

## HEART PAINS

The Heart and Nerves are Often Affected and Cause Prostration of the Entire System.

A Kingston Lady Testifies to Her Experience in the Use of Milburn's Heart and Nerve Pills.

People who suffer from any disease or disorder of the heart nervous system, such as Palpitation, Skip Beats, Smothering or Sinking Sensations, Sleeplessness, Weakness, Pain in the Head, etc., cannot afford to waste time trying various remedies, which have nothing more to back up their claims than the bold assertions of their proprietors.

These diseases are too serious to permit of your experimenting with untried remedies. When you buy Milburn's Heart and Nerve Pills, you know you have behind them the testimony of thousands of Canadians who have been cured by their use. One of these is Mrs. A. W. Irish, 92 Queen Street, Kingston, Ont., who writes as follows:

"I have suffered for some years with a smothering sensation caused by heart disease. The severity of the pains in my heart caused me much suffering. I was also very nervous, and my whole system was run down and debilitated. Hearing of Milburn's Heart and Nerve Pills being a specific for these troubles, I thought I would try them, and therefore got a box at McLeod's Drug Store.

"They afforded me great relief, having toned up my system and removed the distressing symptoms from which I suffered. I can heartily recommend these wonderful pills to all sufferers from heart trouble."

Laxa-Liver Pills cure Biliousness, Dyspepsia and Constipation. Every pill perfect.

## 5 & 10.

For a first-class variety of 5 and 10 cent goods, come here.

Glassware,  
Tinware,  
Woodenware,  
Novelties of all kinds.

MRS. R. B. GIBSON,

Opp. Opera House.

Queen St.,  
WOODSTOCK.

Be sure to inspect our **LADIES' JACKETS** before purchasing. They are just beautiful this year, surpassing all former selections. Prices moderate.



C. M. Sherwood, Centreville.

### The Russian Lines of March in Asia.

The railway advance of Russia through Siberia to China has of late formed a question of such practical politics as to divert attention from her not less important advance towards India. To many it will come as a surprise that next month the Trans-Caspian Railway will run trains to the Afghan frontier, within 95 easy miles of Herat. But those who have carefully watched Russia's railway development in Asia will recognize in the completion of the Merv-Kushk line merely one more stage in the great task which Russia deliberately set herself after the Crimean war. Checked in her attempt at European extension seawards to the south-west, she launched her pent-up forces against the unorganized and almost illimitable areas of Asia. With an inflexible purpose, to which the English would be the first nation to accord respect, the Ministers of successive Tsars have not only turned the flank of the old Eastern question, but have created a new Eastern Empire which immensely increases their influence in European affairs. Denied for a time an outlet towards the Mediterranean, they have won an outlet on the China Sea. Forty years ago the vast intermediate spaces might well appear to render such a task impracticable, and useless alike for political and mercantile purposes even if it could be accomplished. But with the aid of the railway, a resource unknown to the Asia of 1854, Russia has made the task both a practicable and a fruitful one. As we built up our Asiatic dominions by the ocean-going ship, so Russia has built up hers by the iron road, and during the last 40 years her advance represents, in one of its aspects, the struggling of the railway against sea power.

Russia has now two great lines of railway in Asia—the northern one through Siberia, within measurable distance of completion to the Manchurian coast; and the southern one by way of the Caspian, now opened to the heart of Central Asia. The plan on which the two systems have been laid out includes their junction by a line from Omsk on the northern route to Tashkend, the new capital of Russian Central Asia, on the southern railway. The united resources of north and south Russia in Europe and of the northern and southern provinces of Russia in Asia, will thus be capable of concentration either towards China or on our Indian frontier.

At present we deal only with the Indian aspect of the question. Russia, while steadily pursuing her main object—namely, the consolidation of the Khanates and principalities of Central Asia into provinces under her direct rule—has known how to play off her Asiatic advance skilfully against her European rivals. As the complete conquest of Caucasus and an accelerated impulse towards Asiatic expansion were Russia's replies to the Crimean war of 1854, so our despatch of Indian troops to Malta and Cyprus was, after 1878, answered by her complete subjugation of the Tekke Turcomans, the occupation of Trans-Caspian territory to Sarakhs and Merv and the extension of the railway to Samarkand. Russian diplomatists found they had a double power of exercising pressure on British policy—in Europe and in Afghanistan. A few years later, when the boundary from Zulikar to Kham-i-ab was fixed, good Englishmen at home rejoiced that Zulikar was retained for Afghanistan, unmindful that the Russians from their furthest stations beyond Kushk were only some 60 miles from Herat and had no need of the longer route through the Zulikar pass to the capital of Western Afghanistan. It is this route, via Kushk, that the Russians finally decided to make their first line of approach. Other alternative lines towards the Hindu Kush are said to have been surveyed, and are possibly in contemplation. But, meanwhile, the Russians have secured direct railway communication from the Caspian to Kushk and the north-western Afghan frontier. The 90 odd miles which separate that station from Herat present no difficulties. The Paropamisus range is there a series of high moors, hills, and valleys, perfectly accessible to troops and with easy gradients for a railway.

A branch line to connect the great Trans-Caspian Railway with the Afghan frontier seemed to Russian statesmen a natural sequence to the Penjdeh incident of 1885. Indeed, not one, but several such branches southwards towards Afghanistan and the Indian sphere of influence have been under their consideration. The Merv-Kushk Railway is the somewhat retarded execution of a design formed by Russia more than ten years ago, of which the Indian Intelligence Department has long been cognizant. The Kushk line is, however, only a branch from the great Trans-Caspian railway. If its completion next month makes us realize the close proximity of a great European Power to the buffer State of Central Asia, the Russians have taken good care not to allow it to engross their attention too exclusively. Several circumstances have recently combined to give to the Trans-Caspian route an importance which it did not possess until the present year. The possible conflict of Russian and English interests in China renders the Central Asian line of approach to the Afghan frontier a very valuable factor in the aggregate pressure which Russia is able to bring to bear on

British diplomacy. But, apart from all political questions, the enormous development of the petroleum industry on the western shore of the Caspian furnishes a new locomotive force to Asiatic-Russian exploitation whose effect it is yet impossible to gauge. The Bakú petroleum fields, which are now for the first time obtaining the effective co-operation of British capital, supply an inexhaustible quantity of a highly concentrated and portable form of fuel. The crossing of the Caspian from Bakú to the starting-point of the Central Asia Railway on its eastern side, although short in distance, is not always easy; but the difficulties will lessen with special adaption of the vessels to the local conditions of navigation. Russia, with her clearness of vision, had grasped the situation even before it fully emerged, and has shifted her political centre of gravity further to the east along the Trans-Caspian route. The administrative headquarters of her Trans-Caspian provinces have been concentrated at Tashkend at their eastern extremity and the intermediate capital has become a subordinate post. The headquarters of the Trans-Caspian railway system are also being concentrated at Tashkend as rapidly as the necessary offices can be built. This eastward concentration of the political control is of the utmost significance. It marks not only the growing importance of a further position for an approach to the Indian frontier, but also a new stage in Russia's railway development in Central Asia. Russia first secured a way into Persia, if circumstances should lead her to require it. She has now secured a way into North-Western Afghanistan, if a necessity should arise. She has also taken up a position still further east, alike convenient for linking her great northern and great central lines of advance through Asia by an Omsk-Tashkend junction line towards eastern Afghanistan and our northern Indian frontier. At present she has reached the north-western frontier of Afghanistan; her next objective may be the North-Western Frontier of India. At the same time she is endeavouring still further to open up the Oxus as a waterway. While another battalion of railway construction is being now embodied for Central Asia, the Russian Oxus flotilla is being overhauled and improved with a view to overcoming the obstacles to continuous navigation.

It is fortunate that, by one of those chances by which England seems to hold her own against the more deliberate policy of autocratic Governments, the Viceroyalty of India is at the juncture to be placed in the hands of a statesman with a thorough knowledge of the situation. Lord Curzon has studied the Central Asian question with a patience and an insight which no other English public man of our time has brought to the task. He possesses not only the knowledge, but also the vigor and firmness of purpose requisite to make his knowledge effective. That knowledge and that vigor and firmness will have to be exercised not only against possible schemes of Russian aggression, but perhaps also against the undue fears of Russian aggression, by his own countrymen. He is one of the few Englishmen, who we hope have had the opportunity of learning for themselves that the permanent problem of Russian policy is to build up a great empire in Central and Northern Asia; with the good will of other European powers if possible and in spite of them if necessary. The time for an inevitable struggle between Great Britain and Russia in the East may some day come. But meanwhile Russia has large open spaces still to fill up—all that vast area of the globe which stretches northward from Persia, Afghanistan, Tibet, and China to the Polar Sea.—London Times.

### A WOMAN'S NERVE.

Nine-tenths of her Bodily Ailments Can be Traced to Nerve Disorders and bad Digestion. South American Nerve Aids Digestion and Strengthens the Nerves.

Miss Annie Patterson, of Sackville, N. B., writes: "Indigestion and weak nerves were the bugbears of my life for years. I tried doctors and proprietary medicines till I completely lost heart. Being induced by a friend to try South American Nerve, after taking one bottle I was greatly relieved. Three bottles effected a complete cure. I can recommend it as a valuable remedy and believe it to be the best nerve and stomach tonic in the world."—Sold by Garden Bros.

"Tommy," said his penurious uncle, how would you feel if I were to give you a penny?" "I'd think," replied Tommy, "that I would feel a little faint at first, but I'd try and get over it."

Old England's Flag vs. Dr. A. W. Chase. The virtues of Dr. Chase's remedies are known the world over and like old England's flag the sun on them never sets.

Dr. Chase's Ointment, Kidney-Liver Pills, Catarrh Cure, Syrup of Linseed and Turpentine and Liver Cure enjoy the confidence of everybody. They have won their way into the public favor on merit. Their sterling qualities and high standing and purity have made them the household word all round the world. All dealers sell and recommend them.

Beyond Doubt.—"What do you find the most difficult task?" asked the idle friend. "The hardest thing about my job," the all-round clerk replied, "is going on with my work when I have drawn my pay in advance."

"The boiler exploded," said the man with the paper, "because there was no water in it. Then Colonel Budd, of the Blue Grass region, spoke:—'That shows, sah, the superiority of man over machinery, sah!'"

## Have You Seen the BOSTON SHOE STORE? Boots and Shoes?

FOR ONE LINE WE WILL NAME THE

**AURORA,**

Made by the Sorosis Company, on the Mannish Last for LADIES. We carry this shoe in Button and Polish, and without doubt it is the most Stylish and Comfortable Shoe ever made. Call and see them.

Another line of Button and Polish for Ladies is the shoe called the

**HEPTAREAN,**

from the Greek word Hepta, meaning seven, is given to this splendid shoe, because of the "Seven Points of Excellence" in its manufacture.

We are sole agents for these two lines. You want to see them.

We sell the **N. Curtis & Co's Fine Shoes for Gents,** and for Style, Comfort and Durability they excel all others.

Remember we sell the W. S. Johnson NEVER RIP SHOES for Men and Boys. Every Pair Warranted.

When you want Footwear of any kind call and see our stock and get prices.

**The Only Exclusive Shoe Store in Houlton.**

COURT STREET, OPPOSITE PIONEER BLOCK.

**A. T. SMITH.**

### HOTELS

#### JUNCTION HOUSE,

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Excellent Accommodation.

#### McAdam Junction.

#### QUEEN HOTEL,

J. W. SMITH, Proprietor.

St. Stephen, - - N. B.

Opposite Post Office, two minute's walk from C. P. R. Depot.

Newly Painted and Renovated, most convenient Hotel in St. Stephen for Commercial Men.

**\$1.50 PER DAY.**

#### VICTORIA HOTEL,

Carleton Street, - - Woodstock, N. B.

T. J. ROYER, Proprietor.

Within a stone throw of Queen Street Station, overlooking the St. John River. Sample rooms in Opera House Block and in hotel.

Terms \$1.50 per day.

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TERMS MODERATE.

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#### VICTORIA HOTEL,

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#### JUNCTION HOUSE,

Newburg Junction.

Meals on arrival of all trains. First-class fare.

R. B. OWENS, Proprietor

#### C. P. R. TIME TABLE.

October 2nd, 1898.

#### DEPARTURES.

(QUEEN STREET STATION).

6.20 A. MIXED—Week days—for Houlton, McAdam, St. Stephen, St. Andrews, St. John, Bangor, Portland and Boston.

8.35 A. MIXED—Week days—for Artoostook

North.

11.28 A. EXPRESS—Week days—for Presque

North.

1.20 P. MIXED—Week days—for Perth, Plaster

Rock, etc.

1.40 P. MIXED—Week days—for Fredericton,

etc., via Gibson Branch.

4.18 P. EXPRESS—Week days—for Saint

John, St. Stephen, St. Andrews, Boston, Montreal, etc.

5.35 P. MIXED—Week days—for McAdam

Station.

8.05 P. MIXED—Week days—for Debec Junction and Houlton.

#### ARRIVALS.

7.50 A. M.—MIXED—Week days, from McAdam

Junction.

10.50 A. M.—MIXED—Week days, from Plaster

Rock, etc.

12.15 P. M.—MIXED—Week days, from Fredericton, etc., via Gibson Branch.

2.55 P. M.—MIXED—Week days, from Presque

Isle.

4.18 P. M.—EXPRESS—Week days, from Presque

Isle, Carleton Place, Edmundston, etc.

5.40 P. M.—MIXED—Week days, from Houlton, etc.

9.35 P. M.—MIXED—Week days, from St. John, St. Stephen, Portland, etc.

## Eat Wholesome Meat

And be happy. Well killed, well taken care of, is all our meat. Your wife can cook it well and you will thrive on it.

Roast, Steak,  
Lamb, Fresh Pork,  
Sausages, Tripe,  
Liver, Bacon,  
Pressed Corned Beef.

We can give you anything in this line usually kept in cold storage.

Telephone 18-2.

BROWN & RAYMOND,

Connell Street, Woodstock.

## General House Finishing.

DOORS,  
WINDOWS,  
MOULDINGS.  
FLOORING,  
SHEATHING,  
SCHOOL DESKS,  
CHURCH WORK.

James E. Barter & Co.

Avondale, N. B.

## MONEY TO LOAN

On Real Estate.

APPLY TO D. McLEOD VINCE,

Barrister-at-Law, Woodstock, N. B.

## An East Florenceville Item.

CHARLES M. BURNHAM

has a fine stock of light summer dress goods and he is selling them away down in price. Prints, Cashmeres, Gingham, Outings, Wools, Wrappers, Undervests, Underwear, Hosiery, Light Shoes.

East Florenceville.