

For a time the Turkish Eastern became lost in the stormy news from more remote East of Japan and Corea. Respondent stated on "thoroughly by authority," that a private treaty arranged between Russia and China, in China made two most important points to her powerful Northern neighbour. The article of the treaty gave Russia anchorage for its Pacific Fleet in Port Arthur, and by another, permission was run two lines of railway across the of Manchuria, one to the naval of Vladivostock; the other line to this harbour with Port Arthur. Vladivostock is the most Southern naval arsenal on the Pacific Coast, and lies on the Sea of Japan, enclosed on three sides by the Japanese. Port Arthur is on the South-West of Corea, on the Gulf of Pechili, and is one of the finest harbours of the world. It was captured by the Japanese with little loss, the garrison having run away. The city was supported by strong antecedent fortifications. The Japanese had been ordered to evacuate the peninsula, and by Russian influence, all their conquests had been snatched from them, with the exception of Formosa. Russia, it is known, has long desired to obtain a port not liable to be blocked up by ice as Vladivostock now is. The great railway connecting the dominions of Russia with the Far East stood in need of an adequate terminus, and the magnificent harbour of Port Arthur would suit Russian requirements, and in their hands would become a Gibraltar of the Far East. It was not surprising that Russia guaranteed the loan to pay off her war indemnity to Japan. The latter is to evacuate the Liaoning peninsula within three months, and there is every probability that Russia would be able to produce the most serious diplomatic crisis for this country since the outbreak of the Crimean War. Russia would be master of China, whose future policy henceforth be dictated from St Petersburg, and her trade with the four hundred millions of the Chinese empire would become a thing of the past. It was also remarked that whilst she was negotiating this magnificent coup in the Far East English statesmen were being amused with the Armenian question at home. A Reuter telegram, however, entirely to overthrow the theories that were manufactured out of the Times' announcement. Reuter's Agency was authorised to state that the Hong Kong telegram of the 1st inst is "absolutely unfounded." The Times is informed that "no such treaty as was referred to in the telegram in question

was good, and no fault could be found with Miss Chery Black's interpretation of the part of "Miss Chappone." The "Maid" found an excellent exponent in Miss Margaret Bush. Very much praise is deserved by Mr Gerald L Lawrence, for his impersonation of "Louis Perdval," and as the detective "Capt Redwood," Mr Roland Mure won hearty applause. The other characters were sustained in a creditable manner. Mr Tapping's company is an excellent one, and as the works which will be produced have exceptional merits large audiences should be brought to the Theatre during their stay. To-night *The Idler*, and to-morrow night *The Importance of being Earnest*.

A LIMERICK MAN'S £80,000.

Maurice Dore, real estate agent, died last week at his home, 1,015 Jones street, San Francisco. He was the soul of honour, and few men of the days of forty-nine have been so conspicuous as he is in this one respect. The most striking illustration of his honour is a part of the history of the State. After the failure of the Bank of California on August 25, 1875, and the suicide of Wm C Ralston, little or no trace could be found of the large private fortune of the man had done so much for the State and whose memory is beloved to this day. Then Maurice Dore came forward voluntarily, and said—

"I have in my name about 400,000 dol's worth of property belonging to Mr Ralston. Though there were no papers signed between us, the property was his."

It was Ralston's habit to trust his friends just as he had trusted Maurice Dore, and it is certain that to many the President of the Bank of California thus turned over large portions of his private fortune. Of these confidants of the millionaire but one was worthy of the trust, but one came forward, and that was Maurice Dore. No one but he knew that Ralston had placed the property in his name. No one would ever or could ever have been any the wiser if Maurice Dore had not himself come forward and said that the property belonged to Ralston. Mr Dore was not a poor man even in those days, though he was not a millionaire by any means. The quiet, unostentatious manner in which Dore resigned the 400,000 dol's worth of property staggered people, and to this day his name is not mentioned without the story being recalled. He earned his reputation as an honest man, and few men have ever paid so high a price for the satisfaction of knowing that he was honest—for no one would ever have known that he was not, if he had held the 400,000 dol's worth of property.

Maurice Dore was born near Limerick, in Ireland, in 1820, and came to California by way of Australia in 1849. He landed in San Francisco, and soon after entered the liquor business, which he followed for about twenty years. Since 1869 he has been a real estate dealer and auctioneer. It was in this latter occupation that Mr Dore met and won the esteem of Ralston. Always a temperate man, of modest tastes, he acquired a comfortable fortune, and though at one time he was beset by financial troubles, he weathered them successfully, and at his death was in good circumstances.—*San Francisco Chronicle*.

ACTION FOR WAGES.

Before the Mayor to-day, six workers employed at Messrs Walker's Distillery sued the firm for £1 6s for extra work done on Sunday last. The men, it appears, were obliged to work three hours extra, owing to the break down of one of the steam winches, and they claimed for three days. The firm conceded one and three-quarters on account of the extra labour. Having heard the case, the Mayor decided to allow half a day in addition to the concession which the firm had already given, and gave a decree for 8s. On behalf of the Messrs Walker satisfaction was expressed with the Mayor's decision, and it was added that they always desired to deal liberally with their employers. Mr Wm M Beauchamp, solicitor, attended in the interests of the Messrs Walker.

class, as some necessities had to be provided such, for instance, as a bench to work upon. After further consultation, the members of Council approved of the meritorious and brought forward by Miss Graves and Bourke, and adopted a resolution, which proposed by Alderman Hall, and seconded by Joseph Gaffney, that a sum of £50 (to include the previous grant of £25) be given for the motion of cookery, laundry, shorthand, and carving classes, and that a committee of Corporation be appointed to co-operate with the Limerick Committee of the Irish Industrial Association in carrying out the object of the classes.

Mr Joseph Gaffney proposed a vote of thanks to Miss Graves and Miss Bourke for the labour they had undertaken on themselves, endeavouring to promote these technical classes. Alderman Hall seconded the vote of thanks and

The Mayor, in conveying the vote of thanks referred in complimentary terms to the activities of Miss Graves in promoting the classes.

Miss Graves, in reply, expressed her appreciation of the manner in which the Corporation entertained and approved her proposals.

LIMERICK HARBOUR BOARD.

A meeting of the Harbour Board was yesterday in the Chamber of Commerce—Mayor presiding. There were also present William Spillane, J P, D L; Mr E M Russe James O'Mara, J P; Mr T H Cleeve, J P John F Power, Mr E B Cleeve, Mr Joseph Gaffney, Mr P M'Donnell, and Mr F C Cleeve. Mr John Boyd, Secretary; Mr H V Mc Engineer; and Mr Fitzmaurice, Harbour Master were also in attendance.

COMPLAINT AGAINST PILOTS.

Arising out of the minutes of last meeting Mr Spillane asked if an order had been requiring the western pilot who had left the vessel "John Roberts" at Kane's Island, and there was no pilot to take charge of her. (Mr Spillane) was quite clear that the Commissioners expressed a strong opinion that the western pilot who left the vessel when there was no other pilot there, was himself guilty of a breach of discipline.

The Secretary said he had written the pilot and had been informed that he would leave from the captain to go. The captain also written withdrawing any charge.

Mr Spillane—The captain made no charge at all, but the pilot should have been at Kane's Island.

The Secretary said he had written to the pilots at Kane's Island but received no answer.

Mr Spillane asked if the Secretary had the names of the men supposed to be on duty at Kane's Island.

The Secretary said he had the names of four men. They had been handed to him at the end of the month.

After further discussion, the Secretary directed to write again to the pilots at Kane's Island.

Mr Spillane—The only blame was at Kane's Island. There were no pilots there when the vessels came. Have they been informed of the board's order that six men must be on duty at the island?

The Secretary—They have the time that was made.

Mr Gaffney—The board's orders are a farce.

The Secretary—The board's orders are carried out as they ought to be.

Mr Spillane moved the suspension of the pilots who should have been on duty on the occasion pending a further meeting of the Board.

Mr Russell seconded the resolution, which passed unanimously.

Mr Spillane suggested that arrangements should be made that the pilots should go on duty in such a way as the Secretary might know was absent and who was on duty.