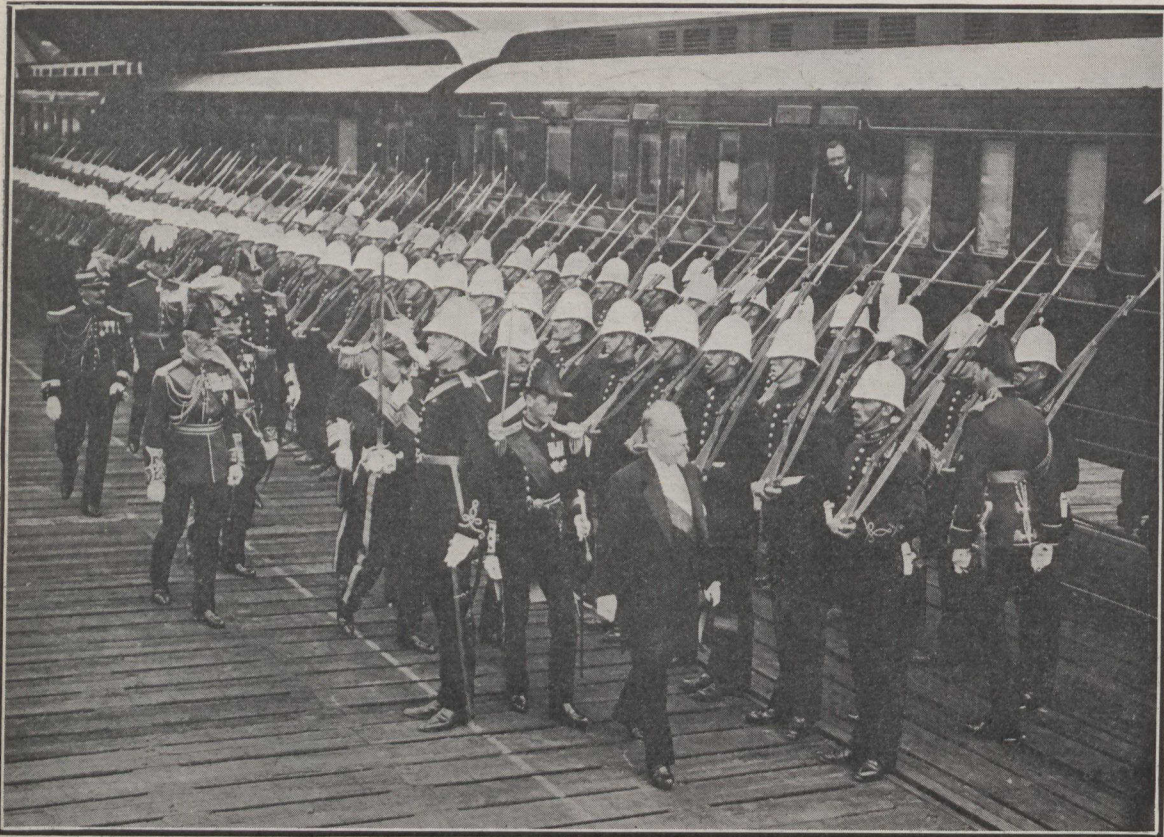
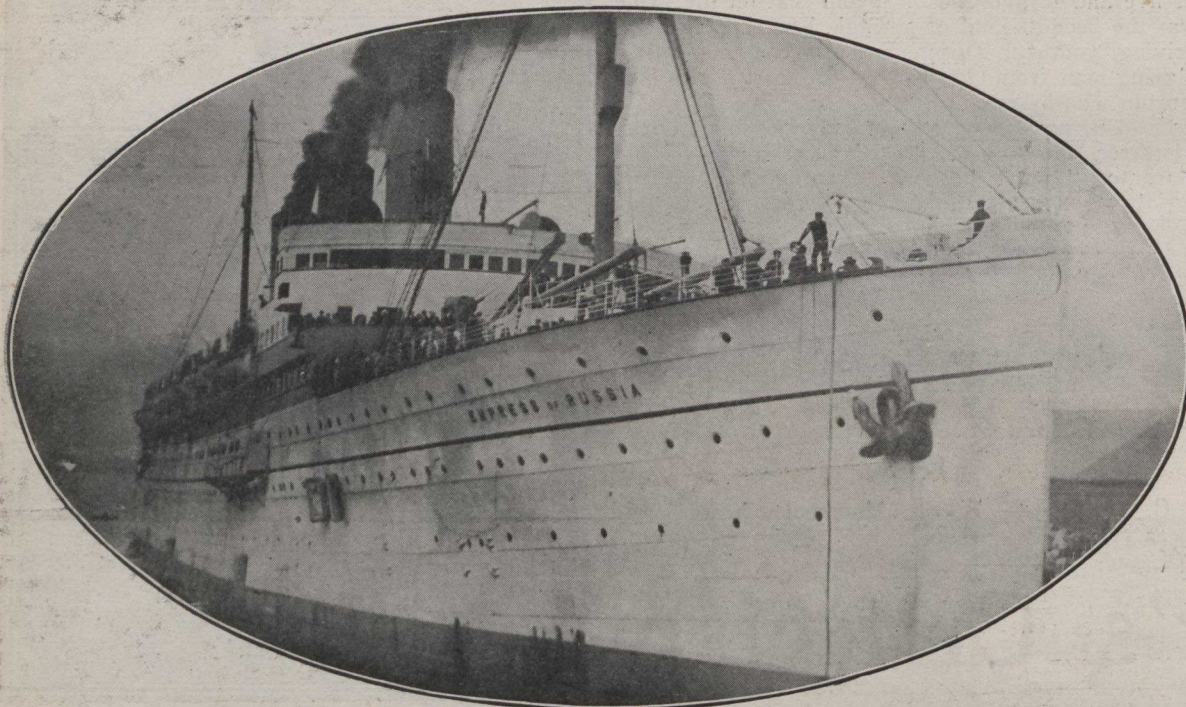


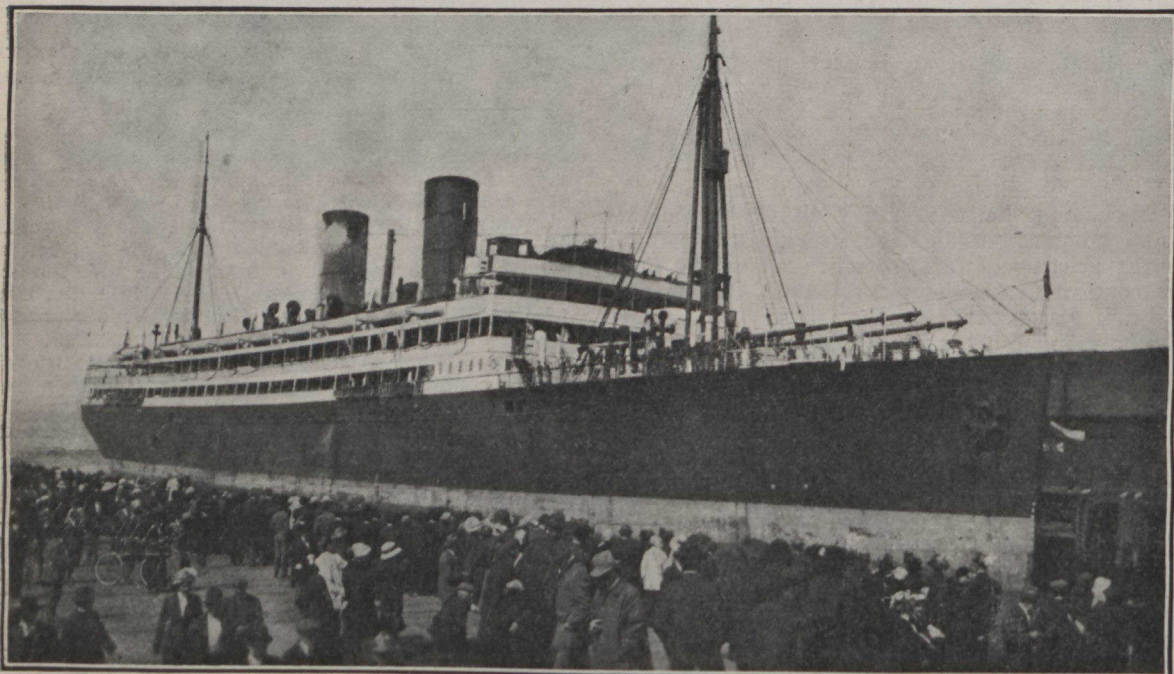
Cullings From the Weekly Camera



President Poincaré, Behind Him the Future King of England, Inspecting the Guard of Honour Drawn Up to Give Him a Royal Welcome at Portsmouth.



The New C. P. R. Liner "Empress of Russia" Is Expected to Make Yokohama to Victoria in Nine Days, Breaking All Cross-Pacific Records.



The New Union Steamship Co.'s Liner "Niagara" Plying Between Australia and West Canadian Ports.

in fact any of the European nations. The Icelanders are the old Norse, and who broke away from the hard rulers to form a kingdom of their own on this island. I trust before you mention the Icelanders in comparison with 'Japs' or 'Chinamen' in a public paper you will have grounds for your story, but not write off-hand as you did in this article. I wish you would take time to read what some of the best educated men have to say about our nationality, and you would soon be convinced that you were rather in the dark when you made that remark.

"We have many good poets who are certainly loyal, but not like you mention your poets are, 'none of them with a vision of a great, united Canada.' Really I do not believe Canada will ever be united with all 'those men without a country.'"

"No doubt you have noticed by the newspapers how one of our Icelanders, Vilhjalmur Stefansson, has become world known for his daring dashing to the North Pole. Would you class him among the 'Galicians' or 'Doukhobors'? I doubt if he would.

"I hope you will take this to heart and give you a lesson on this particular point.

"I am presumably one of those men without a country, being I am an *Icelander*, and if I went back to the United States, I would certainly not be classed a man without a country, but to the contrary, a part of the nation.

"FOREIGNER."

"P.S.—Just one more word, and it is this. Just watch and see which one, the Icelander or the Doukhobor or Galician, will take up the habits and customs in this country. In fact, you could not tell an Icelander from a Canadian, as they are dressed the same, but how long do the Doukhobors have to stay here in order to discard their shawl and their custom, and the Chinaman to forego his braid, etc?"

New Ships on the Pacific

WHETHER Canada gets a navy or not, whether when it comes, it is a fleet unit on the Atlantic, and another on the Pacific, the ships of the Pacific are increasing—the mercantile marine created in Canada and needing protection upon the high seas.

On this page are pictures of two vessels recently put into commission between Western Canada ports and the Orient. The *Empress of Russia*, another C. P. R. liner, is expected to break all trans-Pacific records. She will make the passage from Yokohama to Victoria in nine days. Touring experts anxious to kill time between meals on board ship may figure whether that will mean ten days going from Victoria to Yokohama, or only eight. Anyway, it's a day difference in that latitude—or just about; because the earth rotates from west to east, so that Yokohama is trying to get nearer Victoria by the earth's motion.

But that's exactly where the problem begins, and it's too hot to follow it out. The *Empress of Russia* will be immensely popular. She will be one more link in the chain of our growing trade with Japan. She is one more commentary on the extension of wheat-growing areas on the prairies, trans-continental railways getting through the Rockies and grain elevators at Vancouver and New Westminster.

Japan is learning to substitute wheat for some of the rice that has brought her people to their present pitch of civilization. The consumption of gluten by the Orient is a serious business for the far western Canadian wheat grower. The nearest wheat fields to the 40,000,000 Japan just now are in Canada. Some day there may be closer wheat fields and grain elevators in Siberia, for they say that Siberia is another Western Canada for possible wheat production. At present, however, the wheat and flour trade between Canada and Japan is carried by just such vessels as the *Empress of Russia*.

THEN the route between Canadian ports on the Pacific and Australia is being strengthened by more vessels. The *Niagara*, belonging to the Union Steamship Company, is the latest addition. She recently made her maiden voyage into Victoria from the Antipodes.

Says a Victoria paper:

"The advent of the *Niagara* on the Canadian-Australian run marks an era in the shipping business of this port, and the enthusiasm of Victorians at this added mark of the growing importance of the port is well justified."

The Capital of British Columbia was *en fete* when the *Niagara* arrived. There was practically a general holiday; an address of welcome in the saloon by Mayor Morley to Captain Gibb; officers and passengers were made the guests of the city