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SIX BODIES RECOVERED.

The Press Association's Grimsby corresponder telegraphs:—An explosion has occurred on torpedo-boat in the North Sea. The bodies of six

torpedo-boat in the North Sea. The bodies of six sailors who lost their lives have been landed here. Captain Smith, in a report to the Grimsby Customs, says the bodies, which were in lifebelts, were floating in the water feet uppermost. He saw the vessel stuck up out of the water with steam round her, but could see no sign of life. The lightship keeper informed him that a four-funnelled boat had apparently broken in two about saven vesterday morning. He heard to noise and seven yesterday morning. He heard no noise and saw nobody leave the hip.

saw nobody leave the paip.

The Press Association's Grimsby correspondent telegraphs at 10.30 a.m. to-day:—There is every reason to believe that his Majesty's torpedo-boat destroyer "Cobra" was blown up with all hands while undergoing a boiler test in the North Sea. The first intimation reached Grimsby this morn. ing, when a Yarmouth ashing vessel arrived with six bodies which she had picked up. The "Cobra 3 was a sister stip to the "Viper," which was recently lost during the manœuvres by running ashore at Alderney, and was fitted by the Parsonstown Marine Turbine Company wish a turbine engine. She had boilers of the modified Yarrow type, made by Messrs. Hawthorn, Leelie, and Co., with a grate area of about 276 square

Lloyd's agent at Middlesboro' telegraphs :-The steamship "Harlington," from London, reports having picked up twelve men, survivors of the crew of the "Cobra" torpedo-boat destroyer off Dudgeon Shoat. The "Cobra" broke in two and sank.

Four of the bodies landed at Grimsby have been identified, by means of clothing, as those of Murray(stoker), Tuffery (seaman), Barrett (stoker), and T. Coles (warrant officer). The other two bodies are presumably those of men employed by the contractors.

The "Cobra" was in charge of a navigating party commanded by Lieut. Alan W. Bosworth Smith, of H.M.S. "Duke of Wellington," sent from the Naval Depot here. She also had some contractor's men aboard.

The Admiralty says a telegram received at .

Portsmouth from the chief engineer of the
"Cobra" says the vessel struck on the rocks on
the passage from Newbastle to Portsmouth, and was broken in two, becoming a total wreck. Barnes, Osgood, Privett, Thayler, Hutchinson, Chivers, Collins, Ashley, Warrener, and Chief Engineer Percey and two fitters from Parsons, Wallsend, named Bates and Blacklock, were picked up by a dingby and landed at Middlesboro'. The chief engineer knows nothing of the people engaged in the "Cebra" for the passage to Portsmouth.

The missing totals forty-two, irrespective of the contractor's men.

UNIVERSITY COMMISSION.

The Royal Commission on University Education commenced its sittings at Dublin to-day. The first session is expected to last ten days.

LIPTON INJURED.

Sir Thomas Lipton had his log strained and lacerated by being struck by a wave while boarding his launch. He is able to get about to-

LIMERICK PRISONER'S APPEAL.

In the High Court yesterday, Mr. Jefferson, on behalf of the defendant, Wm. Phillips, a prisoner in Limerick Gall appealed to the Court to order in Limerick Gall appealed to the Court to order his release. He half been imprished under an order of the Vice Chanceller for interferring in the management of the farm managed by his sister, and disposing of some sheep. He now made an affidavit spottgining to the Court, expressing regret for what he had done, and undertaking not to interfere with the property of the deceased or with the management of his sister.

Mr Peart (instructed by Mesers Blackall and tructed by Me ers Blackall and

Son) resisted the motion.

Mr Justice Burton, on the undertaking given by the prisoner, made the order.

BLENDED BUTTER.

ABORTIVE PROSECUTION.

At Bath Police Court yesterday, Measrs Parks, Gunston, and Tee, Limited, were summoned for selling butter alleged to contain an excessive amount of water. For the distence counsel contended that no offence had been committed, as customers were warned that milk was blended with the butter. The Beach dismissed the summons but stated a case.

PRETTY WEDDING.

A very pretty wedding was solemnised in St. Mary's Church, Clonnel, on Tuesday last, be-tween Rev. Arthur Ernest Davis; Rector of Killaloan, Clonnel (son of the late Luke Davis, Esq., Landed Estates Court, Dublin, and of Mrs. Davis, Sydenham Place, Dublin), and Florence Mary eldest daughter of Henry James Bourchies, Esq., of Baggotatown House.

THE RECENT RAILWAY FATALITY.

ADJOURNED INQUEST.

An adjourned inquest relative to the death of Thomas O'Dwyer, an assistant guard of the firms Southern and Western Railway Company, who was willed: at Limerick Terminus on the night of the lith instant, by being knocked down by the engine of a special train from Kerry, was reco vesterday abthe City Courthouse by Mr. Corone DeCourcey and a jury. The inquest had been adjourned from this day week for further evi-

District Inspector Hetreed conducted the pro-cedings on behalf of the Police. Mr. B. Barrington, Solicitor, appeared for the

Mr. J. S. Gaffney, Solicitor, appeared for the Mr. J. S. Gaffney, Solicitor, appeared for the next-of-kin of the deceased, and also for the Amalgamated Society of Railway Servants.

Mr. Hetreed said that one of the jury on the last day wanted information from a witness who last day wanted information the occasion. He had now got his information which had been taken on effective, and he now proposed to readil. He then affidavit, and he now proposed to read it. He there read the information of Thos. Brennan, of Bathroe affidavit, and he now proposed to the read the information of Thos. Froman, or Rathresman, Ballina, County Mayo, who deposed that do the 10th September he was at Limerick station, and at 9.30 p.m. he went below the goods store coming out of the goods store and he satisfied him where was Sweeny, the shunter, and the man said, lifting his hand, "down that way"; he seemed to be in a great hurry and ran away; witness crossed the line and stood on the timber for way. A train passed him while he was stanting, and pulled up suddenly before it had all passed him. He saw parties with lamps on the side of the train; he heard them say a man diately after he saw the parties that high man out from under the train and leaving him up against the wall. As the place was very dark be did not did he know it was the same man who was run over by the train.

over by the train.
The Coroner said the information of this ro

over by the brain.

The Coroner said the information of this roam did not throw much light on the subject.

John Cotter, fireman on the engine, deposed he saw nothing till he heard the jerk; he had driver stopping; witness get down of the engine and saw nothing; the driver went down of the engine what was wrong, and when he came back he told him there was a man knocked down.

To Mr. Gaffney: The pilot engine was abunting at the other side—on his-right side; I could not see very well; the night was dark; he agreed with Riordan when he said he could not see a man three yards off; he could not say if all the lamps were lighting; he whistled coming under the bridge; witness was never in this perticular place before; he was a native of Cork; they left at five o'clock that morning, and goe a root at at five o'clock that morning, and got a rest at Tralee where he was five hours off duty.

To Mr. Barrington: The accident occurred at the corner of this goods' store where the signals are; I don't know whether there is a lamp there. Mr. Barrington said that he had now the origin

Mr. Barrington said that he had now the original copy of the telegram that was sent to Ghard Bourke by Mr. Stanshan that evening, requiring him to go to Tuam. It stated: "Be prepared on arriving here to work a special to Tuam." se that it was not the intention to send the doceaned as the special guard to Tuam.

District Inspector Hetreed: I don's see how

District Inspector Hetreed: I don's see how that concerns the cause of death.

A young fellow named Joan Heagney was examined by Mr. Gaffney, and deposed that Mr. Shanahan, the station-master, seens him for the deceased about 9.30 p.m., and said that he wanted him togo to Tuam; Dwyer had his boots open, and said he was just going to bed.

Mr. Barrington: I believe you have been dismissed since for drunkenness?

Witness: Yes.

Witness: Yes.

Mr Barrington: Did you deny afterwards in the presence of Mr Shanahan and another witness. the presence of Mr Shanahan and another witness that you had been sent down to send Dwyer to Tuam, but shat you were simply teld to go down for Dwyer and bring him np?

Witness: I did; I was afraid Mr Shanahan would send me home.

Mr. Barrington said that the telegram was sent to Guard Bourke at helf past nine, or half as hour or so before the deceased met his death.

The Telegraph Clerk said that he sent is at 9.56 Irish time. It was handed to him about 9.30.

Mr. Kiely, a jurpr, said that he went to see this place where the accident occurred, and found it in total darkness.

in total darkness.

The Coroner said they had evidence that there

The Coroner said they had evidence that there was light at the old co-operative stores.

Mr. Gaffney, solicitor, addressed the court, helding that the deceased was overworked. The evidence showed that he started by a train beving at 5.40 in the morning. In order to have his train in proper order he (speaker) was sure it was necessary to have him called, at the latest, at 4.30 a.m. The train arrived at the Locomotive Signals at 6.35 p.m., and according to the evidence of Mr. Shanahan he would have gone off work about 7.40 p.m. That would near that the men had been working practically speaking for 14 hours. His idea was, and he thought the jury would agree with him, that this unfortunate man was physically overcome and jaded by constant mental strain when this accident occurred. Again they had abundant evidence to show that the place was insufficiently lighted, and he would look for an expression of opinion on these two points from the jury.

Mr. Barrington, in reply to Mr. Gaffney, said the guard had only to join the train just before starting. The making up of the train was done by the engine driver and other officials. The train did not leave till a few minutes before six. Beccased had four hours off duty in Listowel. Unfortunately, he stopped in front of this train at

train did not leave till a few minutes before six. Deceased had four hours off duty in Listowel. Unfortunately, he stopped in front of this train at Limerick, not thinking it would catch him so som. It was impossible to stop the train within the space of three or four yards. The accident was not one that the Company or any one else was to blame for, and as regards the lighting, he stated there were two lights in the vicinity where the accident occurred. the accident occurred.

The Coroner summed up, and the jury retired.
After half an hour's absence,

After hair an nour's ausence,
The Jury returned a verdice to the effect that
the decased met his death by being soundentally
crushed by a railway eagine, whilst in the discharge of his duty, and owing to the place being
i sufficiently lighted. They also considered that
he was averaged. he was overworked. They strongly recommended his aged father to the consideration of the company, as from the evidence the deceased was has only support, and a capable servant.

THE STREET CLEANSING

DROWNING ACCIDENTS IN LIMBRICK,

Yesterday at 1.50 G'clock Mr. Coron DeCourcey and a pary held an inspects in the Caty Courthouse touching the fleath of a man, aged about 27, supposed to be a sailer belonging to the Naval Reserve, whose body was found on Tackley in the mad at Arthur's Quay. The Police communicated with Kilrush and Ballybunios situated at other side of the lower Shannon, and also with other localities, but they have received no report of any man having beau-massing, and the only cite which the anthomics have as to his identity is the name "J Cummingham," found imprinted on the clother worn by the deceased.

Evidence was given as to the finding of the body.

body.

Dr. Shanahan deposed that death was due to drowning, and that the body had been but a short

time in the water.

The jurys found a verdict to the effect that deceased was, found dead in the River Shannon on the 17th September, and that his death was caused by drowning, but how occasioned there was no evidence to show.

Head Coastable Frency said he desired to bring under notice the disapidated condition of the mergue. It was in a very unkept state. The roof was falling asunder. Who ever was responsible for keeping the place in repair should look after it.

sible for keeping we have after it, after it.

The Coroner remarked that several combinities had been made with regard to the matter.

Heigh-Constable Feeney said it was not very sice for the city of Limerick, or any civilised place, to have a morg se like it.

ANOTHER VICTIM.

Late on Tuesday night another drowning accident occurred at the quays. It would appear that on that evening a fireman named John Lewis and another named John Scott took their discharge from the sa. "Catheart," where they had been employed. They proceeded to the st. "Seapoint," which is bershed at Mountkennett Quay, and the captain granted them a passage to Whitehaven. Lewis and Scott were perfectly sober and on good terms. After a short stay on board they went up town, and nothing further, was heard of them till eleven o'clock, when John hurray, the second mate of the "Seapoint," heard a splash in the water. He at once got a light and placed it over the bow of the vessel, but could not see anyone in the water. Constable Concarnon was immediately on the scene, and every effort made to keeste the man, but without avail. At ten minutes to two yesterday morning the body was discovered in the water in a standing position, as if the poor fellow had got stuck in the mud. At the time of the accident, Scott was seen in the vicinity, and on being questioned by Sarosant M'Area said that he have nothing of the that on that evening a fireman named John Lewis mud. At the time of the accident, Scott was seen mud. At the time of the accident, Scott was seen in the vicinity, and on being questioned by Sergeant M'Arce said that he knew nothing of the accident, adding that the deceased returned to the quays with a stranger. He (Scott) heard a noise in the water, but saw no one fall in. The police took Scott into custody. At the inquest yesterday he relunteered to give evidence, but on the Coroner explaining to him that he need not do so, as anything he would say might be takendown and used as evidence against him, the man walked off the witness table. Both the engineer and second mate of the sa. "Scapoint" strongly complained of insufficient lighting along the quay, and it was stated that there was he one lamp lighted near the ship where Lewis was supposed to have met his fate. The jury returned a verdier that death was caused by drowning, but how the iman gut into the water there was ne evidence to show. They added a rider complaining of the insufficiency of lighting and protection along Meuutkennett Quay. kennett Quay.

The man Scott was discharged at the conclusion of the inquest.

CORPORATION COMMITTEES.

THE NATIONAL BANK CAR STAND. At the Corporation Committees last night,

At the Corporation Committees last night,
Mr. Hall, solicitor, attended on behalf of the
Manager of the National Bank, for the purpose
of removing the cab stand at the bank to some
more suitable place. The Manager complained,
and he believed his Directors and some of the Inspectors were urging the matter on, that this was
somewhat of a nuisance, and an interference with
the business of the bank. He saw by the bye-laws
that two cars were allowed to stand there, but the
Manager said that semetimes as many as four
collected there, and that when customers of the
Bank drive up they had to drive several doors up collected there, and that when customers of the Bank drive up they had to drive several doors up and walk down to the bank. The directors or manager had no desire to interfere with the jarveys, but they suggested that a more suitable site, certainly as good from a jarveies point of view, would be at the opposite side, viz, by Messrs

view, would be at the opposite side, viz, by Messrs White and Company's Wine Store.

A long discussion ensued, in which some of the members expressed themselves averse to removing the jarveys on the ground that the car stand had been there for years. Mr. Forrest said that the place was constituted a stand by the new Corporation.

poration.

Mr. Gough proposed that the Corporation stand by the Bye-laws and allow the jarveys to remain at the Bank stand. If they created a precedent by removing them they would hant them out to Ballinacurra or some plape like it.

Mr. O'Connor moved as an amendment, that the space in front of the National Bank door be kept secant, so as to allow passengers arriving at the bank to alight immediately at the main door.

On a poli, Mr. O'Connor's amendment was carried by ten votes to fine.

THE MRE ENGINE.

Correspondence was read on the subject of the

Correspondence was read on the subject of the repairs to the fire engine. Messrs. Merry weather and Sons, London, stated that their price for a new cylinder for the fire engine, bored and machined complete, would be £16 17s. 6d.

It was decided to send the engine to London to be repaired. be repaired.

THE NEW PRESETTERIAN CHURCH. THE NEW PRESETTEMAN CHUBOR.

A letter was read from Messri. Thomas A. Ferguson and Archibald Murray, stating that as the new Presbyterian Church in Lower Mallow street was now completed and would be open in about a fortnight, they saked that the footpath and crossing at the corner where the Church is built begut in the corner where the Church is built begut in the Corner where the Church ing at the corner where the Unuron is only beput in proper condition. They also requested the Com-mittee to be good enough to arrange for a large lamp at the corner of Mallow Street and Henry Street, the part of the street where the church is arranged being at present years healty lighted

THIS DAY'S MARKETS

Wid inginitive decont

LIMERRE MARKETS Barnaterusen - Resull putente, sin 6d per met bahasar patenta, Ma 6d; whites Ma 6d; per met Mi 6d; lines, 22a 6d. Outlines 5H as 61; per ten Mi 6d; lines, 22a 6d. Outlines 5H as 61; per ten Mi 6d; lines, 22a 6d. Outlines 5H as 61; per ten Mi barn, 35 6a 6d; lour, special sons, 35 5a 6d. Whites 1 (1) and 1

Burres Marker. — There was a small supply better in market yesterday. The price pard w 50s for 30-14. Lumps setched from 91d at 180 per fit.

Conse—There was a fair campily in market to sky Visite cats from Sid to Sid; Tartary do, 5d to 9d; fact cats, 7d to Sid; wheat, Sid to 9d. Ecce Hon eggs, 8d to 10d per dozen.

Final Sole, is 3d per lb; plaice, 3d per lb; codfish 3d per lb; lag, 6d per lb; hake, 6d per lb; whiting, 6d per lb; tarbot, is 3d per lb; machined, 3s 0d per lb; carbot, is 3d per lb; machined, 3s 0d per lb; coet, is 3d per lb; troet, is 3d

Fown Chickens from 3s &d to 4s 9d per pair coung decks, 3s &d to 4s &d.

Maxr—Steaks and chops 9d per lb; roast beef, 8d; hind quarters of mutton, 8d; fore-quarters, 7d; cora beef, 6d; some beef, 4d; boiling beef, 6d. American Bacor Long clear middles, 43e 6d to 60e 6d per cost; short rib middles, 47e 6d to 50e 6d; rib backs, 45e 6d to 49e.

Hibes and Sains—Hides, 2s 6d to 3s 6d per stone kipp and runnet, 2s 6d to 3s 6d per stone; calf skin 2s 6d to 2s 3d each; horse skins, 7s 6d to 10s each asseathus, 2s 6d to 3s 6d each; sheep skins, 4s 6d i 5s 6d each.

Porarous - There were 50 loads of potatoes in market yesterday, which sold at 3d to 3d per stone;

Promarkets are held on the first and third Twosley in each mosth; fat eathe and sheep, on every Thursday throughout the year; milch cows and calves, on every Saturday throughout the year.

TRUESDAY'S WEEKLY CATTLE MARKET—There were cown, 53 sheep and I lamb in market. Prime heifer beef from £14 to £16 0s; sheep, 40s 0d to 50s 0d lambs, £3s 0d to 6s 0d.

BUTTER MARKETS.

CORK.

Tireta	TO-DAY.
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narket, 226 (mild,	74).

IRISH CREAMERY.

Choicest pure Irish centrifugal creamery butter as officially quoted by the Price Committee at Limerick at 106s. to 110s. to dairies.

COPENHAGEN.

DUBLIN CATTLE. THIS DAY.

The market was weak and dragging for best orts only. Cattle and sheep ranged about last week's rates. Inferior and rougher classes very hard to clear at prices in favour of buyers.

Numbers in market—Cattle, 3,612; sheep, 8,955: calves, 100.

Best Beef, 31s. to 33s. Medium, 29s. to 30s. 0d. Inferior, 28s. to 29s. Wether Mutton, 6d. to 3½d per 1b. Ewe mutton, 4½d. to 5d.

FAIRS.

FAIRS OF MUNSTER—SEPTEMBER.

Friday, 20—Tipperary: Cloughjerdan. Kerry: Brosna, Sirmilebridge.

Saturday, 21—Kerry; Cahirdaniel.

Mionday, 23—Limerick: Dromon. Tipperary: Emiy, Portroe.

Tuesday, 24—Limerick: Abbeyfeale. Clare: Feakle. Kerry: Sneem. Waterford: Kilmacthomas.

Wednesday, 25—Limerick: Foynes. Clare: Kilmach. Cork: Doneraile, Drimoleague. Kerry: *Listowel.

Thursday 25—Clare: D.

thwel.
Thursday, 26—Clare: Ruane. Tipperary: Borriso-tane. Carriok-on-Suir. Kerry: Keumare. Water-ferd: Cappoquin.
In places marked thus (*) a pig fair is held on the Ennis monthly fair is held on the first Saturday of

TO-DAY'S SPORTING.

[SPECIAL TELEGRAMS.]

AYR RACES.

AYR RACES.

Craigeng llan Selling: Cherry Laurel, 1;
Clarendon Road, 2; Stillett, 3. Five ran.
Juvenile Handicap: Wild Night Again, 2;
Hypotic, 2; Joanie, 3. Ten ran.
Ayrshire Handicap: Gay Consul, 1; Game
Hen, 2; Sprig of Shillelagh, 3. Seven ran.
Coula Selling: Perfidious, 1; Crow Not, 2; The
Nipper, 3. Ten ran.
County Oup: St. Monans, 1; Pixzicate, 2; Bowmore, 3. Three ran.
Alloway Selling: Dangerous, 1; Arriago, 2;
Thursday, 3. Seven ran.
Egglington Cup: Wee Busbie, 1; Kerlogue, 2;
Kale, 3. Five ran.

YARMOUTH RACES.

Yare Plate: Silverhampton, 1; Swiftness, 2; Lustrous, 3. Seven ran. Munument Plate: Erima, 1; Gold Nix, 2; Ravenscroft, 3. Eleven ran.
Anglican Plate: Vidame, 1; Sandbag, 2;
Mambriso, 3. Nine ran.

GRAND MATE

THE SEL

THEATRE

MONDAY "LORD ! MR. CU

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MR. W Deputation Secre Exet

GOSPI MUNSI On SUNDA

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country residence.

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A SSISTANTS O coming Exami be received at the Westminster, not lat printed forms, which ticulars, from the S mission, London, S. V

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