



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 sea and land.

Her Majesty commands us to 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 East Indies has been brought to 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 expresses 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 it is confident the Czar will evacuate the Principalities without any unnecessary delay.

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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 Mr. O'Byrne's spirited and complete summary of Sir 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 occurrence at all invested with interest, we feel that that yet have to recount 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 long 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 its vessels, and carrying consternation into the heart of Virginia. He next proceeded to the mouth 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 river with the boats of his squadron on May 5, succeeding, 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 23, he further co-operated with Sir Sidney Beekwith in the attack upon Hampton; and shifting his flag on July 1, to the Scupper, 74, assisted in the capture of Gloucester and Port Matilda, 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, on the 10th, visited Bermuda, which he returned to 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 6000 men and marines—some 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, and under 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 he captured, and, in pursuance of a bold plan which he had formed, 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 commenced 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 is not surprising 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 flag to the city, and, after a strong battle with 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 Rear-Admiral, who had been created a K. C. B. Jan. 2, 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, officers, and a large number of the members.

Here the President, H. Palmer, Esq., on behalf of the Institution, presented the former gentleman with the following ADDRESS.

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

Sir,—We are deputed by the Mechanics' Institute, and the 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 accomplishment of the immediate vicarious 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; but as it is not in our power to do so, we have, in the meantime, done ourselves the honor of adding your name to the list of Honorary Members of our Institute.

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. H. PALMER, President Mechanics' Institute. A. MURRAY, Recording Secretary. Montreal, 20th August, 1853.

Having examined the plans for the new Institute, and expressed their gratification with its prosperous 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 superintendence. 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 after having given the matter his careful attention, that he found none which might not be easily overcome.

The position 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 gorge 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 oftentimes 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 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 had not been invited to give his opinion, and he thought it might say a word about the stability of the bridge, which it had been thought would be endangered by the sowing of the ice. Having gone into the question thoroughly with Mr. Ross, they had arrived at the conclusion that the bridge would exercise no 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 thought it would be well once again, and to see them in their new Institute, 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 his, he was happy to contribute to the erection of the new Institute. 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 had great 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 which were being made for the promotion of their enterprise, and the men 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. It would read and copy, and he thought that instruction were disseminated among them, and especially among the rising generation of this great country. It is this should be the case, it would afford them as much gratification as any profit they might derive from their work.

He then proceeded to remark upon the commercial prospects of the city, and he thought that here at a great cost and trouble to himself. He felt it his duty not to leave such a great work to chance, after having introduced the principle of such bridges. If it gave them pleasure to see him among them, fancy what pleasure it gave him and his partners to have his favorable opinion of their great undertaking. Now that this bridge over the ice had been driven away, they would go forward with confidence, he hoped that he should yet see not only all their lakes and rivers connected by railways, but that one and another would be carried through British territory from the Atlantic to the Pacific. Without the bridge this would have been impossible, but with it might yet be realized. He then proceeded to remark upon the commercial prospects of the city, and he thought that here at a great cost and trouble to himself. 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Poetry.

THE MERCHANT.

The following lines were written by a contributor to the The Caskey, a paper edited by the ladies of St. Anthony, Minnesota...

Tare and tret, Gross and net, Box and hogheads, dry and wet, Ready made, Of every grade, Wholesale, retail; will you trade?

Goods for sale, Roll or bale, Ell or quarter, yard or nail; Every dyer— Will you buy? None can sell as cheap as I.

Historical Survey of the Industrial Sciences.

The parentage of the Industrial Sciences is to be sought in the necessities of human life—their birth in the preparation of food and clothing.

The necessities of human life, to which we have referred the parentage of the Industrial Sciences, are those of an infant race entering upon an untried career in a new world.

The fruits of these rude endeavors were all garnered, and religiously committed to tradition. The father handed over his wisdom to his son as he handed over his flocks; and in this way, the human race became wise by each age being cradled in the knowledge of the preceding one.

AGRICULTURE.

Agriculture is the oldest and most important of the Industrial Sciences. Farming was undoubtedly the earliest employment of man.

In looking back to that distant day, China is the first agricultural nation that claims our notice. Shackford has made it more than probable that Noah and his immediate descendants passed into that section of the earth, and carried with them the knowledge of the antediluvian world.

Egypt early discovered that her wealth was laid up in her soil. The fertile valley of the Nile, watered and enriched by a favoring Providence, was tilled by Mizraim.

We cannot linger much longer in ancient times. We must leave the banks of the famed Indus and the vale of Cashmere—we must pass over the plains of Chaldea, and the agricultural homes of the Jews.

We pause for a few moments at the Anglo-Saxon race. This wonderful people have always evinced a strong love for agricultural life. The whole line of their march, from Southern India across both continents, is marked by the care of cattle and the culture of the soil.

HUNTING AND FISHING.

The chase was one of the first pursuits of man. His fields, and flocks, and person were to be protected, and called for the club and trap, and spear.

At a later period, the field and flood tempted man to exercises of skill, and hunting and fishing began to put on something of the dignity of art. Beasts ceased to invade the cultivated spots of the earth.

of food and clothing. The fruits of the earth ceased to be man's sole dependence. The dense forest and sea yielded themselves to his control; and the conquering dart added to his security and comforts.

The work of utility became one of pleasure. Man was not content to kill in order to protect his property and meet his wants. He killed the beasts of the field in the joy of slaughter.

Another change passed upon the chase, and linked it with the wealth of individuals and nations. It grew into a form of merchandise. Companies have honored it. Legislation has honored it.

Fishing has even a greater interest for us than hunting. The living treasures of the rivers and seas of the world are its legitimate domain. At a very early period, man began to look to the waters for a supply of his wants.

MINING.

Mining, by which we mean the working of subterranean pits to obtain useful or precious minerals, is one of the most important pursuits of man. The mine is a concealed spring of wealth; and on it, in all ages, has been suspended much of the progress of civilization.

This branch of industry has its origin in the rude search for golden grains and sparkling gems. Central Asia was its first stage. The Phenicians extended its range. The Isles of the sea, Britain and Southern India were visited, and their metals and precious stones introduced into ancient commerce.

As a science, however, mining was scarcely known in antiquity. It was not till after the discovery of gunpowder, and improvements in mining implements had taken place, that veins could be followed up, and shafts sunk deep in the earth.

At this late period of the season, the best articles to be grown for the support of stock are turnips and Indian corn—the latter to be used as fodder.

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Adams' Hardware Store,

Dock Street Corner, Market Square.

The Subscriber has received, per Ships Imperial, Miramichi, &c.,

4 CASES SHOT; 10 rolls LEAD PIPE 8 rolls SHEET LEAD;

180 kegs Brandram's No. 1 WHITE LEAD, 4 to 5 cwt.

100 kegs Green, Black, Yellow and Red PAINT; 20 casks best fine WHITTING;

1 cask Refined BORAX; 1 cask REPEATING HOOKS and SICKLES;

34 dozen Griffin's SCYTHES; 1 case Cross-cut SAWS;

2 cases Planes, Chisel Handles, &c.; 1 cask Hair Cloth;

5 cases containing Blacksmith, Mill and other FILES;

Pocket and Table CUTLERY; John Wilson's Shoe, Butcher, Farrier, Leather and Putty Knives, Razors, &c.

5 cases containing Sleep Shears, Braces and Bits, Plane Irons, Socket and Firmer Chisels and Gouges, Turkey Oil Stones, Saw Pads, Mortice Gouges, Caulking Irons, Watchmaker's Files, Coffin Furniture, Cow Bells, Brass and Iron SHOE BILLS, Shoe Hammers and Pincers, Chest, Trunk and Pad Locks, Carpenter's Patent Rim Locks, Copper BELLS, IRON and HOOPS, BELLS, Bell Metal Preserving Kettles, Tinned Iron Tea and Table Spoons, Carpenter's Rules, Trout Hooks, &c.

15 dozen Hay Forks; 10 Steel Shovels and Spades.

May 24. W. H. ADAMS.

HOLLOWAY'S OINTMENT.

A MOST MIRACULOUS CURE OF BAD LEGS, AFTER 43 YEARS' SUFFERING.

Extract of a Letter from Mr. William Galpin, of 70, St. Mary's Street, Weymouth, dated May 15, 1851.

To Professor HOLLOWAY,

Sir—At the age of 13 my wife (who is now 61) caught a violent cold, which settled in her legs, and ever since that time they have been more or less sore, and greatly inflamed. Her agonies were almost insupportable, and she was almost entirely of rest and sleep. Every remedy that medical men advised was tried, but without effect; her health suffered severely, and she was in the most desperate state. I had seen your Advertisement, and advised her to try your Pills and Ointment; and she has been cured, and is now in good health. Her legs are painless, without scar, and she can sleep sound and undisturbed. Could you have witnessed the sufferings of my wife during the last 43 years, and contrast them with her present enjoyment of health, you would not feel delighted in having been the means of so greatly alleviating the sufferings of a fellow creature.

A PERSON 70 YEARS OF AGE CURED OF A BAD LEG, OF THIRTY YEARS' STANDING.

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