

A TRIBUTE TO THE HOUSEHOLD CAVALRY.

The remount bill is by no means the least serious item of South African expenditure, and recent figures go far to show that should the operations continue till the end of year, over 500,000 animals will have passed through our hands. How far circumstances and how far system (or lack of it) are to blame for extravagance in the earlier part of the campaign, it is difficult even now to decide, but from reports and private letters recently received there is good reason to believe that most judicious measures are now taken.

The remount depots are evidently in a state of the highest efficiency (in proof of which it may be mentioned that from one depot alone 10,000 horses were issued within five weeks), there is no longer a crying need for veterinary officers and farriers, and there is very little, if any, room for improvement in the method of conditioning horses and delivering them to the various units in the field.

Now dismounted men are sent in to the nearest depot and have to ride their new mounts for a week before rejoining, so that the animals are thoroughly fit and on good terms with their riders before taking part in the forced, if fruitless, marches which generally characterise the De Wet and De la Rey hunts.

Much also has been done to improve the railway conditions; detailed reports have been constantly furnished, and every practical suggestion has been carried out. The supply of horses has been admirably maintained; and since martial law was proclaimed in Cape Colony, 45,000 animals have been bought there at an average of £15 apiece.

This was most opportune, as the De Wet manoeuvres round De Aar cost 10,000 animals. Although guerilla warfare offers little chance for any display of "horsemanship," it is becoming quite an art, and in this matter we have taken, tardily perhaps, many valuable colonial "wrinkles."

Roughly speaking a corps requires to be remounted every four months, but one cavalry regiment records the staggering figure of 3,700 animals in a little over a year. It was the general opinion of experts that the Household Cavalry proved themselves the best "caretakers," and, despite their heavy weights, got as much work out of their mounts as any cavalry regiment or irregular corps in the field. There was even one instance of a troop horse weathering the whole campaign and returning fit and well to ceremonial duties in London.

This survival was probably due to special attention and many surreptitious "extra feeds" being bestowed by his owner. A high tribute of praise was also given to the C.I.V.'s, who before leaving Pretoria handed in nearly half their original complement of battery horses.

SHOCKING ACCIDENT NEAR DUBLIN.

A shocking accident occurred on Thursday at Sydney Parade Station, causing the death of a man named Richard Boyle. He was returning to Dublin and was crossing the line at the express station when a down express overtook him. He was carried along for forty yards before the train could be stopped, and was then dead, one of his legs being torn off and his body frightfully mutilated.

ISSY'S

STAR

BRANDY.

(Z 156 April 25-2)

THE LLOYD APJOHN ESTATE.

In the House of Commons, Mr. Landon asked the Chief Secretary whether he could state what progress had been made since 1st January last to bring to a sale under the 40th

and see that the caps are cemented to the Bottle.

DEATH OF MR. MICHAEL M'COY, NEWCASTLE WEST.

Great regret is felt in Newcastle West at the death of Mr. Michael M'Cooy, a highly-esteemed resident of that town. Deceased, who was only in his 41st year, had been ailing for some time from an internal disease. He was a gentleman of the highest honour and integrity) whose word was his bond, and he was a liberal supporter of charity. The people of the town and district tender to his sorrowing sisters and brothers the deepest sympathy in this sad hour of bereavement. The interment took place at Churchtown, the family burial place, the cortege being extremely large and most representative. Amongst others, letters expressing sincere condolence were received from Mrs. Curling, The Castle, Newcastle West; Mrs. Furlong, Youghal, and a telegraphic message from Mr. Condon, solicitor, Listowel.

The Clergymen were:—Right Rev. Monsignor Hallinan, D.D., P.P., V.G.; Rev. John Quinlan, C.C.; Rev. John Reeves, C.C.; Rev. Father Sheahan, P.P., Ardagh; Rev. Father Clifford, P.P., Monegay.

Chief mourners—David McCoy, Thomas McCoy (brothers); Kattie McCoy, Hannah McCoy (sisters); William Regan, Kilmee (uncle); David Regan, Michael Ryan (cousins).

Amongst the general public were:—Captain Richbell Curling, J.P., The Castle; Captain Ievers, J.P., Glanduff Castle; Richard O'Grady, Rathfreedy; George L. Sheehy, J.P.; Harry O'Donnell, Cave Cottage; Surgeon James O'Donnell, Indian Medical Service; Thomas Hurley, J.P., Chairman District Council; P. O'Shaughnessy, J.P.; M. G. Barry, J.P.; Deane Shelton, Rossmore Castle; Thomas Bennett, Listowel; P. S. Palmer, Manager National Bank; E. O'F. Nugent, do; T. J. McDonald, Provincial Bank; M. H. Wolfe, Michael Leonard, D.C., Ringwood; John Leonard, do; Dr. Geo. Pierce, Dr. Richard P. Condon, Dr. J. Ambrose, John Condon, solr; Robert Cussen, solr; M. J. Roche, C.P.S.; T. D. McCoy, solr, Registrar; Patrick Sheehan, Limerick; Thomas G. Ambrose, Master Newcastle West Workhouse; Edward Sheehy, Michael Culhane, Dan Leonard, D.C.; J. D. Leahy, C.E.; W. A. Roche, Jerome Coakley, Matthew O'Mahony, Joseph Grogan, T.C.; C. C. Harnett, Michael Murphy, T.C.; Stafford O'Brien, Dan Leahy, T.C.; P. Griffin, Edward Kennedy, T.C.; Daniel Griffin, John Creed, T.C.; Cornelius Curtin, Reens, C. L. Curtin, D.C.; Dan L. Curtin D.C.; Timothy McMahon, John Costelloe, Thomas McKenna, Ennis; Maurice Curtin, Courtenay Arms Hotel; John Sheehan, Bathkeale; Thomas Cregan, do; William Power, Chesterfield; Michael Duffy, P. Roche, Raymond K. Sheehy, J. Brouder, David Kennedy, John Kennedy, Patrick Kennedy, Danganbeg; Richard Nash, P. Madigan, T. K. Madigan, James Roche, T. Scanlan, Dr. J. Scanlan, J. D. Musgrave, Courtenay Schools; George J. Ambrose, do; Dr. Mulcahy, P. Condon, Rathreigh; John Murphy, T.C.; J. Enright, Wm. O'Mahony, T. D. Cowper, A. J. Byrnes, Clerk District Council; John Byrnes, Clerk of Union; Wm. Phelan, John McDonnell, T.C.; Patrick Enright, John Ambrose, D.C.; Gideon Reidy, T.C.; M. Sheehy, Killoughteen; E. D. Liston, D.C.; John Liston, Lisnisky; P. D. Grogan, Kiltana; P. Lynch, Knockaderry; M. G. Ambrose, Ardagh; James Ambrose, do; Robt. Mulcahy, Rathcahill; George O'Callaghan, N.T., Castlemahon; John Costelloe, Ballingarry; John D. Moylan, Postmaster; Thomas Roche, Stephen Ambrose, Maurice M'Mahon, Patrick Fitzgibbon, John Gilburn, Cornelius M'Auliffe, Gibbon Fitzgibbon, Timothy Mulcahy, J. Behane, Frank Nash, David Nash, Denis Reidy, R. Condon, Ardrine; George Latchford, T.C.; Michael McDonnell, Dunmoylan; Jeremiah Clifford, T.C.; E. P. Harnett, T.C.; E. Hynes, Keane Ambrose, Dromin Deel; Thomas Ambrose, do; John McEnery, Camas; J. Hatch, Dromcolloher; Patrick Guiry, Ardraacrohy; Thomas Condo a, Clounskrehane; C. Corbett, Dromin; Maurice Collins, Dromcolloher; Denis O'Connell, Broadford; Edward Stanley, Ballylahire; Cornelius Ahern, Castlemahon; Darby Fanagan, Rathfridy; William O'Sullivan, Rathfridy; P. O'Shea, William Baker, P. Sheehan, Ardrine; C. O'Sullivan, Ballinvullen; Michael Enright, Kilreash; Wm. Dowling, Ballintubber; James O'Sullivan, Dromin House; William O'Gorman, Cooleygorman; John Upton, Old Mill; M. Guiry Kilmee. Wreaths were sent by many friends.

A DELICIOUS BEVERAGE.

The most wholesome of all summer drinks is Lemonade. Two gallons can be made to perfection from a 4d. bottle of "Eiffel Tower Lemonade." This well-known article is partly made in Italy in the midst of the Lemon orchards—hence its delicious flavour and wonderful cheap-

CUNARD LINE AND THE ATLANTIC RECORD.

For some time past the Atlantic record has been held by the German steamship Deutschland, but at last it appears, the British Mercantile Marine are going to make a struggle for the honour. In response to appeals that they should attempt to wrest the record from the Teutonic vessel, British ship-owners have pleaded (says the "Telegraph") that great speed cannot be attained in passenger ships with a due regard to the interests of the companies' shareholders except by means of Government subsidies, and those hitherto have been available. But apart from official assistance the Deutschland, it is admitted, have been a good advertisement for an all world service. This argument has led the Cunard Company, the pioneers in the matter of speed with safety, in sixty-one years they have not lost a single passenger, to decide to fight for the Atlantic record. Owing to the high price of iron and other causes the order has not been placed, but the designs have been invited for a vessel with a speed of twenty-five knots an hour.

GREAT DEPRESSION IN THE LINEN TRADE.

In consequence of the depression in the linen trade, a leading Northern firm, one of the oldest established, was on Thursday obliged to suspend payment. In Drogheda two firms engaged in the linen, spinning, and weaving trade ceased work. These are St. Mary's Flax Spinning Company and the Westgate Factory. Five hundred hands are idle in consequence.

KAISER'S SON TO VISIT BRITAIN.

According to a programme approved by the German Emperor, His Majesty's ship "Charlotte" will stay at Plymouth from August 17 to 21, at Gibraltar from September 18 to 21, at Malta from February 3 to 5, and at Falmouth from March 3 to 8. Other vessels will visit British ports. On board the "Charlotte" Prince Adalbert of Prussia is stationed in a professional capacity, but the standard of the Prince of the Royal House will not be put up, as His Royal Highness is not appearing officially. The German Emperor has expressed a wish that official receptions and special arrangements for the young Prince may be dispensed with.

To MOTHERS.—Mrs Winslow's Soothing Syrup has been used over fifty years by millions of mothers for their children while teething with perfect success. It will relieve the poor sufferer immediately. It is pleasant to taste; it produces natural, quiet sleep, by relieving the child from pain, and the little cherub awakes "as bright as button." Of all chemists, 1s. 1½d per bottle. (March 2)

FREE WHEEL

"SHANNON" CYCLES.

ARE now supplied at the following Prices, viz:—

LADY'S, with ordinary brake from	£11 0 0
„ with Bowden brake from	11 15 0
GENTS, with ordinary brake from	10 7 6
„ with Bowden brake from	11 (nett)

Free-Wheel Clutches fitted to existing machines, from 10s. each by

COLE, NELSON & CO., LIMITED,

LIMERICK.

[T S

MASSY HEWSON

COACH BUILDER,

No. 49, ROCHE'S-STREET, LIMERICK.

NEW and Second-hand Carriages for Sale and Hire, with option of Purchase. Painting, Trimming, and Repairing executed on the shortest

- 4. Oestrich
- 5. Liebfraumilch
- 6. Zeltinger
- 7. Erden

SPARK

- 1. Sparkling Mose
- 2. Sparkling Hoch
- 3. Sparkling Burg

CHL

FROM LEA

PRICES

OLD VJ

SANDEM.

OVER 10 Y

V

SPECIAL ATTE

BOTH FOI

Mich

9, 10, & 11

HIGH-CLASS

T. M

(LAT RESPECTFUL which is fit appliances are the which will compare from any other the INSTANTANEOUS conscious of expos

DRESSING ROOM SATISF.

123, GEOR

COUNT

DIVIS

COUNTY COUR

Bridget Reidy

TO BE SOLD an order of Court House, in t 15th day of Au Harnett, Auctione said Judge, all t right title and in yard and premises in the occupation situate at South Q Parish of Monegay of Limerick.

WA

For particulars apply to

J.

IN THE CO

Divisi