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While they Last 80c. Gallon.
ABSOLUTELY SOLID SOUND FRUIT.

Pasteurized Butter "Perfection" Brand.
2-lb. Prints and by the Pound.

Fresh supply ex. S.S. "Ceuta" to-day.

Nice Small Jowls— 17c. lb.	Loose Muscatel Raisins, 15c. lb.
Morell's Spare Ribs— 20c. lb.	Loose Cocoa, 15. lb.
Pineapple Cubes— 1 1/2-lb. Cans, 19c.	Corn Flour "Harvest Queen" . . . 13c. lb.

EVAPORATED MILK—Your choice of any of
the following brands: Libby's, Borden's,
Pet, Nestle's (Milk Maid) . . . for 14c. tin.

WASHING SODA 45c. Stone
ONIONS, 10 lbs. 40c.
LEMONS 40c. Doz.

C. P. EAGAN

PHONE NOS.—
123 & 423 Duckworth St. 402 Queen's Road.

We Lead in Hosiery Values

The Bon Marche buyers combed the world markets for the best values from manufacturers in Great Britain and the United States. Below are a few of the Super Bargains secured. We are now clearing out all the odd lots accumulated, and have placed them in one lot.

Ladies' Hose, Boys' Hose, Girls' Hose and Men's Sox.
Values up to 40c. Now 19c.

Men's Heavy Heather Mix- ture 27c.	Cashmere 65c.
Men's Heavy Heather Mix- ture 35c. & 45c.	Ladies' Sport Hose . . . 25c.
Men's Black Wool 45c.	Ladies' Sport Wool Hose . . 45c.
Special Heavy All Wool Socks 60c.	Ladies' All Wool Cash- mere 50c.

See our range of All Wool in every shade.

See our Boys' Woolen Hose, in Black and Heather
from 40c. pair.
Extra Value in Boys' All Wool Heavy Winter
Hose 45c. pair.
Extra Value in Girls' All Wool Cashmere Hose,
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See our extra high grade All Wool Cashmere (Ladies)
in the largest known shades, highest value 95c. pr.

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Regular Steamer Sailings from Montreal
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Don't Say Paper, Say the Evening Telegram.

The Battle of Trafalgar.

Despatches of Vice-Admiral Collingwood.

(Taken from an original copy of "The Times," Nov. 7th, 1895.)

Admiralty Office, Nov. 6.
Despatches, of which the following are copies, were received at the Admiralty this day, at one o'clock a.m. from Vice-Admiral Collingwood, Commander in Chief of His Majesty's ships and vessels off Cadiz:—

Euryalus, off Cape Trafalgar, Oct. 22, 1895.

Sir,—The ever-to-be lamented death of Vice-Admiral, Lord Viscount Nelson, who in the late conflict with the enemy fell in the hour of victory, leaves me the duty of informing my Lords Commissioners of the Admiralty that on the 19th instant it was communicated to the Commander in Chief, from the ships watching the motions of the enemy in Cadiz, that the combined fleet had put to sea; as they sailed with light winds westerly, his Lordship concluded their destination was the Mediterranean, and immediately made all sail for the straits entrance with the British Squadron, consisting of twenty-seven ships, three of them sixty-fours, where his Lordship was informed by Captain Blackwood (whose vigilance in watching and giving notice of the enemy's movements has been highly meritorious—that they had not yet passed the Straits). On Monday, the 21st instant, at daylight, when Cape Trafalgar bore E. by S. about seven leagues, the enemy was discovered about six or seven miles eastward, the wind about west, and very light. The Commander in Chief immediately made the signal for the fleet to bear up in two columns as they are formed in order of sailing; a mode of attack his Lordship had previously directed to avoid the inconvenience and delay in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three ships (of which eighteen were French and fifteen Spanish), commanded in chief by Admiral Villeneuve; the Spanishs under the direction of Gravina, were with their heads northward, and formed their line of battle with great closeness and correctness; but as the mode of attack was unusual, so the structure of their line was new; it formed a crescent, convexing the leeward, so that in leading down to the centre I had both their van and rear abast the beam; before the fire opened, every alternate ship was about a cable's length to windward of her second ahead and astern, forming a kind of double line, and appeared when on their beam to leave a very little interval between them; and this without crowding their ships. Admiral Villeneuve was in the Bucentaure in the centre, and the Prince of Asturias bore Gravina's flag in the rear; but the French and Spanish ships were mixed without any apparent regard to order of national squadron.

As the mode of our attack had been previously determined on and communicated to the Flag Officers and Captains; few signals were necessary, and none were made except to direct close order as the lines bore down. The Commander in Chief, in the Victory, led the weather column, and the Royal Sovereign, which bore my flag, the lee. The action began at twelve o'clock by the leading ships of the column breaking through the enemy's line, the Commander in Chief about the tenth ship from the van; the Second in Command about the twelfth from the rear, leaving the van of the enemy unoccupied; the succeeding ships breaking through in all parts, astern of their leaders, and engaging the enemy at the muzzle of their guns. The conflict was severe; the enemy's ships were fought with a gallantry highly honourable to their officers; but the attack on them was irresistible, and it pleased the Almighty Disposer of all events to grant His Majesty's arms a complete and glorious victory. About three p.m., many of the enemy's ships having struck their colours, their line gave way; Admiral Gravina with ten ships joining their frigates to leeward, stood towards Cadiz. The five headmost ships in their van tacked, and standing to the southward, to windward of the British line, were engaged; and the sternmost of them taken; the others went off, leaving to His Majesty's squadron nineteen ships of the line (of which three are first-rates—the Santissima, Trinidad, and the Santa Anna), with three Flag Officers, viz., Admiral Villeneuve, the Commander in Chief; Don Ignatius Maria D'Aliva, Vice Admiral; and the Spanish Rear Admiral, Don Bathazar Hidalgo Cienfuegos.

After such a victory it may appear unnecessary to enter into encomiums on the particular parts taken by the several commanders; the copiousness says more on the subject than I have language to express; the spirit which animated all was the same; when all exert themselves zealously in their country's service, all deserve that their high merits should stand recorded; and never was high merit more conspicuous than in the battle I have described.

The Achilles (a French 74), after having surrendered, by some mismanagement of the Frenchman took fire and blew up; two hundred of her men were saved by the tenders.

A circumstance occurred during the

action which so strongly marks the invincible spirit of British seamen, when engaging the enemies of their country, that I cannot resist the pleasure I have in making it known to the Lordsships. The Temeraire was boarded by accident or design by a French ship on one side and a Spanish on the other; the contest was vigorous, but in the end the combined English were torn from the poop and the British hoisted in their places. Such a battle could not be fought without sustaining a great loss of men. I have not only to lament in common with the British Navy and the British Nation in the fall of the Commander in Chief, the loss of a hero whose name will be immortal and his memory ever dear to his country; but my heart is rent with the most poignant grief for the death of a friend to whom by many years intimacy and a perfect knowledge of the virtues of his mind, which inspired ideas superior to the common race of men, I was bound, by the strongest ties of affection; a grief to which the glorious occasion in which he fell does not bring the consolation which perhaps it ought. His Lordship received a musket ball in his left breast about the middle of the action, and sent an officer to me immediately with his last farewell, and soon after expired.

I have also to lament the loss of those excellent officers Captains Duc, of the Mars, and Cooke, of the Bellerophon: I have yet heard of none others. I fear the numbers that have fallen will be found very great, when the returns come to me; but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

The Royal Sovereign having lost her masts, except the tottering foremast, I called the Temeraire to me while the action continued, which ship lying within hail, made my signals—a service Captain Blackwood performed with great attention; after the action I shifted my flag to her, that I might more easily communicate any orders to, and collect the ships, and towed the Royal Sovereign out to seaward.

The whole fleet were now in a very perilous position, many dismantled, all shattered, in thirteen fathom water off the shoals of Trafalgar; and when I made the signal to prepare to anchor, few of the ships had an anchor to let go, their cables being shot; but the same good Providence which aided us through the day preserved us through the night, by the wind shifting a few points, and drifting the ships off the land, except four of the captured dismantled ships, which are now at anchor off Trafalgar, and I hope will ride safe until these gales are over.

Having thus detailed the proceedings of the fleet on this occasion, I beg to congratulate their Lordships on a victory which I hope will add a ray to the glory of His Majesty's crown, and be attended with public benefit to our country. I am, &c.

(Signed) C. COLLINGWOOD.

William Marsden, Esq.

The order in which the ships of the British squadron attacked the combined fleets on the 21st October, 1895.

VAN.	REAR.
Victory	Royal Sovereign
Temeraire	Mars
Neptune	Bellerophon
Conqueror	Tennant
Leviathan	Bellerophon
Ajax	Ceresus
Orion	Achille
Agamand	Polyphemus
Minotaur	Revenge
Spartiate	Swiftsure
Britannia	Defence
Africa	Thunderer
Euryalus	Defiance
Sirius	Prince
Phoebe	Dreadnought
Nafad	
Pickle Schooner	
Entrepreneur Cutter	

(Signed) C. COLLINGWOOD.

GENERAL ORDER.

Euryalus, October 22, 1895.

The ever-to-be lamented death of Lord Viscount Nelson, Duke of Bronte, the Commander in Chief, who fell in the action of the twenty-first in the arms of victory, covered with glory, whose memory will ever be dear to the British Navy and the British Nation; whose zeal for the honour of his King and for the interests of his Country will ever be held up as a shining example for a British seaman, leaves to me a duty to return my thanks to the Right Honourable Rear Admiral, and captains, officers, seamen and detachment of Royal Marines serving on board His Majesty's Squadron now under my command for their conduct on that day; but where can I find language to express my sentiments of the valour and skill which were displayed by the officers, the seamen and marines in the battle with the enemy, where every individual appeared an hero on whom the glory of his country depended? The attack was irresistible, and the issue of it adds to the page of naval annals a brilliant instance of what Britons can do when their King and their Country need their service.

To the Right Honourable Rear Ad-

miral the Earl of Northesk; to the captains, officers, seamen, and to the officers, non-commissioned officers and privates of the Royal Marines, I beg to give my sincere and hearty thanks for their highly and meritorious conduct both in action and in their zeal and activity in bringing the captured ships out from the perilous situation in which they were after their surrender among the shoals of Trafalgar in boisterous weather.

And I desire that the respective captains will be pleased to communicate to the officers, seamen and Royal Marines this public testimony of my high approbation of their conduct and my thanks for it.

(Signed) C. COLLINGWOOD.

To the Right Honourable Rear Admiral the Earl of Northesk, and the respective captains and commanders.

GENERAL ORDER.

The Almighty God, whose arm is strength, having of his great mercy been pleased to crown the exertion of His Majesty's fleet with success in giving them complete victory over their enemies on the 21st of this month; and that all praise and thanksgiving may be offered up to the Throne of Grace for the great benefits to our country and to mankind.

I have thought proper that a day should be appointed of general humiliation before God, and thanksgiving for His merciful goodness, imploring forgiveness of our sins, a continuation of His divine mercy, and his constant aid to us in the defence of our country's liberties and laws, without which the utmost efforts of man are nugatory; and direct, therefore, that

be appointed for this holy purpose.

Given on board the Euryalus, off Cape Trafalgar, 22nd Oct. 1895.

(Signed) C. COLLINGWOOD.

To the respective captains and commanders.

N.B.—The fleet having been dispersed by a gale of wind, no day has yet been able to be appointed for the above purpose.

Euryalus, off Cadiz, Oct. 24, 1895.

Sir,—In my letter of the 22nd I detailed to you for the information of my Lords Commissioners of the Admiralty, the proceedings of His Majesty's squadron on the day of the action and that preceding it, since which I have had a continued series of misfortunes, but they are of a kind that human prudence could not possibly provide against or my skill prevent.

On the 22nd, in the morning, a strong southerly wind blew, with equally bad weather, which, however, did not prevent the activity of the officers and seamen of such ships as were manageable from getting hold of many of the prizes (thirteen or fourteen) and towing them off to the westward, when I ordered them to rendezvous round the Royal Sovereign, in tow by the Neptune; but on the 23rd the gale increased and the sea ran so high that many of them broke the tow rope, and drifted far to leeward before they were got hold of again; and some of them taking advantage in the dark and boisterous night, got before the wind, and have perhaps drifted upon the shore and sunk; on the afternoon of that day in the remnant of the combined fleet, ten sail of ships who had not been engaged, stood up to leeward of my shattered and straggled charge, as if intending to attack them, which obliged me to collect a force out of the least injured ships and form to leeward for their defence; all this retarded the progress of the hulk, and the bad weather continuing determined me to destroy all the leewardmost that could be cleared of the men, considering that keeping possession of the ships was a matter of little consequence compared with the chance of their falling again into the hands of the enemy; but even this was an arduous task in the high sea which was running. I hope, however, it was accomplished to a considerable extent; I entrusted it to skilful officers, who would spare no pains to execute what was possible.

I have taken Admiral Villeneuve into this ship; Vice Admiral Don Aliva is dead. Whenever the temper of the weather will permit, and I can spare a frigate for their use, I will send four in the action with the fleet, Euryalus, Sirius, Phoebe and Naiad; the Melpomene joined the 22nd and the Eurydice and Scot (the 23rd), I shall collect the other flag officers and send them to England with their flags (if they do not all go to the bottom) to be laid at His Majesty's feet.

There were four thousand troops embarked under the command of General Contamine, who was taken with Admiral Villeneuve in the Bucentaure. I am,

(Signed) C. COLLINGWOOD.

Hosiery shades for evening are shell, light pink, bisque, daybreak or mauve.

Walking on Springs

Leaping through the air like a kangaroo is the exciting sensation offered to children by the recent invention of shoes with springs.

These novel exercising toys are strapped to the feet in the same manner as roller skates, and the wearer can walk, run, jump, on dance on them.

The steel springs, while of unusual strength, are extremely elastic. The effect produced is said to be like walking on air.

Each shoe has two spiral springs (says a writer in "Popular Science"), and the lower end of each is fastened to a sole that prevents the springs from injuring carpets or polished floors. With a little practice, it is said, a child can make enormous leaps.

COLIN CAMPBELL, LTD.

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Lord Nelson's Last Moments

(From "The Times" Nov. 7th, 1895.)

When Lord Nelson was shot, and was yet in the arms of the men who were supporting him, his eye caught the tiller rope, which was unusually slack; he exclaimed, with much emphasis: "Tighten that rope there!" an eminent proof that his professional ardour still survived the brilliancy of the fame of life. When he saw, his friend, Mr. Scott, thrown overboard, the uncertainty of the disengagement of the wound and the confusion of the fight whether it was him or not, he inquired, with affectionate ardour: "Was that poor Scott?" An impression seems to be made on Lord Nelson, for as the men were carrying him down to the cockpit he said—"Don't let me be thrown overboard; tell Hardy to carry me home."

A man was so completely cut in two by a double headed shot, that the whole of his body, with the exception of his legs up to his knees, was blown some yards into the water; but, strange to tell, his legs were left standing on the deck with all the firmness and animation of life!

A midshipman, of the name of Price, was brought into the cockpit, with his leg cut off onto the calf; he was an heroic youth of 17. The surgeons could not attend him at the moment. He drew out a knife, and cut off a piece of flesh and the splinter of the bone with great composure. "I can stay," said he: "let me do for myself." When the surgeon attended him, it was found necessary to amputate above the knee. He submitted to the operation without a groan. "It is nothing at all," he said; "I thought it had been ten times worse."

Among the many botanical curiosities of Ceylon is a fruit supposed to bear the marks of Eve's teeth!

The tree on which it grows is known by the significant name of "Forbidden Fruit," or "Eve's Apple Tree." The blossom is pleasantly scented, and the fruit is orange in color outside and a deep crimson within. Each fruit has the peculiar appearance of having a place bitten out of it.

This fact, together with its poisonous quality, led to the belief that it was the forbidden fruit of the Garden of Eden, and serves the useful purpose of warning such as might be tempted by its lovely appearance to imitate Eve and take a bite.

Wizd Manure

FOR FALL FERTILIZING.

Wizd Pulverized Dry Sheep Manure used now will cause quick action in your ground next Spring and give you better crops. Wizd provides humus to loosen the soil and provides drainage so that the soil will warm up much earlier; the frost and rain will incorporate the manure with the soil and produce favourable growing conditions. Use Wizd Manure now in your garden and you will have better roses, peonies, gladioli, etc., next year. One hundred pound bag of Wizd Powdered Manure equals two box car loads of stable manure, because it is ALL manure. Wizd Manure is free from straw and weeds, it is clean, easily handled and sterile. Spread it now in your vegetable garden, 100 pounds will cover 1000 square feet. For house plants use 1 pound in five gallons of water, then you may water and feed your flowers at the same time. It is ideal for green house use.

Wizd Powdered Dry Sheep

Manure in 100 lb. bags . . . 5c. per lb.

In 10 lb. bags, each enough

for a 10 x 10 garden . . . 6c. per lb.

In smaller quantities, 1 to 9

pounds 9c. per lb.

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The steel springs, while of unusual strength, are extremely elastic. The effect produced is said to be like walking on air.

Each shoe has two spiral springs (says a writer in "Popular Science"), and the lower end of each is fastened to a sole that prevents the springs from injuring carpets or polished floors. With a little practice, it is said, a child can make enormous leaps.

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