

improvements were made, but it was not until Dion patented a water motor dog cart was Levasseur at £200, with rubber tyres. Contrary to Dunlop did not invent this. This was first patented by Wm. Thompson, of Stone-bridge, but like De Roches, long before his time. It appears as having much to do with invention or development but it is considered the same as a great deterrent to

PROPELLED VEHICLES.

A road race was held from 1894, and was promoted by James Griffith. This race attracted the attention of the world on the subject of mechanically propelled vehicles of every country gave rise to. As a result the motor industry advanced by leaps and bounds. The first internal combustion engine was built what is now known as the first internal combustion engine in Britain. Benz cars were introduced the same year, and in 1895 the first exhibition of motor vehicles in England, at Tunbridge Wells Show ground, and in 1895 the first British car, manufactured by Henry Knight, was shown at the International Exhibition. This was the birth of the motor industry now seen year after year in London.

Benjamin D. Selsam, born in Hamburg, of the French claim it was the originator of the internal combustion engine; but in France you will be surprised to find as many English as French. In the early days of touring knew the French, too, in conjunction with the French. Bosch, of Stuttgart, is the man who made the magneto so commonly used in the car, and which did so much for the car.

IN THE INDUSTRY.

It has made onward giant strides in the industry. America has taken the picture, and Henry Ford produced a car capable of doing 40 miles an hour. This car was produced at a time, and a much improved one, begun by him in 1895, and three years to build. It was in 1903, after various vicissitudes, that the present Ford Motor Company was organised, with a capital of \$25,000,000. Some idea of the

procured a boat and tried to rescue him, but the force of the wind and waves rendered their efforts unsuccessful, and they had great difficulty in saving themselves.

At the place where the accident occurred the road is submerged during high tides, and is only distinguishable from the river by high poles at either side of the road. When the storm abated Joy's body was recovered. The horse succeeded in extricating himself from the cart and getting safely to land.

SHANNON SCHEME FATALITY

The Jury and "Excessive Loss of Life."

A coroner's jury at Limerick this evening found that Patrick Brinn, Island road, city, met his death on the 23rd instant by the breaking of a rope while working on the Shannon Power Scheme at Parteen, Ardacrusha. They tendered sincere sympathy to the widow and family, and were of opinion that more supervision should be exercised in connection with the undertaking, as there was an excessive loss of life lately on the scheme.

The resumed inquest was held in the Board-room of Barrington's Hospital by the City Deputy Coroner, Dr T. Foley, into the circumstances under which the deceased met his death.

Superintendent Mooney, Killaloe, conducted the proceedings. Mr J. Dodds, solicitor, appeared for Messrs. Siemens & Co., and Mr K. Donnelly represented the Ministry for Industry and Commerce.

The evidence given by the four witnesses examined showed that on the evening of the 20th instant the deceased, with others, was engaged in the construction of a bridge over the canal at the tail race, Parteen, Ardacrusha. They were at the time of the accident erecting a trestle, and were for the purpose standing on a wooden platform, thirty feet high. A wire rope was used to hold the trestle, and was worked by a wrench. They were getting it into position when the rope broke, and the trestle fell on the deceased and another worker named Patrick Treacy. The ropes were tested before being employed on the work and were alright. They were perfectly sound.

The jury returned the verdict as stated above.

GRAND CENTRAL

"In a Monastery Garden."

The film entitled "In a Monastery Garden," presented to patrons of the Grand Central Cinema last night is, on the whole, an appealing subject, and should receive liberal support during the week. It is a

downy), J B Ganly (Monkstown), Crowe (Lansdowne), J C Cherry (University).

Half-backs—E O'D Davy (Lansdowne), M Sugden (Wanderers).

Forwards—J D Clinch (Wanderers), Dixon (Dublin University), M J (Lansdowne), J L O'Farrell (Bective Rangers), H J Hilton (Wanderers), P J (Bective Rangers), R B Pike (University), J S Synge (Lansdowne), Cambridge University).

LECTURES AT THE MUNICIPAL TECHNICAL INSTITUTE.

In conjunction with the Royal Society, arrangements have been made by the Technical Education Committee for the conduct of a series of extension lectures during the present session. If the scheme proves a success it is hoped to make lectures a regular feature of the educational work of the Institute. For the present session at least three lectures have been arranged. The first of these will be given on Friday next at 8.0 p.m., by H. H. M.A., Sc.D., Chief Scientific Officer of the Dublin Society, who will lecture on "The Internal Combustion Engine and its Use." The lecture will be illustrated by experiments and lantern slides. It will deal with what is certainly one of the most interesting romances of modern science. Further lectures to be delivered at dates include "Irish Antiquities," by Professor R. A. S. McAllister, M.A., Professor of Celtic Archaeology, University College, Dublin, and "Craftsmanship," by Mr E. R. Richards-Orpen, late Inspector of the Rural Industries Bureau, and member of the Board of Agriculture, London. The fee for admission to the lectures is very moderate. It is hoped that the public will operate in making these lectures a success, and thus make it possible to bring to the Limerick authorities to deal with the dissemination of scientific and cultural knowledge.

LIMERICK MARKE

BUTTER—1s 6d to 1s 10d per lb.

EGGS—2s 10d to 3s 0d per doz.

POTATOES—23 loads in market at 10½d per stone.

TURNIPS—Small supply; 25s 0d per ton.

FISH—All kinds scarce owing to

MEAT—Chops, 1s 2d per lb; mutton, 1s 2d per lb; roasting beef, 1s 2d per lb; steak, 1s 2d per lb; shoulder mutton, 1s per lb; necks of mutton, 1s per lb; boiling beef, 10d per lb.