

GENTLEMEN OF THE HOUSE OF COMMONS:

"We are commanded by her Majesty to thank you for the supplies which you have granted for the service of the present year, and for the provision which you have made for the defence of the country both by land and sea." Her Majesty will apply them with due regard to economy, and consistently with that spirit which has at all times made our national security the chief object of her care.

"Mr. Lords and Gentlemen:—I inform you that she continues to receive from her allies the assurance of their unabated desire to cultivate the most friendly relations with this country."

"It is with deep interest and concern that her Majesty has viewed the serious misunderstanding which has recently arisen between Russia and the Ottoman Porte."

"The Emperor of the French has united with her Majesty in earnest endeavours to reconcile differences, the continuance of which might involve Europe in war."

"Acting in concert with her allies, and relying on the exertions of the Conference now assembled at Vienna, her Majesty has good reason to hope that an honourable arrangement will speedily be accomplished."

"Her Majesty rejoices in being able to announce to you the termination of the war on the frontiers of the settlement of the Cape of Good Hope, and she trusts that the establishment of representative government in that colony may lead to the development of its resources, and enable it to make efficient provision for its future defence."

"We are also commanded to congratulate you, that by the united exertions of the naval and military forces of her Majesty and of the East India Company, the war in the Straits of Malacca has terminated in an honourable and successful issue. The objects of the war having been fully attained, and the submission made by the Burmese government, peace has been proclaimed."

"Her Majesty contemplates with grateful satisfaction and thankfulness to Almighty God, the tranquillity which prevails throughout her dominions; together with that peaceful industry and obedience to the laws, which ensure the welfare of all classes of her subjects. It is the first desire of her Majesty to promote the advance of every social improvement, and with the aid of your wisdom, still further to extend the prosperity and happiness of the people."

An honourable arrangement of the Eastern Question will speedily be accomplished. Lord Palmerston stated in the House of Commons that he is confident the Czar will evacuate the Principalities without any unnecessary delay.

A Major-General Lord Salomons is dead, aged 69 years. He was one of the Duke of Wellington's most intimate friends, and a brother in arms, and served with General Sir John Moore in the campaign of the Peninsula.

Camp at Colchester has broken up. Admiral Sir George Cockburn died recently, aged 82 years, and Sir Charles Napier is reported to be at the point of death.

INDIA.—The overland India mail has been telegraphed, bringing from Calcutta to the 10th July, and Hong Kong to July 7th. The King of Ava has submitted to the demands of British authorities, and peace has been proclaimed in Burmah. Trade in India is dull.

In China, the Imperialists, who were assisted by foreigners, were repelled by the insurgent forces in an attempt to recapture Ching King Foo. The Chinese markets were generally dull.

THE CONTINENT.—The Hospodar of Moldavia has been superseded by the Sultan for Russian leanings; he refuses to give up, and so the English and French Consuls have withdrawn.

Capitalists are wanted to construct a Ship Canal from the Bosphorus to the Black Sea, thus avoiding the mouth of the former.

The Emperor and Empress of France have gone to Dieppe; all the ships of war in the channel have been ordered to assemble at that port.

The text of the Austrian protest against the Smyrna affair in regard to the British foreign ministers. It takes the ground that Capt. Ingham has broken the international law as explained by Vattel and other jurists.

The Emperor of Austria is affianced to the Princess Elizabeth of Saxe-Coburg and Gotha. The import duty on bread stuffs into the two Sicilies has been repealed.

Some popular demonstrations against the authorities have been made at Leghorn. The export of bread stuffs from Greece has been prohibited.

General Montholon, who shared the Emperor Napoleon's captivity at St. Helena, died in Paris recently.

A despatch from Russia, dated Tauragor, 2d August, says that the result of the harvest is most favorable, and large purchases of bread stuffs are making for exportation. A conspiracy of Musselmans to kill Christians had just been discovered at Aleppo.

An Austrian intercession officially announces that Austria has no intention to encroach on the sovereignty of Turkey, and would, if the Porte desired it, give up the military occupancy of Serbia.

Death of Admiral Sir George Cockburn—His American Achievements—Burning of Washington.

One of the oldest officers in the British service has quitted this world, having lived with so much honor and won so many distinctions that his name has long been venerated in every circle of society where political consistency and professional eminence are rewarded with esteem, affection and fame. Sir George died on the 19th of August, at Lenington, in the 82d year of his age.

From that excellent and elaborate work, "O'Byrne's Naval Biography," we give underneath an outline of the life and services of Sir George Cockburn, and to this statement nothing need be added so far as relates to his career afloat; and even the concluding paragraph of Mr. O'Byrne's interesting notice supplies a summary of his parliamentary life. Still, the habits of the House of Commons remember something more of Sir George; it is not forgotten that even among legislators he displayed knowledge and talents beyond the limits of his profession.

During 14 years, he had a seat in Parliament, representing in the course of that period, Portsmouth, Weobly, Plymouth and Ripon. For 14 years, he had a seat at the Board of Admiralty, and was the parliamentary organ of that department throughout a great part of that period. When the head of the board happens to be a peer, and the secretary a gentleman of no great experience, the parliamentary duties of the admiralty necessarily devolve upon the latter.

It is well known that Mr. John Wilson Croker, so celebrated as a secretary to the board, had retired from public life long before the last accession to power of Sir Robert Peel; but Sir George Cockburn held in that position the responsible position of senior naval lord, discharging all its functions, especially those of parliamentary character, with great credit to himself and his ministerial chief. His name will descend to posterity not only as a man who in his time, and according to his degree, held an important rank among the lawgivers of England, but as a man associated with Nelson—often in victory, never in defeat; as a man who frequently overcame not only a European enemy, but contended successfully with American seaman and valor.

The restoration of peace, in 1815, naturally excited in his mind a desire for that continued enjoyment of domestic happiness which sailors rarely obtain, and probably at the same time called forth that honorable desire of civil distinction which was gratified by parliamentary success, and adorned his public life. In the early part of the career, however, important professional duties devolved upon him, for he was appointed to a command at the Cape, and he conveyed Bonaparte to St. Helena. To say that his public life has been consistent, is to assert that which no one doubts. It will be readily admitted that his professional career commanded the gratitude of his country, and excited the admiration of his brethren in arms;

but it may not be extensively known, though it is quite as true, that in all the relations of official and private life he enjoyed the esteem and respect of the society in which men of his eminent reputation are usually to be found. The following is Sir O'Byrne's spirited and complete summary of Mr. George Cockburn's career:

"We have now arrived at an era in the history of the distinguished subject of our memoir, which, for brilliancy of achievements, has rarely been equalled. The dashing exploits, indeed, which have perpetuated the name of Cockburn, crowd on our attention in such rapid succession, that, anxious as we are to chronicle every circumstance that is invested with interest, we feel that that yet to be recited we must content ourselves with a statement of the chief of those gallant enterprises, which, by enforcing on the enemy a proper respect for the British flag, in the end induced them to sue for peace."

Arriving in the Chesapeake, on March 3, 1813, the Rear-Admiral commenced a desultory mode of warfare by clearing the river James of his vessels, and carrying consternation into the heart of Virginia. He next proceeded to intercept the fleet of the Elk river, at the very head of the Chesapeake waters, landed and partially destroyed the town of Havre de Grace, together with a battery and cannon foundry near the entrance of the Susquehanna; and proceeded up the Susquehanna with the boats of his squadron on May 5, succeeded, after routing a body of 400 men, who had opened on them a fire from an entrenched position on the two opposite banks of the river, in demolishing the settlements of Frederickstown.

On June 26, he further co-operated with Sir Sidney Beekwith in the attack upon Hampton: and shifting his flag on July 1, to the Scorpion, 74, assisted in the capture of Berkeley and Port Matanzas, on the coast of North Carolina, possessing himself at the same time of the Anconada, of 20, and Atlas, of 12 guns. He next, on the morning of July 5, with a mere handful of men, made himself master of Kent Island, in the Chesapeake; and by his timely visitings to the fort, ultimately returned in 1814, on board the Albion, 74.

In July of the latter year, Rear-Admiral Cockburn entered the Potomac, and ascending that river, frequently landed at the head of about 600 men and marines—successive in Maryland on one side, and sometimes in Virginia on the other—and overrunning both provinces to the distance of ten miles from the water's edge, destroyed all the military posts and stores to be met with in the whole of that extensive range of country, and captured and shipped off seven tons of tobacco, flour, and other articles, but, not however, without frequently coming into severe contact with the enemy.

He next proceeded with his boats up the Patuxent, in quest of a powerful fleet of boats, and the orders of Commodore Barney, and at length, on the 22d of August, discovered the object of his search near Pig Point, but such terror did his very presence excite, that the Americans instantly set fire to their vessels, all of which were sunk, and he was obliged to pursue a hilly plain which he had formed for the Rear-Admiral, joining an army of 4000 men under Major General Ross, at Marlborough, now advanced upon Washington, the capital of the United States, which he hoped to take by a coup de main.

Reaching Bladensburg on the 24th of the month, the British encountered the enemy's army of about 8000 strong, which, although firmly posted, was attacked and completely routed. Thus encouraged, the British continued their march without loss of time, and, on the same evening, entered Washington. The whole of that night and of the following day, were devoted to the work of destruction; and by the evening of the 25th, when the British commenced their march upon the property to the value of between £2,000,000 and £3,000,000 had been demolished.

Throughout every detail of this splendid achievement, Rear-Admiral Cockburn displayed his wonted ability and judgment, and it was by his means that he obtained the high eulogium of Sir Alexander Cochrane and Major-General Ross. Landing again on Sept. 12, near the mouth of the Patuxent, he joined next in a descent on Baltimore, during their progress he advanced the British army by his exertions, and defeated a strong body of the enemy. After conducting many other operations on the Southern coast of the United States, where he kept the inhabitants in a constant state of alarm, and occupied the town of St. Michaels, the Admiral, who had been created a K. C. B. Jan. 1816, ultimately, on being informed of the cessation of hostilities, returned to Spithead, where he arrived May 4.—London Times.

From the Montreal Pilot, August 27.
Mr. Stephenson at the Mechanics' Institute.

"At one o'clock on Saturday, Mr. Stephenson and Mr. Jackson visited the rooms of the Mechanical Institute of this city, where they were received by the President, office-bearers, and a large number of the members. Here the President, H. Bulmer, Esq., on behalf of the Institution, presented the former gentleman with the following

ADDRESS.
To Robert Stephenson, M. P., Civil Engineer, &c. &c. &c.

"SIR.—We are deputed by the Mechanics' Institute and Mechanics of Montreal, to express and, on their behalf, previous to your departure from the city.

"We are desirous to express the pleasure with which your arrival has been hailed by those whom we represent, both on account of the respect and esteem which they entertain for one whose proud achievements and distinguished name have added lustre to the word Mechanic; and also, that your presence here is a guarantee of the successful accession of the present, immediate viceregent, one of the greatest Engineering feats ever contemplated on this continent.

"Had time and circumstances permitted, we should indeed have been proud to have offered for your acceptance, some more marked token of our esteem and respect; but, under the circumstances, your Unity may yet be offered us, we have in the meantime done ourselves the honor of adding your name to the list of Honorary Members of our Institution.

"We beg you to accept our most cordial wishes for your health and prosperity, and we trust that you may have a safe and pleasant voyage to your native land.

On behalf of the Mechanics of Montreal,
A. MURRAY,
President Mechanics' Institute,
A. MURRAY,
Recording Secretary,
Montreal, 20th August, 1853.

Having examined the plans for the new Institution, and expressed their gratification with its prospectuous condition, they proceeded, at the request of the President (the rooms of the Institute becoming too crowded) to St. George's Hall, where Mr. Stephenson replied as follows:—

BROTHER MECHANICS,

"I have received your address with great pleasure, and appreciate the sympathy of the Mechanics of Montreal, with the great works which have been constructed under my superintendance. As you have remarked, I came to this country to superintend the stupendous work to be built over your beautiful river. He had been led to fear that the difficulties to be encountered in its construction were almost as great as those encountered in erecting the Britannia Bridge, with which his name was associated. He was happy to say having given the matter his careful attention, that he found none which might not be easily overcome. The position in which he was placed in regard to this work was very different from that in which he had found himself placed with respect to the work to which he had alluded. Then this kind of bridge was untried, and was by many condemned as a rash experiment, calculated to be projected, in ruin. There was another difficulty in England; Government seldom facilitates public works there. In nine cases out of ten, where they interfered it was to throw obstacles in the way. Most of those who had read the difficulties he had to encounter, the first idea was a bridge with two arches, presenting little or no difficulty, though they were of

the unusual span of 450 feet. Had that plan been adhered to, an enormous sum of money would have been saved to the Company, but a large number of vessels passed through the narrow gorges which it was proposed to bridge, and the Admiralty stepped in and forbade the work, fearing that the masts of vessels would strike the haunches of the bridge, and thus be detained and damaged, or possibly destroyed. Government oft-times acted very arbitrarily, sometimes necessarily, and sometimes very unnecessarily. He was about to advise the abandonment of the work, as at first no means of overcoming the difficulty occurred to him. The object of the idea of a beam for its support, made hollow so as to bear its own weight, suggested itself to him. Upon making the calculations for the requisite dimensions of this beam, he found that the aperture in it would have to be large enough to admit a railway train, and hence the tubular beam became the bridge itself. With respect to the bridge here, he was happy to say that the Government officers and Engineers had done everything in their power to facilitate the operations, and had displayed an amount of candour and kindness he had never witnessed before. They could look forward to carrying through the work without any official interference, which was to an engineer the most disagreeable of all things. Here was a glorious exception to the general rule of official meddling, and he congratulated the country upon having Engineering officers and members of Government who acted with so much liberality. There was no other great work in this country to which he need not be complacent. He said a word about the stability of the bridge which it had been thought would be endangered by the sloping of the ice. Having gone into the question thoroughly with Mr. Ross, they had arrived at the conclusion that the bridge would not be liable to exercise any influence upon the piers of the bridge when they were once fixed in their place. He should always remember with pleasure the kind feelings of the mechanics of Montreal had evinced towards him, and he trusted that he would once again, and to see them in their new Institution, before the bridge was finished. He thanked them for the honor they had done him in enrolling him an honorary member of the Institute, and in acknowledging it of him, he was happy to contribute to the erection of the new Institution. Mr. Stephenson sat down amidst much cheering.

The President of the Institute then introduced Mr. Jackson to the meeting, and requested him to address it.—

Mr. Jackson said that he had not come with the intention of addressing the meeting, and he felt that it would be a pleasure with the illustrious Engineer they had just welcomed, in meeting a body of men so necessary to the progress of this great country as the mechanics he saw before him; and it afforded him the greatest pleasure to see the great exertions and the great co-operation of their enterprise, on their part of the same stamp. He trusted that their skilled labor which he and his partners would introduce, would so instruct the people of the country that hereafter their services would not be required, and that the great co-operation which he and his partners had felt it their duty to bring out the first engineering talent to decide upon the bridge question, and had therefore applied to Mr. Stephenson, who, although he had retired from his business as an engineer, had not retired from his heart, and his partners had felt it their duty to bring out the first engineering talent to decide upon the bridge question, and had therefore applied to Mr. Stephenson, who, although he had retired from his business as an engineer, had not retired from his heart, and his partners had felt it their duty to bring out the first engineering talent to decide upon the bridge question, and had therefore applied to Mr. Stephenson, who, although he had retired from his business as an engineer, had not retired from his heart, and his 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