motor car at the time it was shot out on the wrong side of the road.

Cross-examined by Mr. Gerald, witness said the car was travelling at least four miles per hour from the grass margin. Witness agreed that the car was shot into the bus and he did not see the car shot into the bus.

Mr. Kenny submitted that the Road Traffic Act the motorist was bound to give a right of way to the bus using the major road.

The Judge said he would assess the evidence of the plaintiff and would assess damages at a rate of 10 days in the event of a successful appeal being made.

## THRILL FOR



### 'PHONE CHAT RATHKEALE TO AUSTRALIA

A striking illustration of the distance on our planet is produced to nil by modern invention (writes our Rathkeale