

Mustering the Great Army of Pleasure Seekers for Winter Campaign



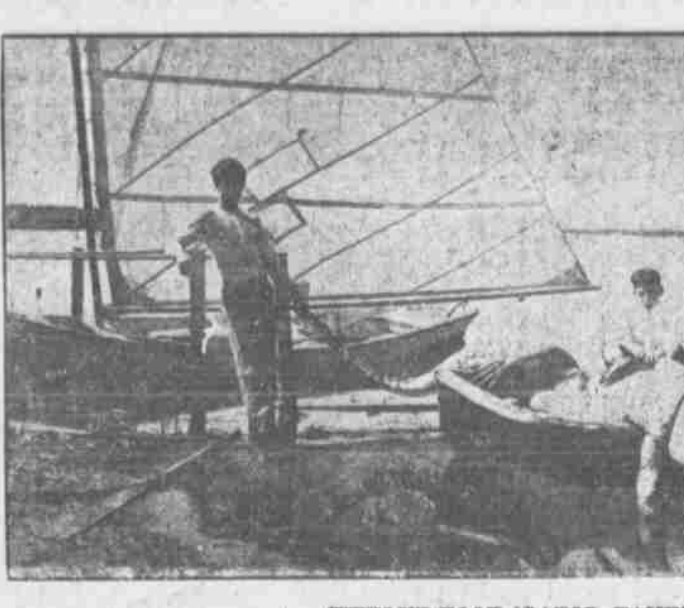
"PROMOBILE," THE FAVORITE WAY OF TRAVEL ON THE BEACH.



MIDWINTER CONCERT UNDER THE PALMS.

NEW YORK, Nov. 8.—One of the greatest of the victories of peace appears in the smooth and easy movements along the Atlantic coast and a little later takes its flight into the mountains.

So that it seems strange to raise such a hubbub over the mobilizing of a mere 6,000 soldiers when one remembers the peaceful armies which are continually campaigning through the country.



TWELVE-FOOT GATOR TAKEN WITH A RIFLE IN A FLORIDA BAYOU.

And yet to the transportation companies affected the whole affair was of little more importance in their daily routine, though a great deal more troublesome, than a Sunday school convention or a political gathering.

More practice, perhaps, would facilitate handling the soldiers of Uncle Sam's army. The armies of peace, at all events, mobilize rapidly and yet successfully.

Sam and approximately as large as that which goes to Europe in the course of a year. Yet there is no undue excitement over the coming of such a host.

through gazing on gruesome relics of past days when history was written in blood. The objective point in keeping with the simile is old Fort Marion, a relic of Spanish dominion, whose construction was begun more than three centuries ago.

army is necessary. Taking into account only the ten greatest and most famous of Florida's hundreds of hotels, 3,700 people are employed solely to minister to the comfort of the invading hosts.

Everything must be done on a large scale in the running of these hotels. The grape fruit that the guest ate with his breakfast was one of 24,000 consumed during the season.

The transformation of the entire east coast of Florida from a barren waste of sand and alligator swamps into the most extensive pleasure resort in the world, together with the building of the first seagoing railway, has been the result of one man's daring enterprise.

Dominion of Canada as a Business Competitor of the United States

(Copyright, 1906, by Frank G. Carpenter.)
NEW YORK, Nov. 8.—(Special Correspondence of The Bee.)—I recently had a talk with one of the biggest men of the British Northwest.

We are making a specialty of our passenger service, and we expect to put on faster steamers and better steamers even than those we now have. We shall carry some freight, but ours will be more of an express than a heavy freight business.

as our chief competitor in the foreign markets. Mr. Whyte said: "Your people do not appreciate our possibilities. Your wheat lands are well defined. You had something like 48,000,000 acres under crop last year, and your average was about thirteen bushels per acre.

ments. Such construction is not a matter of experiment. We know that we shall have the settlers just as soon as the lines are built. Indeed, they begin to buy before the tracks are laid, and we are finding that our branch roads pay from the very start.

Americans in Canada.
"Is the Canadian Pacific railroad bringing in many Americans?" I asked.
"Yes; we are getting your people from all parts of the United States. They are settling everywhere throughout the wheat belt.

Teaching the Farmers.
"We have much to learn about farming," continued Mr. Whyte, "and we are making new discoveries every day. The latest is that to which I have already referred as to the winter wheat for the dry lands.

There is a great dairy country right near Edmonton which is now producing butter for British Columbia and the western markets. That region is adapted to mixed farming, and a great many of your Pennsylvania and other people are settled there.

The Canadian Pacific was the first railroad to open up this northwest, and its position to a certain extent is a paternal one. It gives special rates of transportation for the stock in order to help the farmer, and not long ago, when the lumber lands were overcharging the settlers for building materials, this company brought them timber by trucking it to saw-mills of its own.

Siberian Wheat Fields.
"Do you expect much competition from Siberia in your wheat raising?" I asked.
"Yes," replied the vice president, "Siberia, outside of Canada, is about the only country which promises to form a new element in the wheat markets of the world.

New Railroads for Canada.
"Can Canada handle its big wheat crops when they come?"
"I think so," replied the railroad vice president. "The march of railroad building is rapid in this part of the world.

Lines to Hudson's Bay.
"What do you think of the plan of making the future wheat route to Europe via Hudson's bay?"
"That matter is yet to be settled. We do not know how far the bay or the straits which lead into it can be navigated.

Poor Canadian Farming.
"What kind of farmers have you here in Canada?"
"We have all kinds—some wise and some otherwise. At present much of the land is poorly cultivated. Right here about Winnipeg are farms which do not yield more

Mixed Farming in Canada.
"Tell me something about the Canadian west, Mr. Whyte. Is it dependent entirely upon wheat for its success?"
"By no means," replied the railroad vice president. "A large part of Alberta and Saskatchewan is adapted to mixed farming.

Broken Wedding Bells.
Out of the divorce dinner given by Mrs. Sophia Florence Diesinger to celebrate the awarding of the decree which marks her permanent separation from Albert Diesinger, a Wall street broker, has grown the Broken Wedding Bell association. Mrs. Diesinger's guests were so delighted with the dinner and the entertainment that they are determined to have a permanent organization.

Future of Japan.
Said Mr. Whyte: "I think that the war will greatly benefit the Japanese. Those people will exploit Manchuria and Korea, and they will then turn their attention to China. The Japanese already have many investments in China. They do a large part of the carrying trade for the colonial empire, and they have lines of steamboats on the Japanese rivers. They are good organizers, and they realize that their future is to be industrial and commercial.

Canada Wheat Farmers.
The conversation here turned to Canada wheat farmers. The Canadian Northern is building a line through the wheat belt above us, and the Grand Trunk Pacific will have its route through the same region. Our explorers have surveyed that country to ascertain where the most fertile of the wheat lands are, and we shall have our own tracks, with branch lines. Railroad building in the wheat belt will go steadily on, keeping as far as possible in advance of the settle-

ment. Such construction is not a matter of experiment. We know that we shall have the settlers just as soon as the lines are built. Indeed, they begin to buy before the tracks are laid, and we are finding that our branch roads pay from the very start.

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How about the tourist travel to Japan?
Yes, we are having a heavy passenger traffic between Vancouver and Yokohama. We have a shorter route than any of the steamers from the United States, and we see higher up on the globe than you are.

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