

**S-NOTES
AND NOTIONS.**

THE EXHIBITION.

(Lady Day) was a record day at the exhibition, many as 5,000 people passing through the gates at 10 p.m. Excursion trains were sent to Ennis, Kerry, and Killaloe, and a very big crowd. The Lower Shannon steamer "Shannon" was requisitioned by Mr. Tarbert, Glin, and Kildysart, while the "Shannon" was largely availed of to visit the city, and what they teach.

WEATHER BAD.

The exhibition was again wretched, rain falling during the day, while at night there was a heavy snowfall. This made things very disagreeable to the spectators, who were forced to keep to the shelter than they otherwise would. The Dublin Fusiliers were again in attendance at the two performances in the afternoon and presented a bright and attractive performance.

THE THEATRE.

The exhibition was taxed to its utmost at all periods and encores were the order. The talent was highly good and justified a renewal of the exhibition.

TO-NIGHT.

The exhibition to-night will be the splendid performance of the Dragoon Guards. It will also perform in the afternoon and again at night.

A GALA NIGHT.

The exhibition will be that of Saturday when there will be a very extensive scale, eight encores announced, taking part. The grounds will be brightly lighted up by magnesium lights. A figure drill is announced. We expect that there will be a record attendance.

YACHTMAN'S "DOUBLE EVENT."

Mr. Fitzgerald, who won both the King's Cup and the Kaiser's Cup at Cowes with Satanita, a boat never before achieved, is, says the rough Irishman and devoted to every thing. Sir Maurice owns a large estate, and some valuable slate quarries in Co. Wick. He has a beautiful seat on Valentia.

FORETOLD HIS DEATH.

The liner Campania, says the "Daily News" New York correspondent, arrived on the passage occupying five days 17 hours. Mr. Delany, a first-class passenger, said good-byes at Queenstown, remarking that he would never see them again. He said he had foretold the revision of forthcoming death. Delany was killed.

**SAD DROWNING ACCIDENT
AT THE DOCKS.**

TWO FIREMEN THE VICTIMS.

A very sad accident occurred at the Docks last night about a quarter to twelve o'clock resulting in the loss of two lives. It would appear that William Hoath and Robert Walker, of Hull, firemen of the s.s. "Tuskar," which arrived in port yesterday with a cargo of grain from Buenos Ayres, were proceeding to their ship, and somewhere in the vicinity of the vessel, by some unaccountable accident, fell into the water and were drowned. No cries for help were heard. The bodies were recovered some hours afterwards and removed to the Morgue pending an inquest. Walker was a married man, and, it is stated, had but yesterday written to his family announcing his arrival in Limerick.

THE INQUEST.

At one o'clock p.m. to-day, Mr. Mathew J. DeCoursey, solr., City Coroner, held an inquest at the City Courthouse with respect to the death of the deceased.

Head Constable Moore represented the Crown.

The following were sworn on the jury—William Maguire (foreman), Wm. Ryan, Arthur Stavely, Patrick Meany, Michael Collins, Daniel Clancy, James Gleason, Robert Quin, Michael McArdle, John Griffin Henry McCann, and Thomas Ryan.

Evidence was given.

Samuel W. H. Jeffrey said he was master of the steamer "Tuskar," of London. They arrived in the Shannon from the River Plate, yesterday. He knew the deceased who were two of the crew. They were firemen named William Hoath and Robert Walker. He knew them since they signed at Hull on the 29th April last. They were with the steamer since. Hoath was aged about 34 and Walker 32. Walker was married he understood. He did not know if they got leave last night. Their conduct was very good, quite exceptional. The conduct of all the crew was exemplary. The deceased were not addicted to drink. The steamer only came into the docks last night. The deceased, he believed, were natives of Hull.

Arthur James Fawcett, a fireman on board the "Tuskar," stated he knew the two deceased, but only during the voyage of the steamer. He was in daily touch with the deceased who were also firemen. Walker had two children. Hoath was a single man, and both belonged to Hull. Witness was in company with the two men yesterday evening. They left the steamer about a quarter past seven. It was not necessary to get permission to leave.

Mr. Maguire—Are you sure of that?

Head Constable Moore said that was witness's version.

The witness said they went into town and had some drink. They left the publichouse about eleven o'clock. All three were half drunk. The deceased were together, and witness and another man walked together after them. They all staggered a bit, but not much. They were merely talking together. There was no row or squabble. Before witness reached the ship he heard a splash, but did not see anyone fall into the water. The deceased were in front, about eighty to a hundred yards. Witness did not know the man with him. When he heard the splash, witness ran up to see what was the matter. He shouted out, but could get no answer.

Head Constable Moore—Did you examine the water?

The witness—Yes. I saw the water bubbling and a cap floating on the surface.

The Coroner—Two caps.

The witness—No, only one.

Head Constable Moore—Did you raise an alarm?

The witness—Yes. I shouted out there was a man overboard. I shouted for the watchman a dozen times. A man ran with a lifebuoy, but the men were gone at the time.

Mr. DeCoursey—Who brought the lifebuoy?

The witness—One of the sailors belonging to the ship. Owing to the Garryowen and a lighter being at either side of the steamer a boat could not be put out. The man with witness also gave assistance. There were ropes about, and it was where one of the ropes crossed, witness thought that the men fell into the water.

Head Constable Moore—What was the state of the light at this particular place?

The witness said it was a very good light, but did not show the water very well. One could see the cap floating, but that was all. There was sufficient light to enable the men to get safely to their ship.

A juror said he saw the captain make a gesture by putting up his hand as the witness stated the firemen could go ashore without leave.

Mr. Jeffrey, recalled, said he did so with regard to a matter of discipline. There was a clause in the articles that but one of the men could leave the ship at the time.

Richard Foundation, watchman on board the "Garryowen," deposed that he had an opportunity of seeing the men coming towards the ship last night. It was about twenty minutes to 12 o'clock, and he saw they were slightly under the influence of drink, not drunk, but staggering a little. They were between five and ten minutes under witness's observation when he heard a splash in the water. There was a broken lamp at the place, and it was very dark; when witness looked again the two men had disappeared. After the splash he heard two moans from the same voice but no cries for help; witness ran for a lamp, and assisted in getting out the life-buoy. He could only see the cap floating on the water. There was no sign of anything else.

Head Constable Moore—You mentioned about the light.

The witness—Yes, it is very dark. There was an electric light there, but it got knocked down. That occurred last May and there was no light at the place since. He could not say whether the lamp belonged to the Harbour Board or the Corporation. It was a ship that broke the lamp. He thought the men could have got safely to the ship if they were not under the influence of drink. Nothing more could have been done to save them than was done.

Evidence was given as to the recovery of the bodies at three o'clock this morning.

Doctor Shanahan stated that death was due to drowning, and the jury, after a brief deliberation found that the deceased met their death accidentally. They added a rider that whoever was responsible should arrange for having the place adequately lighted.

**PHENOMENAL WEATHER AT
KILKEE.**

"Kilkeeites for August" are having an extraordinary and undesirable time. The weather can only be described as phenomenal: "The rain it raineth every day," not in the dreary,

having been honoured with a K.C.B. in 1881 and having been honoured with a K.C.B. five years later.

A horse attached to a side-car belonging to...