days' journey up the Yarkand River a Chinese fort. I hope we may find nere. I found some rancid bacon and a lian corn that had dropped out of one of

1st.—We came about 10 miles up the River, but had to take off our clothes and seven times. The Balti whom we sent r days ago turned up, and says that he e nothing of the others. I really felt to take the law into my own hands in ay, as he has eaten all the food we gave e refused to carry a load, so I promptly him food and left him behind. I expect ers are near here. There is plenty of nd firewood here, and we have found a bhage which is at any rate filling when rith flour.

2nd—We came up the river seven miles, it four times, to a Chinese fort 12,050. s nobody here, but I saw a door, behind on kicking it open, I found a bag of rice is sort of oil. We have gorged ourselves and now feel quite hopeful of our safety. 3rd-Knowing that there is a road to Koogiar Noren from here, we followed ell defined track for 13 miles to a small aut, where we camped at 13,200 ft. It a little, and we are still troubled with sore

4th-We came about 12 miles up the to 15,000 ft. Here the track divided, and and I went up to explore what looks like in one. I hope it is, as we mean to follow t is awfully cold without a tent and very iring.

5th-It was too cold to sleep, so starting we found our way to the top of a pass it. It proved to be the Kokiaiung. The is gradual, but the descent steep and ous over snow. We came on 7 miles more in open valley leading N, and just at the 1 saw 4 men with yaks, on their way to the They fed us, and tell us we are only one om some kirging; so thank God our danger now, and we have no longer to carry loads a promise to give us their vacks. If we y promise to give us their yacks. t met them we should have gone down the road, and would not have met a soul for a

e 6th-We were given a guide and the and came on over the Jahta Koram Pass, ift, and then met the keiging. They were ly kind to us, feeding us on cornbread and , and lending us a tent for the night.

e 7th-We got yaks and guides, and in lays came to Koogiar, crossing two passes on way, Estrikart 12,400 feet, and Akoram ) feet. At Kogiar we met a trader who will

is men and ponies on hire to Leh. ie 12th-We rode into Kargillick, about 50

, to see the Chinese Amban.

ie 13th-We called on the Amban, who was kind to us, and says we are to have camels as the Karakoram Pass for fording rivers. ys that if the Baltis are caught they will get 5 years, which was the punishment we

for them. 1e 16th-Came back to Koogiar, waited 2 and then started with 3 pomes and 2 ls. We came another road to the Yarkand r, crossing the Yong pass 16,000 feet. We lled very fast, and made a record journey to where we arrived in 16 days, although we rouble from snow on the Gussu and Kardong s. We here found John, who told us that ad lost 24 nonies in two days on the Kara-

INQUEST AT BARRINGTON'S HOSPITAL.

An inquest was held yesterday at eleven o'clock by Mr M J DeCourcey, City Coroner, in Barringtons' Hospital on the body of an old woman named Catherine O'Connell, who died from injuries caused by a brick falling on her last Saturday.

Mr Coffey, solicitor, appeared for the next of

The first witness called was Thomas O'Connell, son of the deceased, who deposed in answer to Head Constable McBrinn-I live in Mungret street; deceased woman was my mother; she was about 62 years of age; she had no occupation; her husband, who is dead, had been a mason; his name was Mathew O'Connell; she did not live with me; I saw her alive last on Sunday morning in the hospital; she never spoke to me; I saw her on Saturday morning, the 25th inst; she was in her usual good health; I don't know what caused her death.

Dr Mulcahy deposed-D. ceased was admitted into the house on Saturd y about three o'clock in the afternoon; she was suffering from a fracture of the skull and was unconscious; she never fully regained consciousness; her death occurred on Sunday morning about three o'clock; death was caused by effusion of the brain caused by a fracture of the skull; she was a delicate-looking woman, but there did not appear to be anything

else wrong with her.
James O'Brien stated that he was in Upper William-street, near Cremens's paper-shop, about 2.15 o'clock on Saturday evening; he saw the deceased woman pass by; she was opposite Mr O'Donnell's harness shop when witness noticed brick fall off her head; he did not see it fall nor did he know where it came from; deceased was knecked down; he ran to her assistance, and sent for her son.

Mr John O'Donnell deposed—I keep a harness shop in William-street; I was in my shop at a quarter past two o'clock on Saturday afternoon; my attention was attracted by a noise outside my shop, and looking out I saw a woman fall to the ground; I did not see a brick fall on her; I te cognised the deceased woman, whom I knew well I rushed to her aid at once, and together with Constable M'Joldric, who was near at hand, carried her into the shop, where we gave her some brandy, after which we got a car and took her to Barrington's Hospital; deceased was a beggar woman; I found a brick on the ground near where the woman fell, and on examination I found some loose bricks that formed the masonry of the upper window of my shop; on. of them was missing, and I have no doubt that the brick produced was the one I found on the ground under my window, which had fallen from my upper window, a distance of about thirty frot.

Constable M'Goldric correborated the evidence of the last witness, and stated that he examined the masonry of Mr O'Donnell's shop and found some loose bricks removed from an upper window; he had no doubt that the brick found outside the shop had fallen from the upper window, a distance of about thirty feet.

The jury then retired, and after ten minutes consideration found a verdict that deceased died from effusion of the brain caused by a fracture of the skull, and that same was the result of an accident.

> AMNESTY MEETING IN CORK. Cork, Sunday.

WATERFORD AND LIMERICK RAIL COMPANY.

## DIRECTORS' REPORT.

The following is the report of the Direc be submitted at the ninety-eighth halfmeeting of the proprietors to be held in ! ford on Friday next :-

The following tabulated statement shot Traffic Receipts of the Company, exclusive worked lines, for the half-year ended 30th 1894, as compared with the corresponding of the preceding year.

Description.	30t1	30th June.			Half-year, 30th June, 1893.			in		
Passengers :-	æ	Γ	8	d	£	8	d	B		d
1st cl, single 2nd , , ,	90	19	9	9	924	_Z	111	ang sjoren	- 1	-1
2nd ., ,,	. 16	18	2	-8	1706	17	*			1
STO	1 847	93		- 391	OTRO	12				
1st cl. return .		E1		- 94	1.900	- 8	-01	18	17	1
2nd	1 29	71	- <b>9</b>	O	3040	. 0	- 41	***		Į
3rd	. 100	W	14	. 9	10527	8	3			. 1
Periodical		1	300							1
Tickets					790			94	15	9
Sundries	. 6	<b>37</b>	19	1	456	1	2		4	
Total	200	7	13	7	27111	8	13			
Parcels & Mis	Ц			24				shd .		
cellaneous	. 65							1157		8
Mails .	. 48	18	15	0	4701	1	4	117 7334	13	8
Mails . Goods .	344	31	5	3	27006	17	3	7334	8	0
Minerals .	52							1040		2
Live Stock .	115	43	4	. 9	9041	16	6	2581	8	3
Total Traff		Τ		1						
Receipts .	1890	Ю	15	1	77580	7	8	12028	7	. 3

In order to maintain a correct comparing receipts of the Athenry and Euris and I and Tuam lines for the corresponding have been introduced into the tabulate ment.

The basis of the new agreement with th Western Company entails the inclusion traffic receipts of the amounts payable Company thereander. In the revenue a Nos. IX and X the comparisons under items are to some extent necessarily disa:

this being the first half-year for wh accounts have been prepared in the new! It will be observed from the detailed re traffic receipts that increases are shown description of traffic except passengers, provement in goods and live stock traffic been very substantial.

During the lialf-year 7 miles 664 yard manent way have been relaid with steel | creesoted sleepers, and the entire cost ch revenue. The length relaid in the correct half-year was 6 miles 5 yards.

Marked improvements continue to be your rolling stock. In addition to maintenance and repairs, one brake th carriage, one standard third class carri passenger brake van, eleven covere wagons, three covered goods wagons, coal wagon were constructed in the C works, to replace old stock, and the costo Revenue. Two engines, three carrieten wagons have been provided for the and are additions to the stock.

The capital expenditure amounted : 13s, of which £1,970 was expended on ing, block working, and vacuum brake compulsory order of the Board of Tra expenditure during the half-year on th needed new station and works at amounted to 2488.

A sum of £500 has been written off t