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THE LIMERICK CHRONICLE

[ESTABLISHED 1766.]

THURSDAY EVENING, FEBRUARY 8, 1900

THE accuracy of the report that General Buller had recrossed the Tugela and is making a second attempt to relieve Ladysmith, is at last placed beyond doubt. The War Office issued the first-named intelligence last evening, rather tardily, it is true, considering that the public were for some days previously in possession of the report through newspaper sources. The reticence of the authorities afforded good ground for the belief that the British were quietly pursuing a big strategic move, and so events have proved. Furthermore, it is gratifying to record that it has been so far successful, and accordingly the developments on the Tugela will be followed with great concern. On Monday our troops crossed the river at Pont and Molen drifts. According to the Boer accounts the British were beaten back at the former point, "and they recrossed the river in great confusion." But what the enemy claim as a victory was simply a feint attack by three battalions of our troops which advanced towards Brakfontein with six batteries. Owing to the heavy artillery-fire of the Boers, our infantry retired an hour later. Meanwhile our engineers expeditiously constructed a pontoon, while several pieces of cannon hidden among the trees on Zwartz Kop heavily bombarded the Boer position. The enemy were taken completely by surprise, and after severe fighting a high hill—Kranz Kloof—which forms a continuation of the Brakfontein range, was captured. The Boers made a determined effort to recapture the hill, but failed. A news agency states that "our further advance is at the moment prevented, as the Boers enfilade us from their positions on Spion Kop and Doorn Kloof." General Buller will probably find a new line of defence on his advance, but from the success which has attended his initial effort there is every ground for believing that with a big force at his command, he will not alone hold the captured position, but will gradually lessen the distance between him and Ladysmith. The latest

TRAGIC OCCURRENCE NEAR CAPPAMORE.

DOCTOR ACCIDENTALLY POISONED.

A tragic accident occurred on Tuesday evening in the townland of Rath, near Cappamore, resulting in the death of a well-known medical practitioner, Dr Charles P. Tennant. It appears that Dr Tennant had been attending a family named Mulcahy, living in the neighbourhood. He paid his usual visit to the patients on Tuesday evening, having brought with him a bottle of carbolic oil for professional purposes. It is also stated that Dr Tennant had in his possession a bottle containing whiskey, and while at Mulcahy's house he produced what he believed to be the whiskey bottle, and drank portion of its contents. The unfortunate gentleman appears not to have noticed his error until questioned by Mrs Mulcahy as to some peculiar smell, when he discovered that he had drunk carbolic oil instead of whiskey. Realising his awful position, Dr Tennant immediately called for mustard and water as an emetic, but this remedy proved ineffectual, and he fell to the ground in great agony. In the meantime, Dr O'Callaghan (Newpallas) was sent for, but arrived only to find that life was extinct. The news of the lamentable occurrence spread sorrow over the district, where the deceased gentleman was extremely popular. Dr Tennant was a nephew of the late Mr Rickard Lloyd, J.P., Portnard. On the completion of his medical course he joined the Navy, and afterwards practised in London. Dr Tennant did temporary duty in several of the dispensary districts in Limerick, and within the last few years took up his residence amongst his friends in Cappamore. He was a comparatively young man, being about forty years old, and his sad death is universally regretted. An inquest was held yesterday by Dr Cleary.

DEATH OF MR JOHN F WALKER.

One of the few remaining links connecting the present with a generation fast slipping away has been severed by the death of an old and popular citizen, Mr John Francis Walker, ex-Alderman, who passed away on the 6th inst at Askeaton. Mr Walker having retired from business, as a bonded warehouse owner, has resided out of Limerick for many years, but his kindly, genial disposition was never forgotten by his many friends in the city, and the news of his death has been received with sincere regret. Mr Walker had been a member of the Corporation for a long period, and in 1876 he and Mr Ambrose Hall were aspirants for the Mayoralty. Mr Walker was elected, but on petition by Mr Hall the election was upset through an irregularity in the voting, and the latter gentleman was installed Mayor in the month of February. Mr Walker was, however, unanimously elected by the Corporation the following year, and accordingly occupied the chair for 1876. It is many years now since he ceased his connection with the Corporation and retired into private life.

MARRIAGE OF MR. G. RYAN, C.E., AND MISS GAFFNEY.

Yesterday in the Catholic University Church, Dublin, the marriage was solemnised of Mr George Ryan, C.E., Limerick, son of the late James Ryan, J.P. to Miss Agnes Gaffney, daughter

RAILWAY A QUI

PUBLIC MEET

Posters have been public meeting of the Athenaeum on to-morrow of protesting against the proposed extension of the railway. The Mayor is to meet citizens are to ad

COUNTY GUARANTEE AND KEH

During the discussion on Saturday a question was asked regarding the clause in the Bill which provided for the purchase of the railway as part of the system, would provide a county of the £10,000 per annum for a week, and it was the opinion of the committee that the interests of the county would be better served by the Bill as it is. The Bill ensures the repayment, and that, the money of the Limerick Railway, £280,000. The £10,000, and the rank as a first charge

DISCUSSION AT QUAA

At Ennis Board of Mr Lynch, J.P., representative of the Great Southern Railway, who, with Ennis, and Inspector was present, was anxious to discuss the Board on the Railway and suggested the Bill.

It was agreed to, at Council at some length question of amalgamation amongst them, and a resolution was proposed to the effect that the project be carried out if the Council in its favour.

Mr O'Meehan said coming into Ennis, it would be far preferable to let the project be carried out if they had come to a decision in doubt whatever the result. As far as the matter would be no competition.

Mr Ryan said there was no competition. Mr Lyons—In what Mr Ryan—By what Mr O'Meehan—We Company coming in from Mr Ryan—That is thought the running of the railway is nothing to preclude through Athenry at the same time. The Act must be continued.