HALL'S ARCTIC EXPEDITION—DEATH OF CAPT. HALL—DREADFUL SUFFERINGS OF THE CREW.

Bay Roberts, *via.* St. John's Nfd., May 9.—The steamer Walrus arrived from the seal fishery at the port of St. John's this morning, bringing news that the steamer Tigress had come into Roberts Bay, 18 miles from here, having on board 19 survivors of Hall's Arctic expedition. This party, which had been landed from the Polaris, were driven from her by a gale which burst her moorings on the 15th Oct., 1872, in latitude 72.36. When they last saw the Polaris she was under steam and canvass, making for a harbour on the east side of Northumberland Island. She had no more boats left. Of the six which she brought with her from New York, two were lost in the Northern expedition, two were landed in the ice with Captain Tyson's party, one was burned as firewood to make water for the crew, and the other is on board the Tigress. The Polaris was in command of Captain Buddington, who had thirteen of the crew along with him, and a plentiful stock of provisions. It is the opinion of the survivors that they will be unable to get clear until July, and even then if the ship is unseaworthy, they would have to make new boats to effect an escape. On the 5th of Oct., 1871, in latitude 81.38, longitude 61.44, Captain Hall died of apoplexy, and was buried on the shore, where they erected a wooden cross to mark his grave. He had recently returned from a northern sledge expedition in which he had attained the altitude of 82.16. He seemed in his usual health, and had called the crew into the cabin to encourage them with hopes of future rewards, and stimulate them to renewed exertion, when he was suddenly struck down and expired, to the great grief of those around, to whom he had endeared himself by his kindness and devotion.

In September, 1871, the Polaris entered winter quarters, and left August 12th, 1872. The ice was very heavy, and set in in a southerly direction. She was forced out, and so continued drifting until Capt. Tyson and party were driven from her. The sledge party crossed Kane's Polar Sea, which they pronounced to be a strait about 15 miles wide. There was an appearance of open water to the north. The rescued party suffered very much during their dreary drift from hunger and cold. For the last two months they ate raw seal and polar bear when they could get them. When met by the Tigress they showed evident signs of their great sufferings, but during the nine days they have been on board they have improved vastly and are now in fair health. The party are in charge of the United States consul, and will arrive in St. John's on Monday next.

The following statement was furnished by Capt. Tyson:—On the 24th of August, 1871, we left Tessinsack, and went through Smith's Sound. We succeeded in getting as far north as lat. 81.38' long. 61.44. We were frozen up until the fifth of Sept. On the 10th of Oct. Capt. Hall started on a sledge journey north, and returned on the 24th, when he was taken sick and died on the 8th of Nov. He was buried on the 11th. The attack that carried him off was said to be apoplexy. We passed Polaris Bay on the 18th of June, 1872. We attempted to reach the north with two boats. We hauled our other boat on shore, and returned overland on the 8th of July. We started for home on the 12th of August, and on the 15th were beset with ice in latitude 80.02." We drifted from there down to longitude 77.35," when we encountered a heavy south-west gale, the ship being under heavy pressure. On the night of the 15th we commenced landing provisions, &c., on the ice, the vessel being reported leaking very badly, at times. We continued landing provisions for two or three hours. When the pressure ceased I went on board the vessel and asked the sailing-master if the vessel was making any more water than usual. He reported that she was not. I went to the pumps and ascertained that she was not making any more than she was doing all summer. I went on the ice again, and shortly after it began to crack, and in a few minutes afterwards it broke in many places. The vessel broke from her fastening and was soon lost to sight in the darkness and storm.

On the broken ice were most of our provisions to sustain the party through the winter and seeing nothing of the vessel we attempted to reach the shore in hopes of finding natives to assist us in living through the winter. Getting about half way to the shore with our heavily laden boats, our progress became hard by the drifting ice, and I was compelled to haul on the ice again. At this time I succeeded in saving fourteen cans of pemmican, eleven and a-half bags of bread, ten dozen one and two pound cans of meat and soup, fourteen hams, and a small bag of chocolate weighing twenty pounds, some musk, ox skins, blankets, and a number of rifles and abundant ammunition. In the morning, knowing that I had not provisions enough and other articles of food clothing, compasses, &c., on the abatement of the gale I endeavoured to shoot as many seals as possible, both for food, light and fuel, but could only get three, owing to bad weather having set in. I supposed the wind to be about southwest. On its clearing up I found myself within about eight miles of what I supposed to be east coast and about thirty or forty miles below the ship, the ice being weak, I could not transport the boats and provisions to land until it grew stronger, while here I discovered my other boat, bread, &c., and saved all. The ice grew firm, I made another attempt to reach the shore, carrying everything in the boats and dragging them on their keel. The ice being exceedingly rough we stove both boats. We succeeded on the first of November in getting about half way to shore, night coming on us and very stormy weather. In the morning the ice was broken and we were drifting southward very fast. We saw no more land for many days and bad weather continuing all through the month of November, we built snow houses and made ourselves as comfortable as we could. We were ten white men two Esquimaux, two women and five children in all. We succeeded in killing a few seals which furnished us with light and fuel with which to warm our scanty allowance of food, through the darkness of the Artic winter. In the latter part of February we lived principally upon birds, and in March commenced to catch seals. Through that month we supported ourselves on bears' and seals' flesh, wasting neither skin nor entrails. We collected enough food in this way to last us until the middle of May, had we not been driven to sea by strong westerly gales in the latter part of March. Our flow piece being then reduced from five miles in circumference to about twenty yards in diameter, we left the piece on the first of April and abandoned nearly all of our meat, a large amount of ammunition, clothing, skins, and other articles, taking a portion of the meat in the boat, which we were obliged to throw overboard on account of the boat's being deeply laden.

I regained the outer edge of the pack of ice on the 3rd of April, and succeeded in getting a little further in on the pack. On the 4th a heavy northeast gale set in, a heavy sea running under the ice, which broke it in small pieces, so that we had to live as best we could not put the boat out; neither could we find seals for food, and we were reduced almost to starvation.

On the 21st of April we sighted a Polar bear. Every person was ordered to lie down and imitate the seal while the two Esquimaux secreted themselves behind a piece of ice, enticing the bear near enough to us to kill him. A few days after this we got our boat into the water, and worked our way west and southwest, and continued to work every opportunity to westward in hopes of reaching the Labrador coast and getting temporary relief.

We were picked up by the steamship Tigress, Capt. Bartlett, on the 30th of April in latitude 53, 35 north; longitude 55 west, or near Wolfe Island, and about 40 miles from coast. The Polaris is now without boats, having lost two in trying to get north in the spring of 1872.

The Tigress fell in with the party in a dense fog and providentially struck the very floe on which they were, otherwise they must have perished. They all seem tolerably well. Capt. Tyson complained of swelled legs and feet, but nothing serious is the matter with him. When they left the Polaris all on board were in good health. In reference to the way in which the Polaris got away from the party which was rescued from off the iceberg, Capt. Tyson states that he felt little anxiety at first, thinking they would soon come to their relief. I set my colours, he said, as she steamed down along the shore, but the vessel was soon lost to sight in a bend of land and behind what I took to be Northumberland Island. The piece of ice I was on commenced drifting southward, as the wind hauled to the northeast, opening a little bay to the northeast of Northumberland Island. I saw the vessel in the harbour through my glass; lights were lighted, no smoke was issuing from her smoke stack. I then attempted to bring my boats across the floe in an easterly direction, hoping to find water, and reach an shore. I succeeded in dragging one boat across, and took the water and attempted to reach the shore some distance below the vessel. We were then drifting very fast, and a gale was blowing fresh with great violence from the northeast and snowing very fast and drifting. I was driven back on the ice and compelled to haul my boat out. Night passed on us, and we were about 30 miles southwest of where the ship went in the harbour, a heavy sea running which broke up my floe in pieces, separating us from the bags of bread and one boat. I saw the vessel under steam and canvass rounding a point to the northwest, thinking she would come to our relief, I gave myself no extra anxiety, but soon was doomed to disappointment, and from that time until the steamship Tigress rescued us we never got a glimpse of the Polaris.

Washington, May 10.—The following was received last evening at the State Department from the U.S. Consul at St. Johns, Newfoundland:—Official announcement—St. Johns, Newfoundland, May 9th, 1873.—The English sailing ship Walrus has just arrived, and reports that the steamer Tigress picked up in the ice at Grady harbour, Labrador, on the 30th of April last, 45 of the crew and five Esquimaux of the steamer Polaris, of the Arctic Expedition. Capt. Hall died last summer. The Tigress is hourly expected at St. Johns.

(Signed,) F. W. MALLOY,
U. S. Consul.

The expedition was fitted out at great expense and under the personal supervision of the naval officials at Washington navy-yard. At the time of the departure of the Polaris her fate was predicted by experienced naval seamen who have carefully studied the charts and pronounced the passage undertaken by Capt. Hall as only a waste of money. The news of the disaster to the Polaris affected the President deeply, as he had hoped that the enterprise of the Government in this direction would redound to our national honour.

The names of the rescued crew are Capt. Tyson, Fred Meyer, John Heron, W. C. Kruger, Fred. Artning, Gustavus Sirguist, Peter Johnson, Wm. Jackson; the Esquimaux, Joe, Hannah, and child; Hans Christian, of Dr. Kane's expedition, wife, and four children, the youngest only eight months old. The Polaris is in charge of Capt. Buddington. The crew have lived on a few ounces daily, and latterly on seals, eating skins, entrails and all, for the past two months, and are all in fairly good health. Captain Tyson does not expect the Polaris will get clear before July, in condition to come home. There were 14 left on board with plenty of provisions. If the vessel be not fit to come home they can easily construct boats for their safety.

All are provided for in Bay Roberts and will come here on Monday.

(Signed,) F. W. MALLOY,
United States Consul.

Dr. Hayes, the well-known Arctic explorer, who was interviewed yesterday, expresses the opinion that the Polaris is unfit for the service, and that there was no discipline on board her, but that Capt. Hall has proven that Smith Sound is navigable, and that there is a passage to the Polar Sea, which he seems to have reached, though driven back by drifting ice fields, or gales of wind. Dr. Hayes can't understand why the ship when so near Northumberland Island should have been drawn up in the ice and discharged her cargo upon it. He thinks there was dissension on board, and that it looks as though the party cut off from the ship had determined to leave her. But Captain Hall has done a glorious thing. He has gone further north with the ship than any human being ever did before, although others have gone as far in sledges, and the Polaris was 219 miles further north than Kane's ship. Dr. Hayes says it almost looks as if Hall was killed by one of his men in a mutiny, for he had never known any one dying in that region from apoplexy, and Hall did not look like an apoplectic man. Dr. Hayes believes the rest of the crew are yet alive, and that the Polaris will return here by September.

Prof. Baird, of the Smithsonian Institution, thinks the expedition is far from being a failure, and has no doubt realized many of the objects in view in sending it out.

DESPERATE ATTEMPT OF TWO MURDERERS TO ESCAPE WHILE IN COURT.

Annapolis, Md., May 9.—At the trial of Hallohan and Nicholson for the murder of Mrs Lampley, an aged lady of Baltimore, some months since, quite a scene ensued today. During Mr Revell's closing argument for the State, Hallohan and Nicholson, who had been supplied with a slung-shot, made a desperate attempt to escape. Hallohan struck Deputy Marshal Frey a severe blow, but the Marshal retained sufficient presence of mind to catch hold of the prisoner until the officers and spectators came to the rescue. Hallohan was also cut about the head. His face, with the blood streaming over it, presented a hideous aspect. Nicholson was caught immediately, and both the desperate men were forced back into the witness box. After Hallohan had been put back he exclaimed, "It's a put up job, and you know it, Pontier." Subsequently he said, with a savage tone, "I'd like to get a cut at Crane." Hallohan and Nicholson were both found guilty of murder in the first degree.

DEAD MENS' SHOES.

Waiting for dead men's shoes is proverbially a tedious and unremunerative business, yet this is the sort of speculation into which the Hon. George Brown has recently gone. Kept in the cold shades of opposition for a quarter of a century—by the superior abilities of Sir John A. Macdonald—this assassin of Baldwin, Foley, Sandfield Macdonald, and a host of other old-time Reformers, finds that his only hope of the accession of himself and his party to power lies in the sudden demise of his life-long successful opponent! A few days ago there appeared in the columns of the *Globe* a brutal and indecent article, having for its basis a speculation as to the chances of Sir John A. Macdonald's death, the question being,—after him, who? This is on a par with its gloatings over the reported death of the Pope, and its cold crocodile tears when T.D. McGee was assassinated. One cannot bear to dwell upon such a trait in the character of a man who professes to be a patriot and a Christian. Had he lived in the olden time he would have waded through blood to a throne—if he was able—but failing that he consoles himself for present defeat by gloating over the death of an opponent and awaiting anxiously for the demise of others! No wonder such a man is capable of playing into the hands of the Yankees by decrying the Pacific Railway and its promoters.—*Guelph Herald.*

We should not hesitate to announce or recommend to any friend of ours, Parson's Purgative Pills; they are scientifically prepared, and are adapted to all the purposes of a good purgative medicine.

Decidedly the best remedy that has ever been discovered for rheumatism, swollen or stiff joints, flesh wounds, sprains, bruises, cuts, and burns, is Johnson's Anodyne Liniment. We use it, and always recommend it to our friends.—*Adv.*

Nightmare in children denotes a want of nervous energy commensurate with the strain upon the general system, and should be attended to by the parent or guardian early to prevent graver complications. Fellows' Hypophosphites will restore healthy activity to the nervous system in a short time.—*Adv.*

SPECIAL NOTICE.

DR. WHEELER'S ELIXIR OF PHOSPHATES and Calisaya—After having used your Compound Elixir of Phosphates and Calisaya for over two years in my daily practice, I must give it my unqualified approbation. During a practice of over twenty years, I have used many scientifically prepared compounds, made to fulfil the same therapeutical indications as your elixir, but none of them proved with me as valuable as yours. To the medical profession, and to the public, I would especially recommend it as the best remedy with which I am acquainted for the successful treatment of the large and constantly increasing class of cases of over worked and nerve-exhausted women. Yours truly,

N. WATKYN BUEL, M.D.

GRAND TRUNK RAILWAY.

TRAINS LEAVE KINGSTON as follows:

Day Express for Montreal	1.35 p.m.
Mixed Train for "	5.15 p.m.
Night Express for "	2.40 a.m.
Day Express for Toronto and west	4.05 p.m.
Night Express " "	4.15 a.m.
Mixed Train for Toronto	6.00 a.m

C. J. BRYDGES,
Managing Director.

Feb. 4, 1873.

$300,000—City of Kingston Bonds.

THE Kingston and Pembroke Railway Company offer for Sale at their office, Wellington Street, Kingston, $300,000 of Corporation of the City of Kingston Consolidated Coupon Bonds, in amounts to suit purchasers at long and short dates. Applications to be made to

F. C. CLINE,
Sec.-Treasurer.

K. and P. R. R. Office,
Kingston, Feb. 25th, 1872.

CANADA CENTRAL
—AND—
Brockville and Ottawa RAILWAYS.

BUY YOUR TICKETS

For Ottawa via Brockville.

CERTAIN CONNECTIONS MADE WITH GRAND TRUNK TRAINS.

THREE EXPRESS TRAINS DAILY

LEAVE.		
Brockville	7.20 a.m.	4.00 p.m.
Ottawa	9.20 a.m.	4.45 p.m
Renfrew	8.00 a.m.	3.00 p.m.
ARRIVE.		
Ottawa	8.00 p.m.	12.30 p.m.
Renfrew	2.00 p.m.	9.45 p.m.
Brockville	1.50 p.m.	9.45 p.m.

☞ These Roads are of the same gauge as the Grand Trunk, and there is consequently no transhipment of Freight, when in carloads.

H. ABBOTT,
Manager.

Brockville, May 6, 1873.

INTERCOLONIAL RAILWAY.

1872. Winter Arrangement. 1873.

ON and after SATURDAY, 21st instant, a Passenger and Mail Train will leave Halifax daily at 7.30 a.m., and be due in St. John at 8.35 p.m. A Passenger and Mail Train will also leave St. John daily at 8.00 a.m., and be due in Halifax at 9.30 p.m.

Trains will connect

At Painsec with trains to and from Shediac, and Intermediate Stations.

At Truro with trains to and from Pictou, and Intermediate Stations.

At Windsor Junction with the trains of the Windsor and Annapolis Railway.

At St. John with the Consolidated European and North American Railway for Bangor, Danville Junction, Montreal, Quebec, Portland, Boston; also with the International Steamers to and from Eastport, Portland and Boston.

LEWIS CARVELL,
General Superintendent.

Railway Office, Moncton, N.B.,
January 18th, 1873.

VICTORIA PAINT SHOP,
Robinson's Stone Block,
6 CLARENCE STREET.

PLAIN and ORNAMENTAL PAINTING, Paper Hanging, Glazing, Graining, &c., Transparent and Fancy Window Shades. SIGN-WRITING in all its branches, and on reasonable terms

T. R. ROBINSON & CO.,
Proprietors.

March 28.

Canadian Navigation Company

ROYAL MAIL THROUGH LINE.

THE above Line is composed of the following splendid Upper-Cabin Steamers:

CORSICAN	CAPT.	SINCLAIR.
SPARTAN	"	DUNLOP.
PASSPORT	"	SIMPSON.
MAGNET	"	MCCOY.
CORINTHIAN	"	FARRELL.
BAVARIAN	"	CARMICHAEL.

One of the Steamers of the above Line will leave the St. Lawrence Wharf, foot of Johnson Street, for Toronto and Hamilton, every afternoon (Mondays & Saturdays excepted) at HALF-PAST FIVE o'clock. Also one of the Steamers will leave for Montreal every morning (Mondays & Wednesdays excepted) at half-past five, calling at Gananoque, Brockville, Prescott and Cornwall, passing through the delightful scenery of the Thousand Islands and all the Rapids of the St. Lawrence by daylight.

For Passage Tickets apply at the Lake and River Steamboat Office, St. Lawrence Wharf, Foot of Johnson Street.

Passengers going to the West can procure Tickets via Great Western, Detroit and Milwaukee and Michigan Central Railways for Detroit, Chicago, Milwaukee, Grand Haven, and also for all the principal points in the West, and also via Pacific Railroad to Utah, Nebraska, Colorado, Nevada and California.

A comfortable and convenient Waiting Room for ladies and gentlemen on the wharf.

C. H. HATCH, Agent.

Kingston, 7th May, 1873.

Cape Vincent, Garden Island, Wolfe Island and Gananoque Steamboat Route.

THE STEAMERS

Maud, Pierrepont, Watertown and Gazelle.

One of the above Steamers will leave Kingston for Cape Vincent daily (Sundays excepted) at 6 a.m. and 2:30 p.m., making close connections with the Rome, Watertown and Ogdensburg Railroad. Oswego Railroad, Northern Syracuse Railroad, and New York Central Railroad.

Returning—will leave Cape Vincent on arrival of trains at 10 a.m. and 6 p.m., connecting with the Grand Trunk Railroad, Royal Mail Line, Bay of Quinte and Rideau Canal Steamers at Kingston.

Will leave Kingston for Gananoque every Tuesday, Wednesday, Thursday and Friday at 5 p.m.

Will leave Gananoque for Kingston every Wednesday and Friday at 6 a.m. and 8 p.m.

Will leave Kingston for Garden and Wolfe Islands every day at 8:30 a.m., 11:30 a.m., 2 p.m. and 4 p.m. Returning, will leave Wolfe Island at 9:15 a.m., 1 p.m., 2:30 p.m. and 4:30 p.m., and on Tuesdays, Thursdays and Saturdays will leave at 7 a.m; returning, leaving Wolfe Island at 7:30 a.m.

SUNDAY TRIPS.—Will leave Kingston for Garden and Wolfe Islands at 9 a.m., 11 a.m., and 1:15 p.m. Returning—will leave Wolfe Island at 10 a.m., 12:30 p.m., and 3 p.m.

For Freight, Passage, or any other information, apply to the Captain on board, or to

FOLGER & HANLEY,
Foot of Brock Street.

Kingston, 24th April, 1873.

Vermont Central Steamers.

N. T. Company,

CONSISTING of 21 Staunch First-Class Upper Cabin Steamers. Two Daily Lines between Ogdensburgh, Oswego, Cleveland, Toledo, Detroit, Port Huron, Milwaukee, Chicago, and all points West, Northwest and Southwest.

DAY BOATS AND NIGHT BOATS.

The Day Boat leaves Ogdensburgh at 1 o'clock p.m., daily (Sundays excepted), or on arrival of trains from Ottawa and the East, and runs through to Milwaukee, Chicago and intermediate ports without change of boat.

Evening Line for Cleveland, Toledo and Lake Erie Ports.

THE PEOPLE'S FAVOURITE ROUTE WEST.

This Line offers the inducements of pleasure, comfort, safety, speed and economy combined, and at less rates, including meals and state rooms, than by any other Line. The passenger business will receive particular attention this season. Large cabins and state rooms comfortably furnished for first-class passengers. Also second cabins, with cook stoves and good accommodations for passengers and families who may wish to furnish their own provisions.

Rates for passage or freight always lower than by any other route.

☞ It will be for the interest of passengers and families going West to see the Agents of this Line before buying elsewhere.

General Agency, 65 Washington Street, Boston. G. A. EDDY, Superintendent; G. W. SMITH, Agent, Ogdensburgh.

FOLGER & HANLEY, AGENTS,
Ferry Wharf, foot of Brock Street, Kingston

April 30, 1873.

For Picton, Belleville and Intermediate Ports.

The Favourite Upper Cabin Steamer

ROCHESTER,

CAPT. SWALES,

LEAVES CARRUTHERS' WHARF every Afternoon at 3 o'clock.

RETURNING Leaves Belleville every Morning at 5 o'clock.

C. H. HATCH, Ticket Agent.

Kingston, May 9th, 1873.

INSURANCE AGENT.

John V. Noel.

INSURANCE Agent, Notary Public, Accountant, &c. Office over Mr Parker's Drug Store.

Kingston, Oct. 1st, 1872.

VETERINARY.

Daniel McIntosh.

DANIEL McINTOSH, Veterinary Surgeon Graduate of the Ontario Veterinary College, Toronto. Office, City Hotel, Kingston.

ARCHITECTURE.

John Power.

ARCHITECT AND BUILDING SURVEYOR. Office and Residence Queen Street.

Oct. 24.

R. Gage,

ARCHITECT, MARBLE BLOCK, Princes Street.

Kingston, May 25th, 1872.

LEGAL.

Edw. H. Smythe, M.A.,

BARRISTER and Attorney-at-Law, Solicitor in Chancery, Conveyancer, etc. Office, Ontario Street, next door to Montreal Telegraph Company's Office.

May 1, 1873.

J. M. Machar, M.A.,

BARRISTER and Attorney-at-Law, Solicitor in Chancery, Notary Public, Conveyancer, 32 King Street, Kingston; Ont. At Gananoque, over S. McCammon's Drug Store, every Tuesday and Friday.

Jan. 14, 1873.

Macdonald & Patton.

BARRISTERS, &c., Trust and Loan Building, corner of Toronto and Adelaide streets.

JOHN A MACDONALD, Q.C.
JAMES PATTON, Q.C.

Toronto, April 16, 1872.

Alex. S. Kirkpatrick,

COUNTY CROWN ATTORNEY and Clerk of the Peace for the County of Frontenac, Ontario Street, Kingston, directly opposite the Montreal Telegraph Company's office.

Kingston, July 19, 1871.

Gildersleeve & Walkem.

BARRISTERS and Attorneys-at-Law, Conveyancers, Notaries Public.

Richard T. Walkem,

SOLICITOR IN CHANCERY. Office Clarence Street, Kingston, Ont.

J. P. GILDERSLEEVE, L.L.B.
RICHARD T. WALKEM.

Joseph Bawden,

ATTORNEY-AT-LAW, Solicitor in Chancery, Notary Public, 33 King Street, Kingston.

John Mudie,

BARRISTER-AT-LAW, Solicitor in Chancery, &c., Clarence Street, between King and Wellington Streets.

S. McCammon, Gananoque,

CLERK OF DIVISION COURT, Notary Public, Conveyancer, Commissioner in Queen's Bench, &c.

Nov. 27.

MEDICAL.

Dr. Henry B. Evans.

DR HENRY B. EVANS, M.R.C.S., London. Office, 156 Princess Street.

James McCammon, M.D.,

MEMBER of the Royal College of Surgeons, England. Residence and Office:—Dumble's Block, Wellington Street, Kingston.

June 29

Dr. J. Jarvis,

LATE OF LONDON, England, Homeopathic Physician, Surgeon, &c. Office and Residence removed to Wellington Street, nearly opposite the Post Office. Calls in city or country, night or day, promptly attended

J. JARVIS, M.D.

Aug. 9.

Dr. Maclean's Office

REMOVED TO MACLEAN & CO'S Drug Store, Princess Street.

May 23.

DENTISTRY.

L. Clements, Dentist.

OFFICE AND RESIDENCE opposite the Post Office, Wellington Street. Established in Kingston in 1857.

Aug. 22.

F. M. Clark, L.D.S.

F. M. CLARK, L.D.S., DENTAL ROOMS, No. 4 Wilson's Block, Wellington Street, Between Princess and Brock Sts. Satisfaction Guaranteed.

July 31.

J. L. Macdonald, L.D.S.,

DENTIST (successor to Dr. Day) No. 156 Princess Street, Kingston, Ont. OFFICE HOURS from 9 A.M. to 5 P.M. From 9 to 10 A.M., on Fridays, devoted to the poor.

HOTELS.

Daniels' Hotel,

CENTRE TOWN, OTTAWA.—This house is entirely new in every respect, having been enlarged, refitted and refurnished this season. First-class Sample Rooms and ample accommodation. Omnibuses meet all trains and boats.

S. DANIELS, PROPRIETOR.

Feb. 7, 1873.

Anglo-American Hotel,

JOHNSON AND ONTARIO STREETS, Kingston, Canada.

E. MILSAP & CO., Proprietors.

Albion Hotel, Mill-st., Stirling.

JOHN ACKERS, Manager. First-class Commercial Rooms. Good Yards and Stabling.

March 30.

International Hotel.

NOS. 175 and 177 Main Street, Brockville, Ont.—JOHN JELLY, Jr., Proprietor. Free Omnibus to and from the boats and cars. Carriages for parties wishing to visit places of interest can be secured at the office. A First Class Livery attached.

May 27.

Provincial Hotel, Gananoque.

A. BROPHY, PROPRIETOR.—This First Class Hotel is centrally located in the business part of the town, in view of the Thousand Islands of the St. Lawrence, and in close proximity to the Fishing and Hunting Grounds. ☞ Good Boats and Oarsmen always in attendance for Fishing Parties.

May 23.

ALBION HOTEL,

CORNER of PRINCESS and MONTREAL STREETS (formerly the GERALDI HOUSE).—The proprietors having leased the above Hotel, are now refitting the premises, with their well-known reputation, they are prepared to furnish all who may favour them with their patronage with suitable accommodation, and at moderate charges. The Table will be provided with the best selections in the market. The Bar will be furnished with the best Wines, Liquors and Cigars. Good Yard and Stabling attached.

WILLIAM WAGGONER,
CAMPBELL McMILLAN.
Proprietors,

Kingston, 8th April, 1873.

Albion Hotel, Westport.

GEO. JEACLE, Proprietor.

FIRST-CLASS ACCOMMODATION for Commercial Travellers. Good Sample Rooms, &c.

March 28.

ÆTNA INSURANCE COMPANY OF HARTFORD.

INCORPORATED 1819. CHARTER PERPETUAL.

Cash Capital, $3,000,000.00.

LOSSES PAID IN 52 YEARS...
Losses paid in 16 months ...
Capital subscribed by Stockholders since December 1st, 1871 ...

Assets—March 1st, 1873 (market value).

Cash on hand and in Bank...
Real Estate ...
Mortgage Bonds ...
Bank Stock ...
United States and City Stock and other Securities ...
Loans on Real Estate ...

Cash Receipts for 1872 ...

This Company has been doing business in Canada for nearly 54 years, that time has secured the public confidence by prompt and liberal every just claim. It has complied with the laws of Canada by the deposit Government of Stocks to the extent of $50,000, and is prepared to take terms as liberal as any other first class Company.

JAMES SWIFT, AGENT, St. Lawrence

Kingston, March 26, 1873.

Stirling House, Stirling,
County of Hastings.

FIRST CLASS HOTEL—cannot be excelled by any House in the County. The House and Furniture are new; the Bar is at all times furnished with the best of Liquors; the Table is second to none in the County; good and commodious Stables and Sheds, with careful attendance; a good Commercial Room for travellers. Charges moderate.

A. G. SCOTT, Proprietor

Feb. 26, 1873

POST OFFICE, KINGSTON.

Arrival and Departure of Mails.

1873.

MAILS.	CLOSE. A.M.	CLOSE. P.M.	DUE FOR DELIVERY. A.M.	DUE FOR DELIVERY. P.M.
Eastern, per Grand Trunk Railway, including Maritime Provinces	9.00	12.20	11.30	7.30
Western, per Grand Trunk Railway	9.00	2.45	11.30	7.30
United States, via Cape Vincent	10.30	10.30	10.00	1.30
Prince Edward Route (by Stage)	7.00	7.00	1.00	1.00
Picton	7.00	7.00	1.00	5.50
Newburgh, Odessa, Harrowsmith and Loughborough Routes	10.30	3.30	11.30	7.30
Wolfe Island	7.00	12.30	1.00	5.50
Garden Island	7.00	3.30	1.00	5.50
Morton Route—Mondays, Wednesdays and Fridays, Tuesdays, Thursdays and Saturdays	7.00	3.30	1.00	5.50
Battersea and Sunbury—Mondays, Wednesdays and Fridays	7.00	3.30	1.00	5.50
Amherst Island and Stella—Wednesdays and Saturdays	7.00	3.30	1.00	5.50
Inverary Route—Tuesdays, Thursdays and Saturdays	7.00	3.30	1.00	5.50
Portsmouth	7.00	3.30	1.00	5.50

BRITISH MAILS will be closed as follows:

Per DIRECT LINE (via New York) every Monday at 1.09 p.m. Postage 8c. per half ounce.

Per CANADIAN LINE (via Portland) every Friday at 11.30 a.m. Postage 6c. per half ounce.

Registered Letters should be mailed half an hour previous to the time of closing the Mails. Registration Fee 8c.

MONEY ORDERS, on Money Order Offices throughout the Dominion, Great Britain and Ireland, Newfoundland and Prince Edward Island, can be obtained at this Office. Also Postage Stamps and Post Cards.

DEPOSITS received under the regulations of the Post Office Savings Bank, between the hours of 9 a.m. and 4 p.m.

Office hours from 7.30 a.m. to 6.30 p.m., daily, Sundays excepted.

R. DEACON,
Postmaster.

Post Office, Kingston,
1st Feb., 1873.

Grand Trunk Railway.

Trains arrive and depart from the Kingston Station as follows:—

GOING WEST.

	Arrive.	Depart
Express	4.10 A.M.	4.15 A.M.
Express	3.45 P.M.	4.05 P.M.
Mixed Train	9.30 P.M.	6.00 A.M.

GOING EAST.

	Arrive.	Depart.
Express	1.15 P.M.	1.35 P.M.
Express	2.30 A.M.	2.40 A.M.
Mixed Train	5.15 A.M.	

Stage Lines.

MARTIN'S HOTEL.—Stages arrive and depart from this place as follows:—

From Picton, daily, 5 p.m.; leave at 8 a.m Sydenham, daily, 11 a.m.; leave at 4 p.m Harrowsmith, daily, 11 a.m.; leave at 4 p.m. Battersea, daily, 11 a.m.; leave at 4 p.m. Inverary, Tuesday, Thursday and Saturday at 11 a.m.; leave same days at 4 p.m. Newburgh, daily, 11 a.m.; leave at 4 p.m.

BEAUPRE'S HOTEL.—Bath stage arrives at 11:30 a.m. on Tuesday, Thursday and Saturday; leaves at 3:30 o'clock the same days. Gananoque, daily, arrives at 11:30 a.m.; leaves at 3:30 p.m.

ALBION HOTEL.—Morton stage arrives on Monday, Wednesday and Friday at 2:30 p.m.; leaves at 7 p.m.

A. McCord

BOAT-BUILDER, Ontario Water Works, Kingston, assortment of first-class SKIFFS of all sizes on hand, ready for SALE OR TO HIRE. Also for sale, Fancy Cedar Skiffs for sale, such as I obtained Prizes at Provincial Exhibitions of Ontario for the past number of years.

All orders punctually attended work leaving Kingston to be delivered at the establishment.

Feb. 10.

ROYAL INSURANCE CO.

Liquidation

OFFICE—CLARENCE

(Opposite the Post Office)

SUBSCRIBED CAPITAL

$10,000,000

WITH UNLIMITED LIABILITY OF SHAREHOLDERS.

Business of 1872

Fire Premiums, less Reinsurance, Being the largest amount ever received by the Company in a single year.

New Life Policies issued for ...

Total Annual Life Premiums, after deducting Reassurances ...

After payment of the usual ... providing for all losses, claims and ... the sum of $905,905 was paid ... the Funds in hands, which now ...

Reserve Fund ...

Capital paid up ...

Life Assurance Fund ...

Risks taken for three years ... Dwellings and Contents at very ... terms.

O. S. STRANGE, M.D., Medical ...

MAXWELL W. SHAW ...

ALLAN LINE

Under contract with the Government ... Canada for the Conveyance ...

Canadian and United States Mail Line.

1872-3.—Winter Arrangement.

This Company's Lines are composed of undernoted First-class, full-powered ... built, Double-Engine Iron Steamships ...

Vessel.	Tonnage.	Commanders.
SARDINIAN	4000	Dutton
CIRCASSIAN	2400	Wylie
CANADIAN	2600	Richardson
POLYNESIAN	4100	Cap. Brown
SARMATIAN	3000	Cap. Lang
HIBERNIAN	2434	Cap. Cook
CASPIAN	3200	Cap. Trocks
SCANDINAVIAN	3000	Cap. Cabel
PRUSSIAN	3000	Lt. Archer
AUSTRIAN	2700	Cap. Lang
NESTORIAN	2700	Cap. Roy
MORAVIAN	2650	Cap. Graham
PERUVIAN	2600	Lt. Barry
MANITOBAN	3150	Lt. Smith
NOVA SCOTIAN	2200	Cap. Lang
NORTH AMERICAN	1784	Cap. Ryan
ARCADIAN	1350	Cap. Cook
CORINTHIAN	2400	Cap. Brown
ST. DAVID	1650	Cap. Millar
ST. ANDREW	1452	Cap. Cook
ST. PATRICK	1207	Cap. Ward

THE STEAMERS OF THE

LIVERPOOL MAIL LINE

Sailing from Liverpool every Thursday ... from Portland every Saturday, ... Lough Foyle to receive on board ... Mails and Passengers to and from Ireland ... Scotland, are intended to be despatched ... Portland:—

CIRCASSIAN from Quebec, 17th May ...
SARMATIAN " 24th ...
SCANDINAVIAN " 31st ...
POLYNESIAN " 7th June ...

Rates of Passage from Kingston:

1st Cabin ... $87.50 ...
Steerage ... $29.10 ...

THE STEAMERS OF THE

GLASGOW LINE

are intended to sail between the City ... Portland at intervals during the ... Winter Navigation.

An experienced Surgeon carried ... vessel. Berths not secured until ... For Freight or other particulars ... Portland to J. L. Farmer, or ... Andrew Allan; in Quebec to Allan ... & Co.; in Havre to John M. Currie; ... D'Orleans; in Paris to Gustave ... Rue du 4 Septembre; in Antwerp ... Schmitz & Co., or Richard Berns; ... dam to S. P. Ittmann & Zoon; in ... to W. Gibson & Hugo; in Belfast ... & Malcolm; in London to Montgomery, Grenmorne, 17 Grace-church ... Glasgow to James and Alex. Allan, ... Clyde Street; in Liverpool to ... James Street; or to H. & A. Allan ... of Youville and Common Streets, ...

FOLGER & HANLEY,
Agents, foot of Brock ...

Jan. 22.

The Daily News

IS PUBLISHED every lawful ... Six Dollars per annum, payable ... vance. Subscribers who receive ... by mail are charged Five Dollars.

The Chronicle and ...

IS PUBLISHED every Friday ... and contains the news of the ... embraces a large amount of reading ... furnished at Two Dollars per annum ... advance. Address orders ... 33 King ...