

could turn out most satisfactorily able to secure sufficient workers. was directed to make all possible to render every assistance in their parties.

'BIN PROCLAIMED.

Organisations Included.

plement to the "Dublin Gazette," ing, contains the following :- Lieutenant and Privy Council in Ireland.

SPECIAL PROCLAMATION.

are satisfied that there exist in ations known by the names of : n Organisation, Sinn Fein Clubs, nteers, the Cumann na mBan, the and that the said associations in d encourage and aid persons to and promote and incite to acts of stimulation and interfere with the of the law and disturb the main- and order :

the Lord Lieutenant General and rior of Ireland, being satisfied that ations are a grave menace to, and to terrorise, the peaceful and law- of His Majesty in Ireland, do, at the advice of the Privy Council in irtue of Section Six of the Criminal sedare (Ireland) Act, 1887, and of nd authority in this behalf, by this roclamation, declare from the date d associations known as the Sinn tions, Sinn Fein Clubs, the Irish e Cumann na mBan, and the Gaelic dangerous.

nation shall be promulgated by the ublished in the "Dublin Gazette," e Council Chamber, Dublin Castle, is 3rd day of July, 1918.

. Campbell. Edward Shortt.

J. O. Wylie.

OD SAVE THE KING.

DEPENDENCE DAY.

ng the United States great National pendence Day (4th July) there was a city display of America's flag. "The pee, from all the principal business , clubs and, private residences in ngs. The Union Jack was also e of the Allied countries.

sh and American Celebration.

" says :- To-day we celebrate the Independence. For the first time d to keep the birthday of George III land and America join in the common e have been kept apart by lesser life and death conflict for funda- s us together. It will also, we are ed, keep us together. There is no bond of blood shed in a common igh ends. We shall not now attempt s unspeakable possibilities for the it seems assuredly pregnant. They womb of time.

NAL DAY OF PRAYER.

as expressed his desire that Sunday, being the fourth anniversary of the s observed with special solemnity as y of Prayer. The King and Queen looses of Parliament will on that day ce of Intercession on behalf of the Empire in St Margaret's Church,

was so good that the States were 6 months ahead of the original programme.

Replying to the Secretary, President Wilson wrote :- "The heart of the country is unquestionably in this war, and the people of the United States rejoice to see their force put faster and faster into the great struggle which is destined to redeem the world."

DEATH OF LORD RHONDDA.

The Press Association announces that Lord Rhondda died about nine o'clock yesterday morning.

Lord Rhondda was elevated to the Peerage for his services in connection with the organisation of munition contracts in America. He was recently promoted to a Viscounty. On June 15 last Lord Rhondda completed his first year's work as Food Controller. He leaves no son, but special remainder was recently granted Lord Rhondda's only daughter, Lady Mackworth, who will assume the title of Viscountess Rhondda.

Mr Bonar Law, in the Commons, said Lord Rhondda had, as Food Controller, faced the difficulties with quiet courage and tenacity, and with business-like sagacity.

Earl Curzon, in the Lords, said it should be said Lord Rhondda died in harness, for he undoubtedly shortened his life by the severity of his exertions in the interest of the State. It could safely be said Lord Rhondda was the only popular Food Controller in Europe.

In a telegram to Lady Rhondda, the Prime Minister states of Lord Rhondda :- "His work has earned the nation's gratitude, and his death leaves the State poorer by the loss of a great citizen, who, in the hour of danger, set a noble example."

DEATH OF SIR ACHESON McCULLAGH

Sir Acheson McCullagh, L.G.B. Medical Inspector, died suddenly at Roscommon yesterday, in which district he had been engaged on his quarterly inspection. Half an hour before his death he was seen walking down the street apparently in the best of health. About 5 p.m. while speaking to the proprietress of Grealy's Hotel, he suddenly dropped. The nearest medical men were at once summoned, but on arrival they found life extinct. Sir Acheson was born in Dublin on October 4, 1854. He was a brother-in-law of Sir James H. Campbell, Lord Chancellor.

The news of Sir A. McCullagh's death will be heard of with much regret in Limerick and Clare, with which for many years he had been officially connected, and was very popular with officials and public men.

THE CLARE MILITARY AREA.

Relaxation of Restrictions.

Colonel R. L. Owens, Commandant of the County Clare special military area, has issued a proclamation under the Defence of the Realm Regulations, cancelling certain orders under the Regulations in specified areas, but, at the same time, giving warning that the special restrictions and prohibitions will be again enforced in these areas if their condition at any future time should so require. These orders principally deal with the hours during which people shall remain within doors, and refer to areas within a radius of 1 1/2 miles of Scarriff Post Office, within a similar radius of the bridge from Killaloe across the Shannon to Ballis, in the County Tipperary; within a smaller radius of Bodyke Post Office, and within a similar radius of Tomgraney Courthouse.

The order of the Competent Military Authority prohibiting the holding of or taking part in meetings, assemblies, or processions in public places in the County Clare, however, shall remain in full force and effect.

THE NATIONALIST PARLIAMENTARY

meeting that men belonging to both services, the navy and army, are obliged to travel to Limerick on Sundays, and have not the facilities for doing so.

Captain Delmege considered that the question was one that should be raised in the House Commons by their members of Parliament. He would like to see them more active in the interest of the country, and their own member was an excellent representative, and he should like to see him raising this important matter in Parliament. The city was absolutely neglected by the Great Southern and Western Railway Company. At any point of view they looked at the situation they could not disguise from themselves that Limerick had been ignored by the Company for years.

Alderman Joyce said Captain Delmege had mentioned that the members of Parliament should be more active, but it should be remembered that the railways were now in the hands of the State and it was difficult to get grievances remedied. However, when he received the call to attend Parliament he would voice the opinion of the meeting on this question, and he felt sure in doing so he would get the united support of his colleagues.

Captain Delmege said there was another matter he wished to raise, and that was the long wait of fifty minutes Limerick passengers had to endure at the Limerick Junction when travelling by the night mail. There was no reason for that.

The Mayor - I think we had better stick to the object for which this meeting was summoned, and if we succeed in getting a Sunday service to the Junction we can turn our attention to what you refer to later on.

Captain Delmege enquired from Mr Metcalfe if the Sunday train service was heretofore run at a loss.

Mr Metcalfe said it was not a question of money with the Company at all. It was purely a question of coal saving.

Mr Clevee - It only means roughly a consumption of a hundred tons of coal a year. There are now no mails on Monday morning, which is a disgraceful state of affairs.

Mr Long said as President of the Chamber of Commerce he had a resolution to propose on the subject. Before doing so he would like to say that this question, as far as his experience went, greatly concerned the city of Limerick. As one who had taken an active interest in it, he desired to point out that people had come to him and urged upon him the great necessity of having the Sunday train service restored to the city. Business men were greatly hampered by the cutting off of the service; pig-buyers, cattle dealers, and others, including members of the Bar, had spoken to him on the matter, and pointed out how severely they were hit by the absence of a Sunday service from Limerick, and all because of the saving of two tons of coal by the Company. Mr O'Connell had told them that on three occasions he had to take a motor car at an additional expense of £6 in order to transact his business.

Mr O'Connell - And I have 500 troops to feed here.

Mr Long said the position was one if the directors of the Company did not accede to the representations of the people, that it should be raised in Parliament at the earliest opportunity. He proposed the following resolution :- That this public meeting of the citizens of Limerick presided over by the Right Worshipful the Mayor protest against the isolation of Limerick by the withdrawal of the Sunday train service thereby inflicting serious loss and inconvenience on the traders of the city whose representatives are deprived of attending fairs and markets on Monday, and citizens generally prevented travelling to Dublin, Cork and other centres for business purposes. As the distance to be covered from Limerick to the Limerick Junction is very short, and even from the Railway Company's point of view the expenditure of coal is inconsiderable, we respectfully call upon the Great Southern and Western Railway Company to run one train to the Limerick Junction that would give a connection with