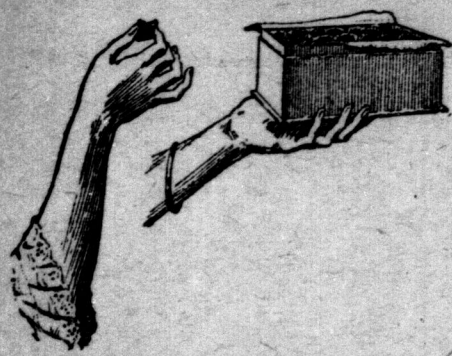


# STRONG'S DRUG STORE

Established 1874



## CANDY

WILLARD'S CHOCOLATES  
LIGGETT'S CHOCOLATES  
NYLO CHOCOLATES  
Always Fresh.

After Dinner Mints, Turkish Delight, etc., at our Candy

## KODAKS

Take a Kodak with you on your vacation. Bring your outing home.

Kodaks and Cameras.

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Amateur Supplies of all kinds.

A Catalogue on request.

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Films received by us before 11 a.m. developed and printed by 6 p.m., by an expert, with every up-to-date appliance at his service.

No postage charged on photographic mail orders. Mail your films and orders to us.

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A \$300 Pony Outfit given to the most popular boy or girl in London. Get the Pony votes with each purchase. Give them to your favorite. They might win the Pony for him.

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Wash Cloths, Thermos Bottles, Toilet Waters, Talcums, Soap Boxes, Travelling Roll-Ups, Vanity Boxes, Miniature Manicure Sets, etc.

See our Bathing Caps—new styles.

Take a Kodak along on your vacation.

## Strong's Baking Powder

A Cook Book on request. 25c lb. A Cook Book on request.

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TAKE YOUR PRESCRIPTIONS TO STRONG'S FOR YOUR HEALTH'S SAKE.

## Some of Strong's Friday and Saturday Prices

50c Palmolive Cream ... 24c	Regular	14c	Regular
25c Rose Talcum ... 9c	25c Value	25c Value	
25c Williams' Talcums ... 16c			
25c Squibb's Talcums ... 19c			
25c French Face Powder ... 9c			
75c oz. Palmer's Perfume 40c			
75c oz. Palmer's Sachet ... 49c			
75c Palmer's Cold Cream 49c			
75c oz. Trefle Perfume ... 39c			
25c Williams' Tooth Paste			
25c Ingram's Milkweed			
25c Cream ... 32c			
25c lb. Cans Talcum ... 14c			
10c Bath Tablets ... 5c			
28c			
50c Zam-Buk ... 28c			
50c Pink Pills ... 28c			
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50c Dodd's Pills ... 28c			
50c Fruit-a-tives, large ... 28c			
50c Chase's Nerve Food ... 28c			
50c Peps ... 28c			
50c Milburn's Heart and			
Nerve Pills ... 28c			

# STRONG'S

London's Leading Drug Store

Telephone 56 or 57.

184 Dundas St., London, Canada.

## CRIPPLED SHIPS IN STEAMER ASHORE; SOON HAMPTON DOCK TYPHOON IS COMING

Liner Kaiser Wilhelm II. and  
Freighter Incmore Dam-  
aged in Collision.

[Canadian Press.]  
Southampton, June 18.—The Kaiser Wilhelm II. of the North German Lloyd Line, entered the docks here this morning. Divers immediately began to examine her hull in order to ascertain the extent of the damage she sustained below the water-line in her collision yesterday with the British grain steamer Incmore. It was known on her arrival that the liner had a hole in her starboard side. The damage to her upper works was concealed by tarpaulins when she entered the dock, but apparently it was only trifling.

Arrangements were at once made to transfer the passengers from the Kaiser Wilhelm II. to the Imperator, which is to leave Southampton for New York today. The captain of the Incmore declined to make any statement as to the collision, but one of the crew of that vessel said both steamers were proceeding slowly at the time of the collision.

**Official Statement.**  
Bremen, Germany, June 18.—The North German Lloyd today issued the following statement concerning the collision between the Kaiser Wilhelm II. and the Incmore:  
"The Kaiser Wilhelm II. was struck on the starboard side opposite her third group of boilers. She sprang a leak, which, however, could be kept under control."

"The damage to the Kaiser Wilhelm II. apparently is less considerable than was at first supposed. Repairs probably will require only a short time, and will be undertaken at Southampton."

**Excursion to Detroit.**  
On Saturday, June 20th, the Grand Trunk will sell round trip tickets, London to Detroit, at \$2.70, good going on train leaving London at 11:43 a.m. and good returning on any train except No. 16 not later than Monday, June 22. Tickets and full particulars at "Clock Corner," R. E. Ruse, C. P. and T. A.

Now is the time to prepare for spraying. Sharman & Baker, Ltd., 10, St. Paul's, Soluble Sulphur, Arsenate of Lead, etc. Sharman & Baker, Ltd., R. R. No. 4, Office, corner King and T. A.

**A FRESH WATER SEA VOYAGE.**

The Grand Trunk Railway System operate a fast steamship service for Sarnia wharf, leaving London, 2:45 p.m., Mondays, Wednesdays and Saturdays, stopping at Stratford, and arriving Sarnia wharf, 4:30 p.m., making direct connections with the Northern Navigation Company's palatial steamships for Sault Ste. Marie, Port Arthur and Fort William.

Special trains are also operated between Port William and Calgary, via Grand Trunk Pacific, on same dates as arrival of steamships, leaving Port William, 5:00 p.m., for Winnipeg, Regina, Saskatoon, Edmonton and Calgary.

**Eastbound—Fast special trains leave** Calgary, 9:35 a.m., Mondays, Wednesdays and Fridays to connect with Northern Navigation Company's steamships sailing from Port William Wednesdays, Fridays and Sundays for Port Arthur, Sault Ste. Marie and Sarnia, also steamship express is run between Sarnia wharf and Toronto on arrival of steamships from Port William, leaving Sarnia wharf 7:45 a.m. each Friday, Sunday and Tuesday, making same stops as westbound.

The service afforded by this route is the finest in every respect, and includes parlor-library-cafe, parlor-library-buffet cars and coaches between Toronto and Sarnia wharf in both directions, excellent service on steamships of the Northern Navigation Company, standard sleeping cars, electric-lighted colonist sleeping cars (berths free), dining cars and coaches between Port William and Winnipeg, also through electric-lighted standard sleeping cars Port William to Edmonton in both directions.

Full particulars, reservations on steamships or trains at all Grand Trunk ticket offices, or write C. E. Hornung, district passenger agent, Union station, Toronto, Ont.

June 27

## Youthful, Wrinkleless Skin Easy To Have

You who desire to regain a youthful appearance will do well to make the acquaintance of the two simple, but valuable, prescriptions here given.  
To make an effective wrinkle remover, mix an ounce of powdered salicylic acid and a half pint witch hazel. Bathe the face in the solution—immediately every wrinkle is affected. It acts wonderfully on sagging facial muscles, also, the lotion possesses remarkable astringent and tonic properties.  
To get rid of an aged, faded, freckled or discolored complexion buy a ounce of common mercurized wax at any drug store and apply nightly as you would cold cream, erasing this morning with soap and water. This will slowly absorb the undesirable surface skin, revealing the younger, brighter, healthy skin underneath. There's nothing to equal this treatment as a facial rejuvenator.—Adv.

## Fancy Pails and Sprinklers For Children Red Star News Co. MARKET LANE.

## RARE VALUES IN NEW DRESSES

A new shipment of Dresses has just been received. Ratines, of light weight, in tan, brown, white, alic, navy, mauve, etc. Tissue, with tier effects, fancy buttons and lace trimmings. All sizes.

SPECIALS AT \$4.50 AND \$5.45.

London Ready-to-Wear  
256 DUNDAS STREET.  
M. FISHBEIN, Manager.

ROBERTS ENGRAVING CO.  
DESIGNERS & RE TOUCHERS  
LONDON, CANADA

[Canadian Press.]  
Manila, P. I., June 18.—The British freight steamer Hyndfort, due here on June 21, is reported ashore in Albay Gulf, near Legaspi. A typhoon is approaching from the south, and grave fears are expressed for the safety of the Hyndfort.

**ANOTHER, TOO.**  
[Canadian Press.]  
Weymouth, Eng., June 18.—The steamship Buelow, belonging to the China line of the North German Lloyd, went ashore today during a fog, near Myrtledene, to the west of Portland.

The Buelow is a vessel of 5,031 tons net. Unfounded Rumor.  
Southampton, June 18.—There is no truth in the report from Bellbridge that the Hamburg-American liner Imperator had gone ashore on the Isle of Wight. The Imperator reached Southampton Water this afternoon and prepared to embark her passengers for New York.

## STORSTAD COUNSEL

Continued From Page One

Grace, of the Fairfield Shipping Company, which built the Empress, and Capt. Walsh, marine superintendent of the C. P. R. ships, at the disposal of Mr. Newcombe.

Mr. Newcombe then asked permission to call George Smart, a passenger on the Empress.

Lord Mersey, after saying that he doubted whether the passengers could tell much about the wreck, allowed Mr. Smart to be called.

**Passenger's Story.**  
Mr. Smart said he had a cabin on the dining-room deck on the starboard side and about amidships. He was first awakened around two by the Empress siren and he got up. He told of the collision and the scene on board.

Mr. Smart said the people rushed about on the decks after the collision, but there was no panic. The good feeling manifested by the passengers towards one another was remarkable. He said they treated one another most tenderly.

Mr. Newcombe asked if the Empress was moving, and the witness said his impression was that she was stationary, or at the most, moving very slowly.

Lord Mersey—When you put your head out of your porthole, were the ships then in contact?

Witness—They were not touching each other.

Lord Mersey—The collision had taken place?

Witness—Yes.

He could see men on the Storstad.

**Another Passenger.**

John W. Black, Ottawa, a second-cabin passenger on the Empress of Ireland, said he was awakened by the crash of a collision. He climbed over the side by his watch. He jumped out of 2:15 and saw two decks hands running upstairs. He got his wife. He asked a sailor if it was serious, and he said it was nothing. He climbed over the side with his wife and took the water. A lifeboat was lowered and he got his wife into it. There was an explosion then and some of the wreckage fell on the lifeboat behind them and killed the people and wrecked the boat. Three-quarters of an hour later they reached the Storstad. The Empress was standing still; he could discern that from the objects in the water. No one wished to cross-examine the witness.

Lord Mersey—"I don't think it will increase our knowledge of the accident to call more of these witnesses. They tell the same thing."

Mr. Newcombe—"Mr. Black's wife is here."

Lord Mersey—"I don't think it is necessary to put a lady to the pain of coming here."

**Engineer's Story.**  
Examined by P. E. McCreddin, K.C., Montreal, Robert Henry Brennan, second engineer on the Empress, gave an account of the signals received on the telegraph astern for three minutes, when they were ordered to stop. The impact took place about four or five minutes afterwards. He said there was no lack of discipline up to the time the ship was abandoned. An order was given to close all water-tight bulkheads immediately the water appeared, and as far as he could see this order was carried out successfully and effectively.

"Was anybody sent to close those doors?"  
"Not to my knowledge."

"When did the engineers leave the engine-room?"  
"When the lights went out. Everybody stayed there until there was nothing more to be done."

"Was there any steam?"  
Lord Mersey—This is immaterial, and the point was dropped.

**"Full Speed Ahead."**  
Just before the collision he got an order "Full speed ahead," from the bridge. The throttle had never been thrown wide open after leaving Father Point, as the ship had not gained sufficient headway to permit it. The revolutions were about 50 or 60 r.p.m. The ship never shook at the collision, but it was a pretty severe crash.

**Where Was Chief?**  
"Where was the chief engineer at the time of the crash?" asked Mr. Haight. "At the top of the engine-room."

"Where did you first see him?"  
The witness hesitated.

Lord Mersey—Oh, this is fishing in your brain for an answer.

Witness said he could not remember anything definite about the time he saw the chief engineer after leaving Father Point.

Witness, again answering Mr. Haight, said he could give no definite information about the slip of the propeller as it varied. When they received the order to go astern, the reversing was done gradually, though it was only a matter of seconds.

Mr. Haight asked how long it was before the ship was got going full speed astern, after receiving the order from the bridge. The witness said three minutes. He could not tell how many revolutions were made before the reverse took effect.

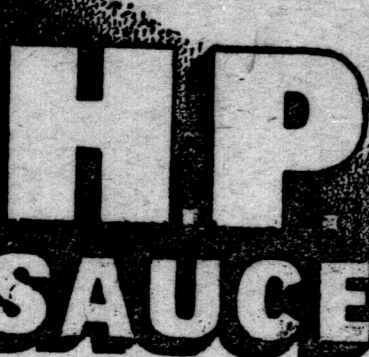
**Quickly Astern.**  
Mr. Haight then pointed out that even at the end of nineteen minutes, the ship had not been going full speed ahead, and the throttle was not open full, but that

## No more home-made Chutney or Tomato Catsup for me—

that's what everybody says when they have tried H.P.—the new sauce from England.

It's so easy to obtain H.P.—all the stores are selling it freely.

Wouldn't it be worth your while to try a bottle of the One and Only



according to witness, she was going full speed astern in three. Witness said that was so.

Lord Mersey pressed the witness with the same question, and Mr. Brennan gave the same answer, explaining that the reverse was introduced gradually.

Mr. Haight asked if it was not unusual to go full speed astern from full speed ahead in so short a time, except without specific orders from the bridge.

The witness said no.

Mr. Haight asked if it was done when the ship had been manoeuvred or had stopped for a pilot, and Mr. Brennan said it had.

Judge McLeod asked Mr. Brennan if there was anybody left in the engine-room when he left, and witness answered: "Apparently not."

**Corroboration.**  
Robert Liddell, senior third engineer of the Empress, who had charge of the engines on the starboard side of the ship, corroborated the testimony of Mr. Brennan in regard to the orders received on the telegraph.

Mr. Liddell said that he was perfectly satisfied with the discipline that prevailed in the engine-room, and that there was a full complement of men there.

"Do you know anything personally about closing the water-tight doors in the engine-room?"

**Door Was Closed.**  
"I gave orders to close No. 90 directly after the collision."

"Was it closed?"  
"Yes."

"Do you know if anyone was sent to close the other doors there?"  
"No. We saw the water running in and closed the door."

"Where did it come from?"  
"The stokehold."

"That was the door you closed?"  
"Yes."

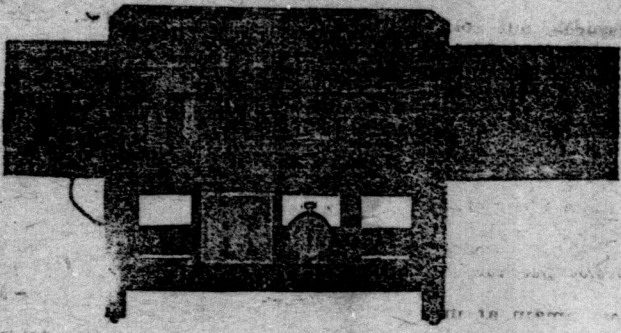
"Was the water coming from the place she was hit?"  
"That I cannot say. The water came up just like that, (and witness raised his hand rapidly from feet to head.)"

"Was much water coming through that door?"  
"Yes."

## The Hydro Shop



10-in. Fans, \$11.50  
12-in. Fans, \$14.25



Cooking by HYDRO, even in hot weather, is a pleasure. Call and see our ELECTRIC STOVES and have their many advantages explained.

## City Hydro-Electric

57c-tyw

**Steering Gear.**  
The following cross-examination then took place on the question of the Empress steering gear:

Mr. Haight—Did you ever work on the steering gear?

Witness—Yes, for eighteen months prior to eight months ago.

Mr. Haight—Did you work on it immediately prior to the sailing of the ship from Quebec?

The witness (hotly)—I told you I worked on it.

Mr. Haight—But I mean just before the last voyage.

The witness—No.

Mr. Haight—Do you know whether it was overhauled just before the ship reached Quebec from her westward trip?

Witness—No.

Mr. Haight—Do you know whether work was done on the steering gear before Father Point was reached?

Witness—No.

**Lord Mersey's Question.**

Lord Mersey—Are you suggesting, Mr. Haight, that the steering gear was not in proper order?

Mr. Haight—Yes.

Lord Mersey—Then why did you not ask the questions of the captain when he was on the stand?

Mr. Haight—It has only reached me during the past twelve hours. I have communicated it to Mr. Newcombe, who has promised to call witnesses.

A sensation was sprung in court at 12:30, when Mr. Haight, counsel for the Storstad, informed the court that the steamer Empress would not steer.

And that three hours before the collision at Father Point she almost ran down the Alden in the river.

**A Bomb.**  
The chief engineer of the Empress, Mr. Samson, had just said that there had

been no complaints of her steering when Mr. Haight launched his bomb. It was a thriller and soon Lord Mersey was at the point.

The story Mr. Haight gave, the court implied that the C. P. R. officials had made an attempt to get the quartermaster, who was at the wheel of the Empress between 10 and 12 o'clock the night previous to the accident, out of the country, as he declared that for five minutes the night before she was lost the ship would not steer and that she almost ran down the Alden in that time.

"Last night," said Mr. Haight, "a man called me on the telephone and said that he was the quartermaster of the Empress and wanted to see me. I asked him if he was a witness, and he said he was not. I told him to come up to the hotel. I sent for my partner in the case and we heard the story. He said that on the night previous to the accident he had been at the wheel and that the ship had refused to answer to her wheel for five minutes, and that she almost ran down another ship. He said that the C. P. R. wanted to send him home to England on the C. P. R. ship Montreal. He showed a letter to the captain of the ship, signed by Captain Walsh, marine superintendent of the C. P. R., asking that he be signed on and taken home as he was a survivor of the Empress crew. Mr. Haight said that the statements were so grave that he summoned Mr. Newcombe and Mr. Alex. Johnston and they heard the story. Then the man was subpoenaed to give his evidence.

Lord Mersey—Who was this man?

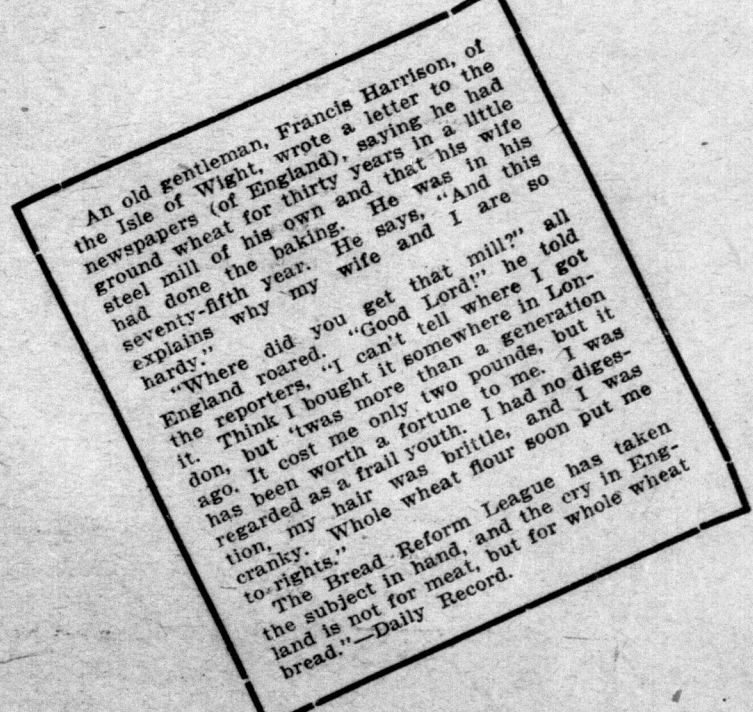
"His name is Golvay, and he is at the Neptune Inn."

"I advise that you get him out of that place at once."

Lord Mersey added that he thought Mr.

Continued on Page Eleven.

## Grinds His Own Flour



But you don't have to buy a mill and go to all the trouble of grinding your flour.

## In Grape-Nuts

—ready to eat from the package, and delicious. you have a far more perfect food than bread.

In Grape-Nuts one has all the nutriment of whole wheat plus entire barley, including all the vital mineral phosphates of these grains, so essential for proper balance of body, brain and nerves.

Grape-Nuts, because of long skillful baking, digests easily and quickly—generally in about one hour; white bread requires about 3½ hours.

A ration of Grape-Nuts with regular meals goes a long way toward putting one "to rights."

## "There's a Reason"

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