DISPATCH THE



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 wase time trying various remedies, which have nothing more to back up their claims than the bold assertions of their proprietors.

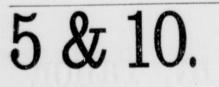
These diseases are too serious to permit of your experimenting with untried remedies. When you buy Milburn's Heart and Nerve Pills, you know you have behind them the testimony of thousands of Canadians who have been cured by their use. One of these is Mrs. A. W. Irish, 92 Queen Street, Kingston, Ont.,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



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

Glassware,

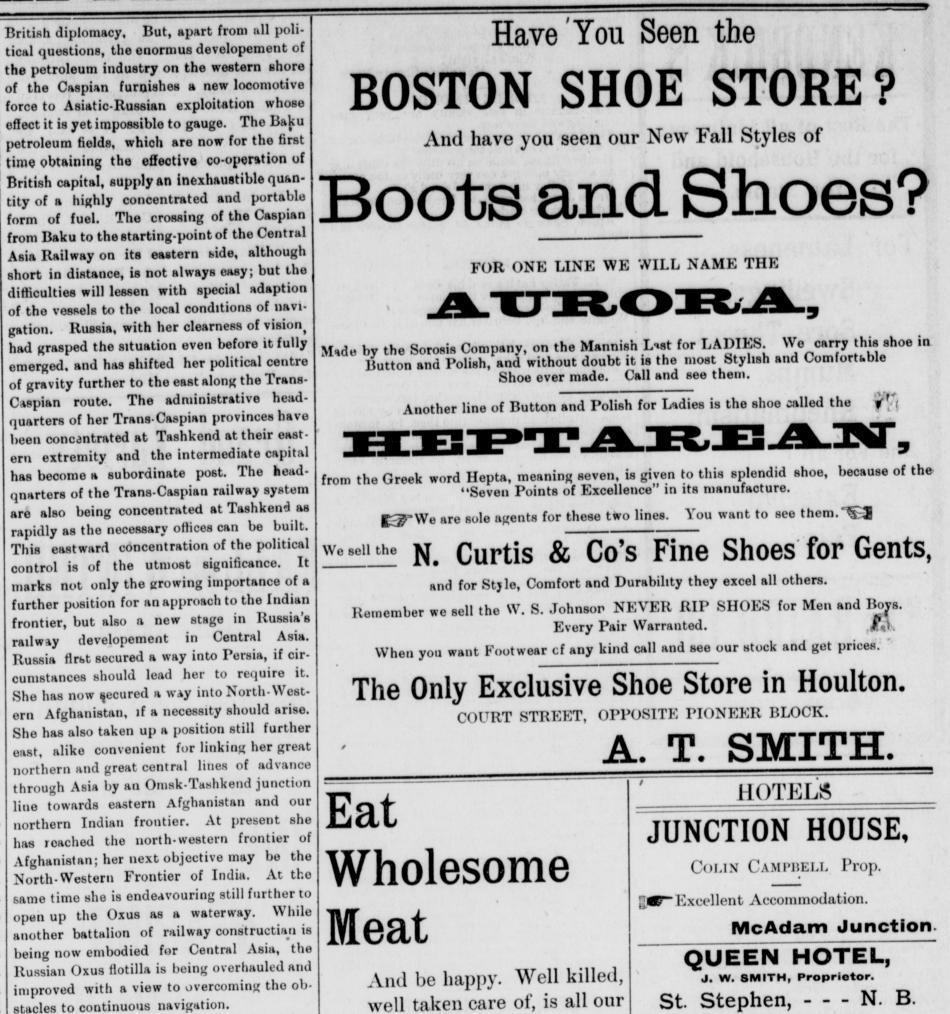
The Russian Lines of March in Asia. The railway advance of Russia through Siberia to China has of late formed a question of such practical politics as to divert attention fro.n her not less important advance towards India. To many it will come as a surprise that next month the Trans-Caspian Railway will 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 form of fuel. The crossing of the Caspian 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 of the vessels to the local conditions of navithe 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 stacles to continuous navigation. 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 stead ily 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 Alghanistan. A few years later, when the boundary from Zulfikar to Kham-i-ab was fixed, good Englishmen at home rejoiced that Zulfikar 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 Zulfikar 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 over it." 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

tical questions, the enormus developement 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 Baku 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 from Baku 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 gation. 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 east ern 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 developement 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

same time she is endeavouring still further to open up the Oxus as a waterway. While another battalion of railway constructian is being now embodied for Central Asia, the Russian Oxus flotilla is being overhauled and improved with a view to overcoming the ob-China to the Polar Sea.-London Times. A WOMAN'S NERVE. Digestion and Strengthens the Nerves.

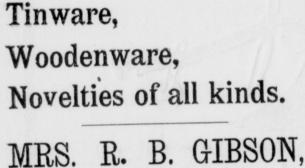
It is fortunate that, by one of those chances by which England seems to hold her own against the more deliberate policy of autocratic Governments, the Viceroyalty of India is at the juncture to be placed in the hands of a statesman with a thorough knowledge of the situation. Lord Curzon has studied the 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 Telephone 18.3. possible schemes of Russian aggression, but perhaps also against the undue fears of Russian aggression, by his own countrymea. 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 Nine-tenths of her Bodily Ailments Can be Traced to Nerve Disorders and bad Digestion. South American Nervine Aids 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 Nervine, after taking



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5.35 P MIXED-Week days-for McAdam Junction, etc. (STARTS FROM OLD P MIXED-Week days-for Debec Junc^{*} M tion and Houlton. 7.50 A. M.-MIXED-Week days, from McAdam Junction. 10.50 A. M.-MIXED-Week days, from Plaster Rock, etc. 11.20 A. M.—EXPRESS—Week days, from Saint John, St. Stephen, St. Andrews, Boston, Montreal, 12.15 P. M.-MIXED-Week days, from Frederic-ton, etc., via Gibson Branch. 2.55 P. M.-MIXED-Week days, from Presque Isle. down in price. Prints, Cashmeres, 4.18 P. M.-EXPRESS-Week days, from Presque Isle, Caribou, Edmundston, etc. "The boiler exploded," said the man with Ginghams, Outings, Wools, Wrappers, line of approach to the Afghan frontier a very Interests in Onina renders the Central Asian Then Colonel Budd, of the Blue Grass reg-Indervests, Underwear, Hosiery, Light Then Colonel Budd, of the Blue Grass reg-East Florenceville. St. Stephen, Portland, etc.

valuable factor in the aggregate pressure ion, spoke:-"That shows, sah, the superior-C. M. Sherwood, Centreville. which Russia is able to bring to bear on ity of man over machinery, sah!"