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meal . . . 4.50 salt, per store . . . 0.80

, car lots..21.00 all lots bgs 23.00 lots, bags 22.00 in bags .. 1.40 OILS.

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Montreal, June 19.—CORN—American No. 2, yellow, 65½c to 66c.
OATS—Canadian western No. 2, 11½c; No. 3, 39½c.; extra No. 1 feed,

FEOUR—Manitoba spring wheat patents, firsts, \$5.60; seconds, \$5.10; strong bakers, \$4.90; winter patents, choice, \$5.25; straight rollers, \$4.75 to \$4.85; bage, \$2.15 to \$2.30.

**MILLFEED—Bran, \$16 to \$17; shorts, \$18 to \$19; middlings, \$21 to \$22; moullile, \$25 to \$32.

**HAY—No. 2, per ton, car lots, \$12.50 to \$13.

POTATOES-65 to 85.

PRICE'S LETTER ON COTTON **MARKET**

11.50 for October some of the European houses which had been sellers earlier in the week turned buyers and prices railied after mid-day. A recovery to practically the closing figures of yesterday was followed by renewed irregularity and the tapering off of general business reflects a disposition, perhaps, to take a fresh view of the situation are subject to the present price level. Private cables reported continued continental longs to take profits on this advance is probably increased by such unsettled financial conditions as are suggested by the German failures reported by the morning papers.

W. W. PRICE.

BANK OF ENGLAND STATEMENT.

DODD'S KIDNEY PILLS

LETTER FROM RANDOLPH

(P. B. McCURDY & CO.)

Montreal, June 19—The movement of prices today on the local market was not very active, especially in the afternoon but a number of stocks soft at a higher level than yesterday and there were furshed in. It tooks as if the still working hard for lower prices to an interest of the comment of the co

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And the muddy, sticky, deep-rutted dirt and macadam road is going -as surely as the stage-coach, the sailing ship and the spinning-wheel

It's simply a question of which communities will take advantage of the better, modern way of building roads now-enjoying its benefits from now on-and which ones will continue to "get along" in the poor old way until forced by competition to avail themselves of science's latest contribution to public convenience.

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They will be enjoying the many advantages that good roads bring, while others who stand by the "poor old way" with its mud and ruts and expense and repairs are waiting—for what?

less.

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