THE OMAHA SUNDAY BEE: NOVEMBER 11, 1906.

Mustering the Great Army of Pleasure Seekers for Winter Campaign





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

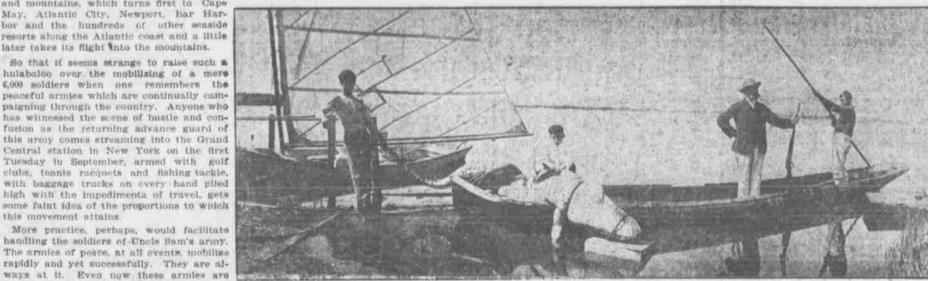
W YORK, Nov. &-One of the and mountains, which turns first to Cape greatest of the victories of peace May, Atlantic City, Newport, Bar Harappears in the smooth and casy hor and the hundreds of other senside movement of the peaceful armies resorts along the Atlantic coast and a little of American pleasure seekers, later takes its flight into the mountains. Only the other day there was great ex- So that if seems strange to raise such a sitement in Washington when President hulabaloo over the mobilizing of a mere Roosevelt telegraphed the War department: "Arrange for 6,000 troops to start for Cuba as soon as possible." Instantly the quiet gray building on Pennsylvania avenue occupled by the War department sprang into an uproar of activity. Crderlies were sent sourrying hither and yon, a host of mes- Central station in New York on the first mages set telephone and telegraph wires humming from one end of the country to the other, railroad and steamship schedules were recklersly smashed and easy-going high with the impedimenta of travel, gets department officials started in to work overtime, all in the attempt to mobilize 6,000 troops at the three separate ports of New York, Newport News and Tampa. under the concentrated attention of the entire country, which was expected dutifully and patriotically to marvel at the rapidly and yet successfully. They are alwonderful exhibition of what perfect organization can accomplish.

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.

-Army of Mere Pleasure.

For transportation companies are accustomed to handle much larger armies than \$,000 in number, which moves peacefully and harmoniously upon New York from every part of the country on its way to Europe. In the autumn the same army returns, and is distributed again to the four

Riviera. corners of the land. In the early summer, when pavements grow hot and cities stifling, there is the exodus to the shore as that which wears the uniform of Uncle army are included the facilities afforded of those who like to invoke an icy shiver of pleasure scekers another subsidiary went into rolls, bread, pastry, dressings kitchen-garden of the United States.



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

south. The vanguard is ready to make its annual capture of the baths at Virginia Sam and approximately as large as that by hundreds of hotels and boarding houses, through gazing on gruesome relics of past hot springs and to find recreation in the which goes to Europe in the course of a from the \$5 or \$19 a week cottage, accom- days when history was written in blood. mountains of western. Virginia and the year. Yet there is no undue excitement modating half a dozen guests, to the pala-Carolinas. In a few weeks these and other over the coming of such a host. Practice tial hostelry fitted with every convenience hosts from every part of the land will be- has prepared the way for its every step. and luxury for hundreds. At Jacksonville of surf-beaten sand which marks with an going steamers ply regularly from the transporting of the battalions of pleasure unbroken line of foam the eastern coast northern coast citles throughout the sea- seekers as they progress down the coast of Florida from the mouth of the St. son. From New York and Chicago and from one famous winter resort to another. this-the armies of peace and pleasure. In John's, at the northeastern corner of the other cities of the north and west, parlor On one side the ocean is always at hand, state, through nearly five degrees of lati- car trains dagh southward conveying this and boating and bathing may alternate with tude to Miami-an entire state given over pleasure seeking army in its pursuit of sight seeing and excursions by land through to a great winter playground, forming the summer. nearest American approach to the famous

deep forests or orange groves full of fruit.

ish dominion, whose construction was be-Spanish regime in the fifteenth century.

Bosts of Hotel Army.

each winter-an army five times as large commissariat for the care of this vast in real war. The detachment is made up parent that to prepare the way for an army overlooked was 1,600 barrels of flour, which tremendous development as the winter

MIDWINTER CONCERT UNDER THE PALMS.

army is necessary. Taking into account and other good things. Ten chefs, 220 cooks only the ten greatest and most famous of and assistants, fifty-five bakers and as-Florida's hundreds of hotels, 2,700 people sistants and 1,000 waiters assisted in the are employed solely to minister to the com- preparation and service of the food. To fort of the invading hosts. The maneuver- contribute to the happiness of seekers for ing of this subsidiary army alone is no rest and recreation, 110 musicians, six golf small task, for it includes on its staff professionals, four swimming teachers and seven generals of division called managers, ninety gardeners were employed. thirty-one housekeepers and assistants, 240 chambormuids, 270 laundresses and assist-

Moves In Palnee Cars. ants, ninety clerks, seventeen auditors and Unlike the "regulars" in blue uniforms, bookkeepers, seventy portors and assist- this pleasure-seeking army travels do luxe ants, 341 hall boys, eighty-six engineers and in Pullman conches. With the extension excistants, thirty-nine electricians, twelve now in progress of the road to Key West plumbers and fifty-six cleaners. In the and thence by car ferry to Havana the quartermasters' department of this army soldier of the recreation-seeking army will there are nineteen stewards and assistants, be able to go from San Francisco to Cuba forty storekeepers and forty-four wine by train. Moreover, should the much-talked of railroad across Behring straits be comstewards and assistants.

Everything must be done on a large pleted, an all-rati journey from Paris to scale in the running of these hotels. The Havana will be possible, so that the dandy grape fruit that the guest ate with his of the Parisian boulevards may take his breakfast was one of 214,000 consumed dur- railway ticket straight through for a seaing the season. More than twice as many son in Florida or Cuba, if he prefers the pranges-about 436,090-were required. Cof- long Siberian journey to the storms of the fee was brewed from a supply aggregating Atlantic.

53,500 pounds, or more than ,twenty-five The transformation of the entire east tons. The cream was gathered from 50,000 coast of Florida from a barren waste of quarts of milk and 113,000 quarts were sand and alligator swamps into the most needed for other purposes. The butter extensive pleasure resort in the world, toused weighed nearly 150,000 pounds. Eggs gether with the building of the first seasimile is old Fort Marion, a relic of Span- a season's supply. Of other edibles, 51,000 man's daring enterprise. A number of pounds of ham, 46,000 pounds of bacon, 8,400 years ago Mr. H. M. Flagler conceived the gun more than three centuries ago and livers, 250,000 lamb chops and 3,376,000 steaks idea which has added 300,000 to Florida's gin to move on to that marvelous stretch For its transportation a fleet of ocean- is located the distributing point for the within whose grim walls are still to be were consumed in these hostelries. For winter population, and has since devoted scen chill dungeons, secret passages, wells, dinners there were served last winter, to its development the millions which came quicksand traps and all the terrifying in- among other things, 158,000 pounds of rib to him as one of the pioneers of Standard Oil. The hotels and the railroads have

Salt and pepper were used in quantities advanced together from Jacksonville down to astonish the housewife-96,000 pounds of the whole length of the coast as necessary Were all this an invasion of troops, evan salt and \$1,000 pounds of pepper. As a Nort to and a part of the same unique enter-There is no mad scurrying for tents, or An enthusiastic flank movement is gen- without resistance, the story would not of frill to the menu there were served 700 prise, and new "on to Havana" is the tinned goods, as is the case when a few erally executed by a detachment of the move so quickly. Neither would the in- gallons of olives, 629,000 clams and 825,000 watchword of the annual army of invasion. An army of 300,000 tourists visits Florida thousand boys in blue get busy. In the main army of peace, much as it is done vasion, for the fact already becomes ap- systers. Another item too important to be Incidentally, it has brought to Florida a

Dominion of Canada as a Business Competitor of the United States

(Copyright, 1906, by Frank G. Carpenter.) spondence of The Bee.)-I recently had a talk with one of the biggest

EW YORK, Nov. 8 .- (Special Corre- ger service, and we expect to put on faster kets. Mr. Whyte said:

this movement attains.

gathering again, this time for the annual

advance upon the winter resorts of the

steamers and better steamers even than "Your people do not appreciate our possi- have the settiers just as soon as the lines those we now have. We shall carry some bilities. Your wheat lands are well defined, are built. Indeed, they begin to buy be-

had a talk with one of the British Northwest. This is Mr. William Whyte, the mecond vice pressident of the Canadian Pacific railroad bring-this is Mr. William Whyte, the mecond vice pressident of the Canadian Pacific railroad bring-this is Mr. William Whyte, the mecond vice pressident of the Canadian Pacific railroad bring-this is Mr. William Whyte, the mecond vice pressident of the Canadian Pacific railroad bring-this is Mr. William Whyte, the mecond vice pressident of the Canadian Pacific railroad bring-this is Mr. William Whyte, the mecond vice pressident of the Canadian Pacific railroad bring-this is Mr. William Whyte, the this is Mr. William Whyte, the this is Mr. William Whyte, the mecond vice pressident of the Canadian Pacific railroad bring-the Canadian Pacific railroad bring-the Canadian Pacific railroad bring-the Canadian Pacific railroad bring-that a heavy freight business. Our freight at present consists largely of all parts of the United States. They are the grown. It has five times as much wheat thing in smany Americans?" I asked. "Yes: we are getting your people from all parts of the United States. They are be grown. It has five times as much wheat thing in smany Americans?" I asked. "Yes: we are getting your people from all parts of the United States. They are be grown. It has five times as much wheat this is the Canadian Pacific railroad bring-the the tracks are laid, and we are finding the the tracks are laid, and we are finding the the tracks are laid. The tracks are laid, and we are finding the the tracks are laid. The tracks are lai

of experiment. We know that we shall them." Americans in Canada.

We are making a specialty of our passen- as our chief competitor in the foreign mar- ments. Such construction is not a matter straits before building roads or projecting than twelve bushels of wheat to the acre. There is a great dairy country right near They are so filed with weeds that the wheat Edmonton which is now producing butter grown is almost worthless. Our country for British Columbia and the western marroads are almost twice as wide as they kets. That region is adapted to mixed

next crop. Indeed, I have known men who eighty to 100 bushels per acre and the oats grews timothy as tall as a man and also barley and other grains. It is not so cold near the Reckles as forther east and in many respects it is more desirable for buy lands, and go right to work, often centinued Mr. Whyte, "and we are making settlement than the wheat belt proper. "British Columbia promises to "What size farms do they purchase?" I that to which I have already referred as to somewhat like your states of Washington the winter wheat for the dry lands. We and Oregon. It has many small valleys "The most of them begin with sections or had no idea that we could produce grain which can be irrigated and which will pro. half sections. A farmer ought to have in the semi-arid belt. One of the settlers duce the finest of appies, pears, peaches about 356 acres to operate successfully. tried it and succeeded. Then the Canadian and prunes. That country is just opening He should let his land rest at least one Pacific rallway brought two car loads of up and we expect it to have a great inyear out of three, and this gives him turkey red seed to Alberta and gave them crease in population in the near future." FRANK G. CARPENTER.

The objective point in keeping with the were eaten by the million, 3,400,000 being going railway, has been the result of one

struments of torture which attended a roasts and 153,000 sides of beef.

Pacific ocean. The Canadian Pacific is a developing company as well as a transportation company. It not only has the longest continuous line of roads under one management on this continent, but it owns millions and valuable mines, which it operates it- wheat. irrigation project in North America, and, in addition, has steamship lines on the Pacific which connect with Japan, China, Alaska imported from Kansas. It is superior to ing you." and Australia and the South seas, and the Kansas wheat and will make more it with England. The company operates its growth of this product we shall probably summer botels in the Rockies and at the orient." larger cities along its lines. It has the

chief telegraph company of Canada, and it operates its own express service.

road to open up this northwest, and its "Yes," replied the vice president. position to a certain extent is a paternal beria, outside of Canada, is about the only one. It gives special rates of transporta- country which promises to form a new eletion for fine stock in order to help the ment in the wheat markets of the world. farmer, and not long ago, when the lumber For a few years before the war Siberia lords were overcharging the settlers for was producing about 30,000,000 bushels of building materials, this company brought wheat. That was its average during the them to time by threatening to start saw- years between 1808 and 1902. In 1900 the mills of its own. It threatened to open coal crop amounted to 60,000,000 bushels, and it mines when the coal dealers charged exor- will probably exceed that now that the war bitant rates, and it now proposes to send is closed. There is a vast tract of land out education cars to teach the farmers adapted to wheat raising between the grain raising. Ussuri and Amoor rivers extending from

The head of all these movements is Mr. the Pacific westward. That region is be-William Whyte, and he has been at their ing settled by Russians. They come across head for years. He has gone over the most from Europe on the Transsiberian railroad of this great northwest on horseback and or by sea from Odessa on emigrant steamin wagons, examining the soil and studying ers subsidized by the government. That the resources with a view to increasing region can produce millions of bushels of the traffic of his railroad system. It is he wheat. It will probably furnish a large who has been largely instrumental in push- part of the supply of Japan and China. ing out branch lines into the wheat belt, There are also wheat lands in Manchuria and as the head of the land grants which and farther west in Siberia. Indeed, it is originally comprised as much land as the hard to estimate just, what northern Asia whole state of Ohio, he has laid out/many will do in the wheat markets of the fuof the towns and aided in populating the ture." country.

As I talked with Mr. Whyte we looked over some maps of the New Canada and discussed its relations to the lands across the Pacific. Mr. Whyte has been several times to Japan and China, and he has traveled over Manchuria and Siberia examining into those countries as possible traffic producers. My first question was as to the effect of the Japanese-Russian war upon the trade of the orient.

Future of Japan.

Said Mr. Whyte: "I think that the war will greatly benefit the Japanese. Those people will exploit Manchuria and Corea, and they will then turn their attention to China. The Japanese already have many investments in Chins. They do a large part of the carrying trade for the celestial 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 They are taking the best elements of our civilization and making them their own. We are already trading largely with Japan, and I expect to see a steady infromso in that trade. The Japanese are largely rice caters, but we are now sending them wheat, and they will in time he wheat eaters and meat caters. It is this feature of their development which interests us, for we expect to supply a large part of these products." "How about the tourist travel to Japan? Is it increasing?

Yes, we are having a heavy pessenger traffic between Vancouver and Yokohams. We have a shorter route than any of the steamers from the United States, as we are higher up on the globe than you are.

"Is Canada sending much wheat to land as is now cultivated in the United Japan?" I asked. States, and even if you deduct 100,000,000

"Not as yet. We are having some ship-"Who are to be your chief competitors in steamships on the Atlantic which connect pounds of bread to the barrel. With the the wheat market of the future ?" "The United States will compete for a

Siberian Wheat Fields.

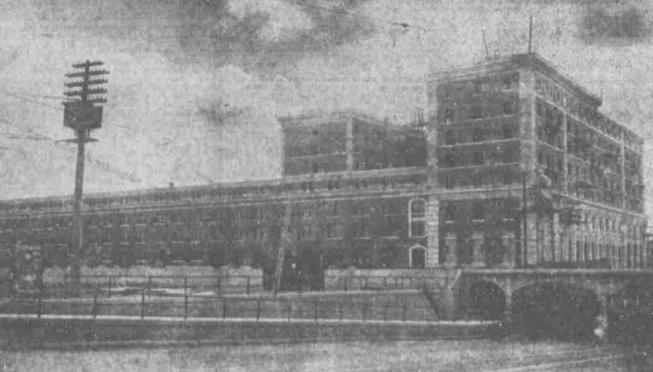
"Do you expect much competition from The Canadian Pacific was the first rail. Siberia in your wheat raising!" I asked.

New Railroads for Canada. "Can Canada handle Its big wheat crops ohinery. It will not pay." when they come?" "I think so," replied the railroad vice ""The march of railroad buildpresident.

wheat belt is being opened up by trunk Hudson's bay?" lines and branch roads will be constructed "That matter is yet to be settled. We do to meet the demands of the farmer. We not know how far the bay or the straits

wherever needed. We have been sending it is uncertain how long the straits can peg are farms which do not yield more Saskatchewan is adapted to mixed farming. 500 grain cars a day from Winnipeg to be kept open. If a clear channel can be Lake Superior, and by this time next year maintained there for a good part of the we shall have a double track between year much of the wheat may go to Euthose two points. There are other rall- rope that way. The haul from the Sasroads being constructed in addition to ours. katchewan valley to Hudson's bay would The Canadian Northern is building a line be much shorter than to Lake Superior. through the wheat belt above us, and the and Hudson's bay is much nearer to Liver-Grand Trunk Pacific will have its routs pool. If the straits are to be open for through the same region. Our explorers only a short time the grain would have have surveyed that country to ascertain to be stored until the year following its where the most fertile of the wheat lands harvest, and that means elevator charges are, and we shall have our own tracks, with and heavy insurance. Indeed, there are branch lines. Railroad building in the many questions entering into the probwheat belt will go steadily on, keeping as lem. We ought to know exactly what we

Canada Wheat Farmers, The conversation here turned to Canada far as possible in advance of the settle- can expect as to the navigation of the



NEW GENERAL OFFICES OF THE CANADIAN PACIFIC AT WINNIPEG.

Government and Railways

acres on the account of swamp, muskeg "I see, Mr. Whyte, that both the Dominments from the province of Alberta, and other bad lands, we have three times ion and the provincial governments of which lies just east of the Rockies. That as much good wheat land left as you have. Canada are going into railroad building. ing stock and money with them. They of acres of lands, great tracts of timber province is beginning to raise winter As to our acreage crop, it is twenty bushels Ontario is pushing a line northward to-It produced something like and upward per acre, instead of thiriteen. ward Hudson's bay, and the Grand Trunk self. It has under way by far the bargest 2,000,000 bushels this year, and its possi- When our land is all under cultivation we Pacific, from Winnipeg to the Atlantic, is putting in a crop the first year." bilities are very great. The wheat is the shall be able to supply the greater part to be built by the federal government. Will turkey red variety which comes from seed of the European demand and aid in feed- it pay the governments to own and operate nsked. (their own railways?"

"I think not," was the reply. "Railroading is a profession, and it takes trained men to manage the business successfully. own sleeping cars and a line of hotels. It have a large shipment to Japan, not only time," said Mr. Whyte, "but your popula- Politicians cannot make good rafiroad is now building in Winnipeg one of on account of the quality, but because tion is growing so rapidly that it will operators. They are dependent upon the the biggest hotels in Canada at a cost of of the low freight rate which we will make eventually consume all you raise and will people for their election and continuance something like \$1,000,000, and it has great from there to the Pacific and to the probably have to call upon us. Among in office, and they must take their conother competitors Russia and Siberia will stituents into consideration in making rafiprobably lead, but Russia is still very road appointments. Bad men may, therepoorly farmed. Argentina will always be a fore, through political influence, retain rallcompetitor and India and Australia like-wise." road positions, and good men may lose their jobs. Indeed, I do not see how a

railroad can be successfully handled by our government with our present political ma-

Lines to Hudson's Bay.

"What do you think of the plan of making is rapid in this part of the world. The ing the future wheat route to Europe via

posed of their lands.

quarter sections adjoining." Poor Canadian Farming. "What kind of farmers have you here in Canada?" expect to build a great deal of new track which lead into it can be navigated. Hud- otherwise. At present much of the land is

belt. They are the most desirable immigrants that come to Canads. They un- have shipped their good wheat and kept will weigh forty pounds to the bushel. It derstand our conditions and make more that which has been frosted for seed." headway than any other class. Many of them are well-to-do and they are bring-

Teaching the Farmers,

"We have much to learn about farming." new discoveries every day. The latest is

Mixed Farming in Canada.

about 200 acres to put in wheat or other to the farmers at cost. This was planted crops. So far we have but little bonanza and it was largely from that seed that we farming in the northwest. Several Amer- got the 2,000,000 bushel crop last year. We ican companies have bought large tracts, are doing all we can to improve the farma few having purchased 1,000,000 acres. ing conditions; for the greater the crops the Such land companies buy to colonize and greater our traffic. We have now what I sell again. The most of them have dis- might call education cars, which we have equipped with different kinds of seed wheat.

"In addition to the land purchasers," We expect to send them from station to continued Mr. Whyte, "we have the home- station and have lecturers who will explain steaders. The government is still giving the different seeds and show the farmers 160 acres of land to actual settlers. Many how to make the most out of their lands. I farmers take up homesteads and buy the understand a similar educational movement has been going on in the United States."

"Tell me something about the Canadian west, Mr. Whyte. Is it dependent entirely

We have all kinds-some wise and some upon wheat for its success?" "By no means," replied the railroad vice this year, and we shall double our tracks son's bay is said to be free from ice, but poorly cultivated. Right here about Winni- president. "A large part of Alberta and



WILLIAM WHTTE, ONE OF THE BIG MEN OF THE BRITISH NORTHWEST. about that, but it's a good idea anyhow."

Quaint Features of Life Indian Highballs.

"Pusky" is a new sodawater fountain drink at Eufala, Okl. Pusky was invented by the Creek Indians. Corn that is just hard enough to shell is heated in a pot until it is brown. Then it is broken in a mortar into a fine powder. "Mixed with sweet milk or with carbonated water and syrups, 'pusky,'" says an enthusiastic local paper, "is a drink that makes a man carry his wife around in his arms just for the exercise."

Broken Wending Bells.

Out of the divorce dinner given by Mrs.

Sophia Fiorence Diesenger to celebrate the awarding of the decree which marks her permanent separation from Albert Diesenger, a Wall street broker, has grown the Broken Wedding Bell association. Mrs. Diesenger's guests were so delighted with the dinner and the entertainment that they are determined to have a permanent orgunisation.

Mrs. Diesenger's dinner was unique, and it was not ended until early morning. Nearly all the guests had undergone oxperiences similar to those of the hostess, and many were the sad stories of experiences with "brutes," "monsters," "fiends in human shape," "deceiving wretches" and "heartless beauties."

James P. McQuade, father of the hostess, who himself went through the courts succensfully, was a happy guest, but feared he would become ineligible to membership, as he contemplated another experiment in matrimony.

Statisticians at the dinner said afterward that South Dakota and Rhodo Island were about evenly represented, while Pittsburg appeared to lead in point of nativity.

A Movable Cafe.

"They've solved the meal station problem upon the Buriington's high line in the Black Hills," said a man quoted by the Record-Herald. "You see, the Burlington changes time very often, and between Edgemont and Deadwood they don't run a diner. It would be inconvenient to move the meal station every time they changed time, because there aren't many towns along that line that are available, and then it is expensive to be moving from one town to the other. So they have fitted upo a couple of boxcars, one for a dining room with a little office in one end and a buffet kitchen in the other, and the other car for the woman who has charge of the thing to live in. Then, you see, whenever the road changes time, they just couple their meal station onto the train and carry it along to the point on the road where they'll be at dinner time, or supper, or whatever it is, and leave it on a handy sidetrack. And there it is, always at the right place at the right time, and they serve good meals, too. I suppose if the train is late they can just hook on an engine and take the supper down to the travelers. I donft know