

The Bill to provide a legal resource to Her Majesty's subjects having claims against the Executive Government, was read the third time and passed.

The following petitions were referred:— 3 petitions from members of the Church of England, residing in the County of Northampton, for the removal of the Clergy Reserves under the control of the Church Society of Quebec.

A petition from a company of Clergy Reserves in Amherstburg, Dundas, Southwick and London, praying that the above assignment may not be made, but that the Reserves may be sold.

Of J. S. Coleman and others, for the improvement of a road across a swamp in Adolph. Of inhabitants of Terrebonne, for the repeal of amendments to the Ordinance relating to winter vehicles.

Of P. Water and others, of St. Joseph's Cotes, for an enquiry into the transactions between them and the Board of Works, respecting certain lands which the Board has obliged them to sell.

Of N. Sparks and others, praying for the restoration to Mr. Sparks of certain lands taken by the Ordnance Department for the purposes of the River Canal, but not appropriated to the said purposes.

Of the Corporation of Kingston, praying that the limits of the town may be extended, and that it be incorporated as a city, with additional powers.

Of J. Little and others, of Seneca, praying that Haldimand may not be erected into a District, but that Seneca, Oneida, and Cayuga, may be annexed to the District of Gore.

The following petitions were referred:— Of N. Sparks and others, praying for the Charter of the Bank of Upper Canada. Mr. Dickson, from the committee on the petition of the inhabitants residing on the Grand River, reported a Bill to prevent persons riding or driving at a fast rate over certain bridges across that river.

Mr. Christie presented a report on the Bill relating to the Marriage Fee Fund, with some amendments to be printed. To be committed on Wednesday and the Report to be printed.

The House went into committee, and reported a Resolution, which was agreed to, as follows:—Resolved, That it is expedient to repeal so much of the Ordinance 25 G. 3, cap. 4, as prohibits Notaries from acting as Clerks of Courts in Lower Canada, as far as regards Circuit and Commission Courts.

Mr. Colwell brought in a Bill founded on the foregoing Resolution.—Second reading this day week.

On motion of Mr. Dickson, the report on petition of J. D. McKenzie and others, of Beverly, was referred to a committee of the whole on Monday.

Mr. Webster moved that the House go into committee to consider the expediency of incorporating and amending a certain act relating to Agricultural Societies in Upper Canada, and to grant a sum of money for their encouragement.

Mr. Stewart, of Bytown, brought in a Bill to authorize the assessment and collection of taxes in the township of Gloucester for 1844.—Second reading on Thursday.

Mr. Cowan brought in a Bill to provide for the collection of taxes in the District of Johnstown.—Second reading this day week.

Of the Dalhousie District Council, for authority to collect the rates in the township of Gloucester for 1844.

Of the Master and Wardens of the Trinity House of Quebec, praying that the clause in the Bill relating to the said Corporation, which imposes a double duty on vessels coming within the limits of the Montreal harbor may not be adopted.

Of the Huron District Council, against separating the Township of Williams from that District.

Of A. Charest and others, for a grant to construct a bridge over the River Deslisle.

The following petitions were referred:— Of John Steel and others, to the Committee on the Revenue Bill. Of Van. Geo. O'Kill Stuart and others, of Kingston.

Two petitions of A. N. Huell and others, of Toronto.

Several petitions relating to winter carriages. Of the Master and Wardens of the Trinity House of Quebec, to the Committee on the Montreal Trinity House Bill.

Of Hon. Jas. Crooks. Mr. Hill moved that the petition of John Givins, for an enquiry into his claim against the limits of Works, be referred to a select Committee. Which was negatived.—Yeas 4, Nays 44.

A message was received from the Council, stating that they had passed the Bill to incorporate the Quebec Charitable Firework Society; and

The Bill to amend a certain Act for the establishment and encouragement of Savings Banks, was returned from the Council with amendments.

Mr. McKeown of Brockville, reported the Bill to regulate the fees of Sheriffs and other District Officers with amendments.—Referred to a Committee of the whole on Monday.

Mr. Papeau from the Committee to draft an Address to Her Majesty, for the repeal of that part of the Union Act which requires the proceedings of the Legislature to be kept in the English language only, reported the draft of an Address, which was concurred in and ordered to be communicated to the Council.

Mr. Stewart, of Bytown, brought in a Bill to incorporate Bytown.—Second reading on Thursday.

Mr. Lacroix brought in a Bill to amend an Act and Ordinance relative to the registration of titles and incumbrances upon real property in Lower Canada.—Second reading on Thursday.

Mr. Seymour reported favorably on the petition of the Midland District Council, relative to the Assessment in Kingston.

Mr. Morin, from the Committee on private bills, reported the bill to incorporate the Chamblay Cotton Manufacturing Company, with amendments.—Referred to a Committee of the whole on Wednesday.

Mr. Johnston moved, that when the House adjourns, it stand adjourned till 10, A. M., on Monday.—Which was negatived.

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most required improvements, and for which appropriations have been made, are—

- The Gallopes Rapids. Point Inroquois do. Rapids Flat do. Fairens Point do. The Long Sault do. The Coteau do. The Cedars do. The Cascades do.

And the enlargement of the Lachine Canal, by means of which the Lachine Rapids are avoided.

The works upon each of the foregoing are now in progress, and may be expected to be completed next year.

These Rapids are situated at about six miles below Prescott. The current in the River is very strong, varying from six to ten miles per hour.

The Rapids occur at about twelve miles below Prescott; to enable the trade vessels to ascend them, the works in progress are those of a Lock and lateral cut, the lift of the former about three feet, and the length of the latter about six miles.

The object of this Canal is to open a communication from Lake Saint Francis to Lake Saint Louis, avoiding all the Rapids of the Ottawa and the Cascades, which have been the portion of the Saint Lawrence between those Lakes.

The various works have progressed most satisfactorily, and with unexampled rapidity, and but for the loss of time consequent upon the riots which occurred during the season, but little if any work would now remain unexecuted.

The last extract we can make to day, and the one possessing the most local interest to our readers, is on the long-talked-of road to the Ottawa.

As immediately connected with the subject of the improvement of these Portage roads, with the view to cheapen the transport of the supplies required in the lumber trade, is that of opening a new and direct communication between Lake Ontario and the extensive Timber Districts on the Madawaska, Pittowaga, &c., respecting the utility and the proper line for the line of road, and for which the Government is now making a preliminary survey.

The ridge of unproductive country back of Kingston appears to me to divide (as to supply) the whole timber country south of the Alleghettes into two parts, not equal parts; the eastern being much greater, and for which the Brockville and Prescott country, Perth, Toronto, on the Rideau and Bytown are, in my opinion, the natural depots and sources of supply, especially Bytown, which, from its position and water communication, must ever be the principal channel through which will pass the great mass of the supplies needed along the whole line of the Ottawa and its tributaries; but as Madawaska and the western part of the Province north of the Bay of Quinte with the Western section would, I believe, be of advantage in several respects.

Such a line should, in my opinion, start either from the head of foot of Des Alleghettes, or from the head of foot of Des Alleghettes, or from the head of foot of Des Alleghettes, or from the head of foot of Des Alleghettes.

The following is the amount of Tonnage owned by the principal European nations, and the United States. Great Britain, as a matter of course, leads the van, but is closely followed by her enterprising daughter:—

Table with 2 columns: Country and Tonnage. Great Britain 3,047,418; United States 2,158,625; France 589,517; Norway and Sweden 471,772; Holland 375,084; Prussia 322,994; Austria 214,138; Turkey 182,000; Sardinia 167,300; Denmark 153,400; Spain and Portugal (each) 80,000; Russia 50,000.

Great Britain.—The Buffalo Commercial Advertiser publishes a summary of the maritime disasters on the western lakes in 1844. Number of vessels lost, amount of loss, &c. destroyed 2,100, which amount of loss \$141,000—attended by a loss of 51 lives.

BRITISH WHIG.

"Opiter per Orbem Dico." KINGSTON, TUESDAY, FEB. 25, 1845. ARRIVAL OF THE STEAM-SHIP HIBERNIA.

The Royal Mail Steamship Hibernia, arrived at Boston on Wednesday morning, bringing London papers to the evening of the 3rd, and Liverpool to the 4th instant.

Strangely enough, the first news we received by this arrival, was published in the Montreal papers of Friday and Saturday, and reached Kingston in advance of our regular mail by the way of New York.

The news was carried from Boston to Montreal by Express and travelled the distance in the short space of 324 hours. It is, however, of little importance. The following summary is from Wilmer & Smith's European Times.

Parliament opens this day, and had the packet waited a few hours longer, it would have taken out the Queen's speech. The general impression is, that Ireland will be alluded to in soothing terms, and that another modification of the sugar duty will be announced. We have already alluded to the ministerial arrangements, and to the resignation of Mr. Gladstone.

A large sale of Venezuelan sugar took place here last week, and commanded much better prices than were anticipated. The quality, too, was superior to expectation; but the whole of the stock offered for transmission to the Isle of Man, where it will be admitted at a shilling duty.

The death of the Earl of St. Germain, the father of Lord Elliot, has caused a scramble for the Post of Chief Secretary of Ireland, as it is a sinecure, and a member of the House of Lords to hold the office. The post which has been open in speculations respecting Lord Elliot's successor.

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Galt, the line would be the very best thing they had supported since they had been incorporated; and he would have great pleasure, therefore, in moving the resolution, "That the meeting be adjourned to the 27th inst. at 10 o'clock, to the stock to the proposed railway from Montreal to New York, the line to pass through the Eastern Townships, subject to the stipulations mentioned in the letter of the Directors to the Commissioner in Canada. Mr. Clark seconded the resolution in an effective speech, which was supported by other members, and after a few remarks from the Chairman, it was put and carried unanimously. After a vote of thanks to the chair, the meeting broke up.

DEATH OF LADY MARY BAGOT.—It is with regret that we have to announce the decease of Lady Mary Bagot, eldest daughter of the Earl and Countess of Mornington, and widow of the late Right Hon. Sir Charles Bagot, the late Governor General of Canada. This sad bereavement was most unexpected, her Ladyship having been only considered slightly unwell within the last few days, her illness being supposed to have arisen from a cold, and she was, in fact, in the enjoyment of perfect health, and shortly after six o'clock yesterday morning, her Ladyship breathed her last, at the family residence in Park-chester Terrace, her complaint having terminated with inflammation. The deceased lady, who was a native of England, was the daughter of the Earl and Countess of Mornington, which was born 5th February, 1796, and married 22nd July, 1806, the Right Hon. Sir Charles Bagot, second son of the late Lord Bagot, by whom her Ladyship had a family of ten children, seven of whom are living. Lieut Colonel Bagot and the Countess of Mornington being her eldest son and daughter.

The death of the Duchess of Nassau, daughter of the Emperor of Russia, is announced by the Wiesbaden correspondent of the Frankfurter Journal, in the following terms:—"It is our melancholy duty to announce an event which has plunged his highness the duke and the entire country into mourning. On Saturday afternoon the 27th, her Imperial Highness the Duchess Elizabeth, Archduchess of Russia, was delivered of a female child, still-born, and early the next morning her Imperial Highness expired under a severe attack of spasms of the heart."

The Marquis of Sligo died in the fifty-seventh year, at Tullagh Wood, last week. He is succeeded by his eldest son and daughter. He was born in the year 1820.

On the 13th ultimo, at Port Elliot, Cornwall, aged 80, the Earl of St. Germain, father of Lord Elliot, Chief Secretary of Ireland. On the 23rd ult., Rear Admiral Samuel Jackson, F.R.S., died at the age of 73.

Letters from Stuttgart announce the death of Prince Louis Hohenlohe and Arzburgh. The Address in the House of Peers, in answer to the Speech from the Throne, will be moved by the Marquis of Camden, and seconded by Lord Glenlyon.—London Morning Herald, Feb. 3.

A CENTENARIAN.—There is an old man now living in this neighbourhood who has reached the grand old age of 100 years. He is a regular every quarter-day makes his appearance at the place of payment as hale, hearty, healthy, and happy looking as the youngest. He pretences, from all appearance, to draw upon the natural resources for some time to come. He is now wearing his hair white. John O'Grady's Journal.

EMPLOYMENT.—We hear that Lady H.—has left her house and family, and formed a criminal connection with Lieut. M.—, who is in his 25th year. He possesses property of the value of about £150,000 a year. Legal proceedings against the Duke of Devonshire, and the damages are laid at £20,000.

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