

ago. This firm, it appears, have lately shipped to Messrs. Gaskell & Brother, and other buyers here and in Manchester, a large quantity of cotton, sold by agents on this side on what are called 'type samples'; but the cotton actually shipped has turned out so much lower than the quality contracted for, and consequently so greatly below the amounts drawn against it, that the buyers have been victimised, it is believed, to the extent of about £25,000, part of which large sum falls upon Messrs. S. B. Gaskell & Brother, whose acceptances against the cotton are due to-day. We understand that no blame is attached to the Liverpool branch of Presprich & Co. for the malpractices perpetrated by the New Orleans firm; but the whole matter is undergoing investigation by the creditors, and in due course we shall publish the particulars of one of the neatest swindles of modern times."

### Destructive Fire in Liverpool

On Tuesday afternoon, Aug. (?) —, a fire broke out at the Liverpool landing stage, at the junction of the old and new works. At eight o'clock in the evening the fire was unchecked by the efforts of the fire brigade and the steam fire-engines. At that time the newer stage was destroyed, and the lower timbers of the Princess Stage were in flames. The loss is expected to reach £200,000, part of which will fall on the Mersey Dock Board, and the remainder on the contractors for the new works, Messrs. Brassey. The ferry and sea-going traffic was entirely suspended, and large crowds of people thronged the piers and dock walls despite the blinding smoke. The origin of the fire is believed to be an explosion of gas while some plumbers were at work on some pipes at the Princess Stage.

A telegram, dated 10 A. M. Wednesday, says:—"The fire at the Liverpool landing stage is still smouldering, but has nearly burnt itself out. With the exception of a small portion at the north end the stage has been completely destroyed."

12.30 P. M.—The fire continued to burn with irresistible fury until about eight o'clock this morning, after which time it sensibly slackened, though rather from the fact that the greater part of the woodwork was destroyed than from the efforts of the firemen and policemen, who, though they worked long and gallantly, suffered much from the stifling smoke and by the difficulty of getting at the fire underneath the flooring. At the present time flames are still issuing from various parts of the stage, and at one point, in Prince's portion, it is burning fiercely beneath the deck, and if not checked will soon destroy the small remnant of woodwork which is left. As stated yesterday the magnificent floating bridge has been saved, the only part damaged being the section adjoining the burning stage,

and the efforts of the firemen are now being directed to keep the fire from spreading to a small portion of the stage near the bridge, which it is intended to use as a landing-place. The wood-work on most of the bridges leading to the stages has been partially destroyed, and the iron plates blackened and twisted in many places. The stages this morning are a complete wreck, the greater part of the flooring is burnt, showing the pontoons and the water below, while even where the deck is actually destroyed the beams and other work underneath are so burnt by the fire which swept along below from one end of the stage to the other, that the whole will have to be renewed. A number of the pontoons are now being removed, and it is found that several have burst from the intense heat. Early this morning a policeman fell down a hole in the burnt boards and would have been suffocated, but was rescued in time. The ferry traffic is now worked from the piers and quays to the north and south of the stage, and the emigrants, about whom some anxiety was felt, are embarking for the various ocean steamers from the Waterloo piers. Large crowds still throng the approaches of the stages.

### ANOTHER FIRE.

A warehouse in Mersey Street, Liverpool, was on Wednesday destroyed by fire. Damage, £5,000.

### Emigrants returning from Europe.

Not only has emigration from England and Ireland to the United States fallen off, but large numbers of those who have been living in the States are returning to the "old country." The steerage of the steamers bound to Europe are crowded, weekly. The Boston Post admits the fact, but argues that this population is not wholly lost to the States. It says:—

The status of American emigration is not wholly satisfactory to those who think that to be reasonably successful it should consist of a continual influx and no departures. The record of the year thus far has shown a very different condition of things. During the first six months of it, statistics tell us, the number of emigrants leaving Liverpool was nearly 50,000 less than during the corresponding period of last year; but that is not all. The time has come when the steerage berths are as well occupied upon the outward as the inward passage, and if the balance was struck perhaps fifty thousand more would have to be added to the deficit in the average yearly foreign additions to our population. But as has been remarked, this does not have so gloomy a bearing upon the emigration problem as may at first seem evident. No single cause has contributed to this result, but a combination that by another year will lose its force. Doubtless some harm has been done by the false representations made by emigration agents, and some of the more honest may have unwittingly deceived their countrymen with stories of possibilities, which, not being

immediately realized upon arrival here, produced disappointment and discouragement. But the fact is we are not permanently losing the great majority of these returning emigrants. Their visits to their old homes have been encouraged by the exceptionally cheap carrying rates of the steamship companies, and there are no better arguments in favor of emigration than the fact that so many after visiting these shores are enabled to avail themselves of opportunities for transatlantic travel.

The last few words of this extract have a decidedly humorous sound. It means that America is an excellent place to emigrate to, as there are such excellent facilities for getting home again if the emigrant doesn't enjoy his life in the New World! We wonder what the Irish peasant, who has just scraped together the last few shillings that enable him to buy his Ticket,—say by the "Anchor Line,"—for New York, would say to this "argument" if the American emigration agent were to ply with it!

The fact is that while the United States are beginning to feel the great losses which the country sustained through the war of the Southern Rebellion, when one or two billions of property were destroyed, Ireland is more prosperous than it has been at any time for forty years past. The Roman Catholic pastors, moreover, both in Ireland and the States, alive to the comfort and happiness of their people, are urging them not to go to the United States, where there is no work for them.

A BOSTON SHIP SAVED BY HER STEAM ENGINE.—The famous clipper ship North American of Boston, Captain Tucker, from Liverpool for Hong Kong, China, with 2,200 tons of coal on board, struck a sunken rock in the Straits of Gaspar in July, and immediately sprung a leak. Having a steam engine on board it was at once applied to the pumps and kept her free, leaving the crew to work the ship. Capt. Tucker succeeded in getting her off without throwing an ounce of cargo overboard, and brought her into Singapore, where she was docked. On examination it was found that she had knocked off her forefoot and 40 feet of the keel forward, opening the garboard seams as far aft as the foremast. Captain Tucker telegraphs that nothing but her pumps, worked as they were by the steam engine, could have saved the ship. At last accounts, early in this month, she had been repaired and would proceed without delay to Hong Kong.—Traveller.

☞ The first through cable dispatch from South America since the completion of the communication was received at the Navy Department, Washington, Aug. 15. It came through in two hours, and announced that Admiral Leroy had arrived to take command of the U. S. South Atlantic Squadron.