

RICH OIL LAND IN ALBERTA.

Said to be Worth at Least \$100,000,000.

Glowing Reports Reaching Here—Important Industry May be Developed in Canada in the Near Future.

Glowing reports are being made of the oil deposits in Southern Alberta. Much attention is given the rich wells by outside speculators, and it looks as if Canada was going to have an important industry of oil production in the near future. The first trace of this valuable resource came to the notice of the federal government about fifteen years ago. The attention of The Free Press has been called to a letter sent in July 1889 by Major Albery Poyntz Patrick a Dominion topographical survey of Calgary, relating to the first traces of oil in Alberta. That letter said: "For eleven weeks we have been prospecting among the mountains for so coal oil deposits. I am happy to say that we have located a considerable quantity of oil lands, some on the eastern slope and some on the British Columbia side."

Now Major Patrick owns a tenth interest in a large property rich in oil deposits. The stock of the company is very much in demand, owing to the rich finds made recently.

This is what a New York financial bureau has to say of the oil deposits of Southern Alberta: "Those that are buying Canadian Pacific continue to harp upon the fact that the oil wells along the line

of the road will be found to be worth at the lowest calculation \$100,000,000. It can be repeated that oil, which experts say is the highest quality ever discovered, is now gushing from the earth in the Canadian Northwest. Practically all the country to the north of Montana is one vast rich oil well. In the extreme south western section of Alberta, five miles from the American boundary line, a thriving town has sprung up recently populated almost entirely by oil prospectors and those interested in the development of recent discoveries. The valley in which these oil wells lie is described by geologists as an enormous crevice caused by a volcanic eruption cross cutting the formation of the Rocky Mountains, and forming a basin into which the oil has gathered until it had formed enormous lakes underlying the rock formation at a depth of 1,000 feet. The oil is said to have been made by the distillation of the large coal bodies lying to the north, as the surface indications of oil in large quantities have been seen throughout Alberta for a number of years. The Great Northern is building a spur from the south to the new camp of Oil City, and the Canadian Northern is extending a branch south to the same point.

STRANGE STORY OF LOST CONVOY.

Tramp Shigs Loaded With Mules Disappear.

New York, Sept. 6.—This is the story of the great mule mystery. Perhaps it explains why the Russian cruiser Lena, which is now interned in armless inactivity at the Mate Island and Navy Yard in San Francisco harbor, happened to turn up there, far from the war zone, last September. But as to that there is only a dark hint.

The story was all told yesterday by a young English capitalist, just returned from the west, and now at the Hotel Astor. The names of the capitalists are not divulged for—as the chief of detectives always puts it—"obvious reasons."

"The great Mexican mule mystery" is the disappearance of a Russian convoy and ten whole, great transports full of mules and horses bound from Guaymas, Mexico, to Vladivostok. The capitalists feel quite sure that the unexplained appearance at San Francisco last September of the Lena is somehow linked with the mule mystery.

The young English capitalist said yesterday that at the time of the outbreak of hostilities between Russia and Japan he was in San Francisco. With several other capitalists, he declared, he conceived the notion of buying up mules and horses and shipping them to Port Arthur or Vladivostok. After some negotiations a bargain was arranged with the Russians in the Far East, and at once the capitalists—so his story goes—secretly got their agents to work all over the southwest buying many mules and horses were purchased, the English capitalist's brow clouded with reminiscent thought.

"I hate to think," he replied, "it would give me a headache to calculate the number. I only know that another Englishman who worked with me in the deal bought ten thousand dollars worth and they are cheap in the southwest—while I invested in mule stock to the tune of fifteen thousand dollars. What the others in the deal lost I have easily forgotten."

About Sept. 8 as the great Mexican mule mystery develops, the live stock was assembled by prearrangement at Guaymas, Mexico. This port is on the Pacific and rather out of the way. In fact, it is so much out of the way, the capitalists say, that the thousands of mules and horses were loaded on ten tramp steamers with little comment on the part of the inhabitants. It was said about Guaymas that the mules were going to Panama or some such likely place. Nobody cared anyway. The capitalist didn't say anything about manifests or such formalities.

WHERE ARE THE MULES?

The ten transports with their equine and hybrid cargoes sailed from Guaymas, he says, about Sept. 9. They were shipped and passed in the night with an unknown destination and an unperceived course. Guaymas wondered next morning until the afternoon siesta interrupted conjecture along the docks. Then the mule cargoes and the ten tramp steamers were forgotten. But the great Mexican mule mystery was moving on apace.

"The arrangement was this," said the English capitalist at the Hotel Astor: "Two converted Russian cruisers had left Vladivostok some time before and were to meet the ten mule transports and convey them to Vladivostok."

"The convoys left Vladivostok at the prearranged date. That is certain. I've just told you that the ten tramp steamers full of mules left Guaymas on time. Maybe they all hid as was arranged, but if you can

tell me what happened to one of the ten transports full of horses and mules, you'll confer a great favor."

Neither I nor my associates ever heard of those mules again, and all trace was completely lost of one of the convoys. I was in this city the day the Lena limped into "limped into" is really nautical, San Francisco. That night I got a telegram, and for a week I didn't feel like being affable to my most intimate friends."

The English capitalist declined to say much more. When asked if he identified the Lena as one of the two convoys he replied:

"That's the end of my story. I'm not trying to figure out the identity of Russian steamers. All I want to get at is the solution of the great Mexican mule mystery. The Russians didn't get the mules. I didn't get any money. What happened? Ask the Japanese peace envoys."

THE LENA'S STORY.

The capitalist pointed out that the Lena, thirty-one days from Vladivostok, appeared suddenly in the harbor of San Francisco on the morning of Sept. 1. Immediately there was much conjecture as to what she was doing in these waters. The government at Washington was immediately communicated with. It was ordered that Captain Berlinsky, of the Russian transport, be asked what he was doing at San Francisco. The Russian captain explained that his boilers needed repairs. An examination of the boilers by Commander W. C. Herbert, fleet engineer of the Pacific squadron, disclosed the fact that they were in bad condition, and it was hinted also that this condition arose from a recent overpressure of steam. The officers of the Lena, however, refused to admit that they had been showing their vessel's heels to a sudden enemy.

The mystery of the Lena's presence continued. Capt. Berlinsky's statement threw little light upon the subject. He said that his vessel had been with the Vladivostok fleet, but had been ordered to the Baltic. This order was countermanded and another, which was not made public, substituted. Capt. Berlinsky wound up his "explanation" by saying that, finding his boilers in bad condition, he made for the nearest port which happened to be the San Francisco.

A Popular Target.

During the famous Fenian raids in the seventies of the last century Colonel Albert Clarke of Boston went to the Fenian camp near the Canadian border. The camp of the Canadian troops was but a short distance away.

One day Clarke, wearing a light colored stovepipe hat, was strolling along through the fields a mile or so from camp. Suddenly the report of a rifle rang out, and his hat fell to the ground. Clarke picked it up and jammed it down more tightly over his head. Another report sounded in the opposite direction, and Clarke then realized that his hat was the cause of the firing. He started to run and the bullets began to fly thicker and faster. When, after a hard run, he reached a piece of woods that afforded shelter he looked at his new tile, and to his dismay it was a total wreck. There were all of twenty bullet holes in it, but not one struck its owner.

The sharpshooters of both the opposing forces had been amusing themselves at the expense of the editor's headgear.—St. Louis Republic.

A Man has no Excuse

for being badly dressed. It costs no more to buy good clothes than it does, in the end, to buy "cheap" clothes. The difference is in the comfort and wear.

"PROGRESS" Brand Clothing

is for the man who must economize, as well as for those who needn't count dollars and cents. It's the kind of clothing any man is proud to wear. It gives the service and comfort—it



holds its shapeliness and good looks—in a way that makes it a practical economy to buy "Progress" Brand Clothing

Sold by Leading Clothiers throughout Canada.

The Return.

"Oh, Clarence, darling, so you are home at last?"

"Yes, my precious wife. And how deliciously sweet it is to be here!"

"What ages it has been!"

"Yes, dearest, hasn't it? I thought the time would never pass!"

"I thought so, too, darling. Clarence, I don't believe you've changed a mite since you went away. It is marvelous!"

"And you, dear one, look quite as familiar as ever. I declare I should have recognized you anywhere."

"And the house—does it look familiar too?"

"I declare it does, though it seems a long, long dream since I saw it last."

"Clarence!"

"Ethel!"

Cataclysm.

Then this young pair spent the rest of the evening renewing acquaintance with everything, for it was the first day he had gone back to the office after the wedding trip—Virginia Niles

Leads in Life

MAILS CLOSING.

6 a.m.—For St. John, etc., St. Stephen and Charlotte Co., Carleton, Victoria and Madawaska Counties, and United States.

6.30 a.m.—Woodstock and Gibson Branch Stations.

WAY MAILS—East Side St. John River.

6.30 a.m.—For Keswick Ridge, Southampton, etc., Mondays and Thursdays.

West Side St. John River.

6.30 a.m.—For Springhill, Kingsclear, Prince William, etc. Mondays, Wednesdays and Fridays.

7.30 a.m.—St. John River via Steamer.—For Oromocto, Shedfield, Gagetown, etc.

8.45 a.m.—St. John, etc. C. P. Railway Stations, East: Nova Scotia and P. E. Island.

10 a.m.—For St. Marys Ferry, Gibson and Marysville.

WAY MAILS.

2 p.m.—For Nashwaaksis and St. Marys Ferry, daily. New Brunswick, New Maryland, Hanwell, Lower St. Marys and Royal Road. Wednesdays and Saturdays.

3.30 p.m.—For Gibson, Marysville, Boiestown, Doaktown, Blackville, etc., Chatham and I. C. Railway Stations north and south.

4.30 p.m.—For St. Stephen, Woodstock, United States, Montreal, Toronto, Ottawa and North West Provinces.

4.15 p.m.—For St. John, etc. Nova Scotia and P. E. Island.

4.15 p.m.—British mail via New York. Mondays and Thursdays.

MAILS RECEIVED.

9.10 a.m.—From St. John, etc., and Nova Scotia.

From Hamtown, Royal Road, etc.

10.30 a.m.—From Nasonworth and New Maryland. Wednesdays and Saturdays.

11.30 a.m.—From Montreal, Ottawa, North West Provinces, etc., and United States.

12.15 p.m.—From I. C. Railway Stations, North Shore and Quebec.

St. John River via Steamer.

5 p.m.—From Oromocto, Shedfield, Gagetown, etc.

9.15 p.m.—From Woodstock and Gibson Branch Stations.

8.45 p.m.—From Nova Scotia and P. E. Island.

WAY MAILS.

6 p.m.—West Side River St. John.—From Meductic and Way Offices. Tuesdays, Thursdays and Saturdays.

9.15 p.m.—East Side River St. John.—From Woodstock and Way Offices. Tuesdays and Fridays.

5.30 p.m.—From Lower St. Marys. Wednesdays and Saturdays.

4.30 p.m.—From Nashwaaksis and St. Marys Ferry.

7.30 p.m.—From Gibson and Marysville.

10.50 p.m.—From United States.

Letters for Registration should be posted half an hour previously.

COUGH NO MORE

SPRUCINE

THE REMEDY OF THE DAY

A definite preparation of Spruce Gum, Wild Cherry, Hoarhound and Tar.

Scientifically combined in the form of agreeable and palatable Syrup.

One of the most reliable preparations yet introduced to the public for the immediate Relief and Cure of Coughs, Colds, Bronchitis, Hoarseness, Whooping Cough, Croup, Asthma, and all diseases of the Throat and Lungs.

Taken with Cod Liver Oil in the first stages of Consumption, it will be found invaluable.

For sale everywhere. Price 25 cts. or by mail on receipt of price.

Sole proprietors, THE WINDSOR CIGARETTE CO. LTD., Montreal, Canada.

McGILL'S BOTTLED BY ALL DRUGGISTS.

A Million Acres Reclaimed.

The chief work in reclamation by irrigation has been in the Lethbridge district, N.W.T., where the task of reclaiming a million acres of land to intensive agriculture has been undertaken and is already partially accomplished. Ten thousand contented settlers have been located on the reclaimed lands. The grain output for the season passes the million mark; the sugar business has been established with an output of three-quarters of a million pounds last year and three and a quarter million this year, and the country is being brought into the thrall of a decided and vigorous industrialism and commercial life. A new feature and a new significance in connection with agricultural lands have arisen with the advent of irrigation in Canada.

Intercolonial Railway.

TENDER FOR ENGINE HOUSE

Sealed tenders, addressed to the Secretary of the Department of Railways and Canals, Ottawa, Ont., and marked on the outside "Tender—Pictou Engine House," will be received up to and including FRIDAY, 15th SEPTEMBER, 1905, for the construction of a nine (9) stall Engine House, Turn Table, Foundation Walls, Retaining Walls, Cribwork, Drains, etc., at Pictou, N. S.

Plans and specifications may be seen at the Station Master's office at Pictou, N. S., and at the Chief Engineer's office, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specification must be complied with.

Railway Office, D. POTTINGER, Moncton, N. B., 25th August, 1905.

Aug. 29, 1905.

Union Mutual Life Ins. Co.

Incorporated 1848

Deposit at Ottawa:

Over One Million Dollars.

Most liberal Policies issued.

Albert J. Machum, MANAGER

St. John, N. B.

Territory open for one or two Agents.

A Scotch Golf Story.

A golf story comes from Scotland, where a couple of old antagonists met on a course every Saturday afternoon to determine their own private championship for the week. They were all "square" at the seventeenth, and the loser of last week had just played his third in the shape of a nice approach to the green. Last week's winner came up to his ball with grim purpose. He had an easy pitch to the green, but a number of young sheep were unconsciously browsing along the edge, all oblivious of the Olympian contest that was on the point of settlement. "Rin forrard, laddie," said last week's winner to his caddy, "and drive awa' they lams." "Na, na," vigorously protested his opponent. "Bide where ye be, laddie! Ye canna move any growin' thing! That's the rule of gowf!"

A Russian Custom.

"That man," said the photographer, "owes me \$20 for a dozen cabinets. I wish I dared to treat him as he would be treated in Russia."

"In Russia if you don't pay your photographer's bill he hangs your picture in his window upside down. Every Russian photographer's window has five or six of these reversed pictures in it, and there is always a little crowd of people outside craning their necks and saying:

"'Oh, that is Vasi! Popoffsky. Won't he be ashamed!' And look at Anna Olnsky. You'd think she'd be able to pay.' Is that Senia Gogol there? It certainly is. What a pity!"

"Russian photographers, thanks to this unique method of theirs, have few unpaid bills. If only their method was in use here!"—Chicago Chronicle.

G. T. WHELPLEY.

SEEDS

Wholesale and Retail

Timothy Seeds,

Clover Seeds,

Garden Seeds,

Just stored one carload

FEED.

Victor Feed, Banner Feed and

Cracked Corn and Oats.

Ontario Heavy White Oats,

Carleton County Oats.

G. T. WHELPLEY

310 Queen St., F'ron.

ROYAL YEAST CAKES

MOST PERFECT MADE.

SOLD AND USED EVERYWHERE.

E. W. GILLET COMPANY LIMITED TORONTO, ONT.

Cook's Cotton Root Compound.

The only safe effectual monthly medicine on which women can depend. Sold in two degrees of strength—No. 1, for ordinary cases, \$1 per box; No. 2, 10 degrees stronger for Special Cases, \$3 per box. Sold by all druggists. Ask for Cook's Cotton Root Compound; take no substitute.

The Cook Medicine Co., Windsor, Ontario.

Nos. 1 and 2 are sold in Fredericton by all Druggists.

STANGER & HARRISON,

MERCHANT TAILORS.

Would like to remind you that the Fredericton Exhibition will soon be on and to warn you that if you wish to appear at your BEST, amongst strangers, you had better leave your order for a SUIT and OVERCOAT. Our Cutter has just graduated from the New York Cutting School.

IMPERIAL HALL

Fredericton, N. B.

Aug. 18th, '05

NEW CORSETS, NEW HAMBURG

Very Good Values.

New Golfers

In all the Leading Colors.

Table Linens and Shaker Flannelette—very cheap.

DEVERBROS.

JOHN G. ADAMS,

The Leading Undertaker.

FIRST-CLASS EQUIPMENT. LOW RATES.

Down Town, Next above Queen Hotel. 'Phone 26

Eddy's "Silent" Parlor Match.

If held tightly
Then rubbed lightly
And struck rightly
WILL BURN BRIGHTLY.

Ask your grocer for a box. Try them.

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