tons came from France, and a cargo of about
) tons from the United States. This American
was for the Italian navy, which has received
her consignment of 5,000 tons in April, 1901—
-Consul Towsey, of Spezie. The im-
ation of coal from the United States
America is a novelty of the year, two cargoes
ing reached this port, but it is not probable
t this trade will develop on acount
the high freight—Consul Gothenberg.
quantity (of coal) imported was 760,718
s, valued at £1,028,304 Egyptian against
,842 tons, valued at £782,899 Egyptian in
9. Prices were very high, the highest price
ched being 48s. for Cardiff coal, 41s. for New-
tle, and 40s. for Scotch coal free into railway
cks.—Vice-Consul Alban, Alexandria, for 1900.
the total import of coal, amounting to
33,682, the whole came from English and
elsh mines with the exception of a small portion
lued at £27,000 from the United States. The
ter coal known as Pocahontas, would not ap-
ar to have met with the favourable reception
ticipated in last year's report.—Acting Consul
rster, Nagasaki, for the year 1900.

TOPICS OF THE TIMES.

PIKE FISHING IN IRELAND.

In an interesting article on pike fishing the
itor of the *Angler's News* shows a strong dis-
sition to take some Irish fishermen to task.
We know," he writes, "that some individuals
efer fishing for pike in Ireland when the fence
onths are being rigidly enforced in English
aters, and when the pike are thoroughly out of
ndition, and lanky and ravenous, to setting out
a frosty morning for the ice-fringed waters.
he sooner, however, this evil is grappled with
e better; for many a grand pike, which would
fford splendid sport in the proper season
ured in the spawning time—in condition only fit
be given to pigs. Were the Irish lakes persis-
ntly fished for pike in the winter season there is
o telling what monsters they would yield."

IRISH "USKEBACH."

The demand for Irish whiskey in England is on
he increase. This is not to be wondered at inas-
much as 300 years ago no more acceptable present
ould be sent an English friend than an "Irish
nauth," or a "rundell of Irish whiskey." On
October 14th, 1622, Boyle Earl of Cork, one of
he Lords Justices of Ireland, wrote to Captain
Price, at Durham House, Strand, London, as
follows:—"The bearer, Mr. Edmund Hunt, hath
n charge to present my honoured Lord, the Lord
Keeper, with an Irish harpe, and the good Lady
Coventry with a runnlett of milde Irish Uskebach,
sent unto her Ladyship by my youngest daughter,
[illegible] so much bound to her Ladyship

got off without any of these which are all more or less illogical and advanced from a narrow-minded standpoint. It has already several times been stated that the Government would not think of imposing a tax upon such a health-giving and useful pastime as cycling, while the license plate and registered number ideas are happily as far off as ever. The above is inspired by the fact that a gentleman recently sent letters to all the Lord Mayors and Provosts of Scotland, suggesting that cyclists (and motorists) shall carry on their machines a metal plate on which shall be described in plain letters the name of the town from which it has been granted, and also a number for pur-purposes of identification!

THE "KINCORA" DISASTER FUND.

The Mayor has received the following additional subscriptions for the "Kincora" disaster fund:—

	£	s	d
Abraham Sutton	5	5	0
W. L. Stokes, T.C., J.P.	1	0	0
Anonymous, A.R.	1	0	0
Anonymous (per Editor of the *Chronicle*)	1	0	0

SUDDEN DEATH NEAR RATHKEALE.

Quite a sensation was caused in Rathkeale this afternoon when it became known that a most respectable farmer named John Condon, residing at Ballyallinan Castle, some three miles from Rathkeale, had died suddenly. Deceased on returning home from Rathkeale was taken suddenly ill. Dr. Thomas Hayes was instantly communicated with, but before he arrived life was extinct.

"FLYING SHIP FOR THE BRITISH ARMY."

REPORTED NEW WAR OFFICE ORDER.

Flying ships are in the air just now, and that may account for the announcement in the *Express* that the War Office has ordered the construction of an airship on the Barton system.

"The new terror," it is said, "will be 200 feet long, with a propulsion equal to seventy-two horse-power. Mr F. L. Rawson and Mr W. G. Walker are engaged upon the mechanism of the airship, whose driving fans resemble the wings of some huge bat."

COUNTY PETTY SESSIONS.

Those fortnightly sessions were held to-day before Mr. J. M. Dickson R.M.

THREATENING LANGUAGE.

all indoor paced records
miles.

THE "HAMBLETON."—
with a cargo of wheat fo
Bannatyne and Sons, has
from India. She has be
curiosity, and no little
build.

TRAFFIC RETURNS.—G
tern Railway—Total for
1901, £26,914; corresp
£21,407; increase, £5,5
tern Railway of Irelan
23rd August, 1901, £10,
in 1900, £10,493; increas

THE ROYAL MUNST
Battalion Royal Muns
proceed to India from
matters assume a more
arrives the 2nd Battalio
England, but no time c
caarying out of the reli

CITY DEATH RATE.—
weeks August 3, 10, 17
centage for each week b
11·0. The highest of th
tricts is Kilkenny, 29·8.
with a lower death-ra
Ballymena, 10.8; Port
ford, 9·7.

PUBLIC SYMPATHY.—
bodies in Kilrush, incl
and the local Branch
feeling resolutions of sy
Lynch, Moore street, o
beloved and promising
Lynch. The resolutio
nowledged by Mr. Lync

TENANTS' DINNER A
gathering took place at
Tuesday afternoon, wh
tained his tenantry on
on the death of the lat
This re-union would ha
date, but it had to be p
Watson's absence on
Africa.

R.I.C.—Head Const
Carrick-on-Carrick-on-
is promoted to the ra
inspector, and appoint
Lisnakea District, Co
Inspector O. Hahony,
transferred to Lurgan,
prox. District Inspect
feale, Co. Limerick, is
Co. Cork (W.R.), and
Inepector Blayney, fro

ACCIDENT TO A TRA
George street on Tu
attached to the trap
her driver were sea
Messrs J. P. Evans an
and dashed along at a
Bedford Row. In e
corner here the pony
occupants were thr
Beyond receiving a sli
of the face Miss Dw