

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 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:

"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 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 he is confident the Czar will evacuate the Principalities without any unnecessary delay.

A Major-General Lord Selkirk is now 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 Coblenz 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 the 7th. The King of Ava has submitted to the demands of the 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.

CONTINENTAL.—The Hospodar of Moldavia has been succeeded by the Sultan for Russian leavings; he refuses to give up, and so the English and French Consuls have withdrawn.

Capitalists are wanted to construct a Ship Canal from the Bend of the Nile 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 is published. The King of Ava has submitted to the demands of the British authorities. It takes the ground that Capt. Ingraham has broken the international law as explained by Vattel and other jurists.

The Emperor of Austria is affianced to the Princess Elizabeth of the Danubius. 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, 3d 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 intendant 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 his name and won so many distinctions that his name has long been venerated. The circle of society where political consistency and professional competence are rewarded with esteem, affection and fame, Sir George died on the 19th of August, at Leamington, in the 83d year of his age.

From that extent and elaborate work, "O'Byrne's Naval Biography," we give a terse and concise 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 narrative 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, Wexford, 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 member for a port.

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 government 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 all the members 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 superiority and valor.

The restoration of peace, in 1815, naturally excited in his mind a wish for that continued enjoyment of domestic happiness which sailors rarely attain, 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 peace, 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.

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"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 find that in what we yet have to recount we must content ourselves with a statement of the chief of those gallant performances, 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 destruction into the heart of Virginia. He next proceeded to the upper part 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 proceeding up the Susquehanna river, he brought 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 city of Fredericktown, and in capturing the city of Fredericktown.

On June 26, he further co-operated with Sir Sidney Bechtolt in the attack upon Hampton; and shifting his flag on July 1, to the Scorpion, 74, assisted in the capture of the forts and forts on the islands, on the coast of North Carolina, possessing himself at the same time of the Ansonia, 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 Fort Island, in the Chesapeake; which, by his visit, he had been fortunately 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 6000 men, and entered the city of Washington 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, captured and shipped off several guns, stores of tobacco, flour, and other articles, but, not, however, without frequently coming into severe contact with the enemy.

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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. The victorious troops pressed forward, 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, in the end, 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 captured the city of St. Mary's, and their General, 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, he occupied the town of St. Mary's, and the 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 Monrovia 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 Mechanics' Institute of this city, where they were received by the President, officers, and a large number of the members. The President, H. Bulmer, 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.

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We are desirous to express the pleasure with which your arrival has been hailed by those whom we represent, both on account of the high 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 great and immediate project of the greatest Engineering feat 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 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 narrative 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.

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The Observer.

St. John, Tuesday, Sept. 13, 1853.

To-morrow, being the day fixed upon for the Great Celebration, of formally turning the first sod of the European and North American Railroad, in the Valley on the outskirts of this City, will be observed as a general holiday by all classes; and will witness the greatest and most magnificent public display ever manifested in British North America. We are gratified to find, that on this important and truly patriotic occasion, all political and other differences have been temporarily consigned to oblivion; and that one spirit of patriotism, energy and harmony has actuated all classes, creeds and parties. The most strenuous exertions have been made, and no expense has been spared, to render the demonstration superb and truly memorable; and, should a continuance of the present beautiful weather favor the display, we are confident that it will be one which will long be remembered, by all who may have the good fortune to witness it. The brilliant nature of the pageant will be perceived, by perusing the general synopsis of the programme, which we subjoin; and we earnestly trust, that the commencement of the magnificent public works, which it is the object of the proceedings of to-morrow to honor, will be the harbinger of greatly increasing and long continued prosperity to New Brunswick. His Excellency the Lieutenant Governor, has proclaimed a holiday for all the public offices to-morrow; and we are informed that the inhabitants of Fredericton in general have agreed to suspend business on that day, for the purpose of visiting our City on the occasion. Strangers from all quarters have for some days past been flowing into St. John; and not only are all the accommodations of all the Hotels engaged, but very numerous requisitions upon private houses, and the most comfortable compliance. Mr. Jackson is expected to arrive by the steamer Eastern City, this afternoon. The following is the order of the Procession, and the route which it will take.

CORDAINERS, with Banner, and a Representation of King Crispin and Queen Crispian, on carriage drawn by horses. Uniform—Full dress, white gloves, drab apron, trimmed with blue.

TAILORS, with Banner, and a Representation of Adam and Eve in the Garden, on carriage, drawn by horses. Uniform—Full dress with blue scarf.

MILLERS, with Banner. A Flour Mill in full operation, on a carriage drawn by horses.

RIGGERS AND SAILMAKERS, with Banner. A work bench, with workmen in full operation, a carriage with furniture, drawn by horses. Uniform—Full dress, carrying Mahogany staff.

Mayor and Corporation of Fredericton. Mayor and Corporation of St. John. Executive Committee of Portland Convention. Engineers of E. & N. A. Railway.

PORTLAND FIRE COMPANIES. Asst. Gd. Marshal. No. 1 Portland Engine Company, with Engine and Hose Cart. Uniform—Blue shirt, trimmed white, black trousers, glazed hat, with gold band.

PORTLAND FIRE BRIGADE. Chief Engineer, on Horseback. No. 1 "Wellington" Engine Company, with Engine and Hose Cart. Uniform—Blue shirt, trimmed white and red, black trousers, glazed hat, with name of engine.

No. 3 Engine Company, with Engine and Hose Cart. Uniform—Blue shirt, trimmed white, black trousers, red hat, with motto "No. 3."

No. 4 Engine Company, with Engine and Hose Cart. Uniform—Blue jacket, trimmed with scarlet, white trousers, black hat, with gold band and motto "Phoenix, No. 4."

No. 5 Engine Company, with Engine, Hose Cart, Tender, &c., drawn by horses. Uniform—Blue shirt, trimmed with white, white trousers, black glazed hat, with number.

No. 6 Engine Company, with Engine and Hose Cart. Uniform—Green shirt, trimmed with gold, black trousers, gilt helmet hat, white belt.

No. 7. Carleton Engine Company, with Engine and Hose Cart. Uniform—Red shirt, trimmed with blue, white trousers, glazed hat.

No. 8. Carleton Engine Company, with Engine and Hose Cart. Uniform—Blue shirt, black trousers, with red stripes, black hat.

Hook and Ladder company, with Banner, drawn by horses. Uniform—Blue jacket, black trousers, trimmed with red, black glazed hat, with gold band.

No. 9. Carleton Boys' Engine Company, with Engine and Hose Cart. Uniform—Yellow shirt, trimmed with red, black trousers, black glazed hat.

Police Magistrate of St. John and Portland. Magistrate of City and County. Farmers from Parish of Westfield, King's Co. Asst. Gd. Marshal.

MILITMEN, with Banner. Uniform—White shirts, black trousers, black belts, and glazed hats.

Messrs. Reed's and Wright's. Black Ball Line. of St. John and Liverpool Packets, with Banner, and a Full Rigged Clipper Ship, with a Screw Propeller Steamer, following in the rear, drawn by four horses.