

Daily Alaskan

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Proprietor.

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ALASKA'S GREATEST DAY.

A sumptuous banquet on a snow capped granite wall two thousand nine hundred feet above the sea, with an Italian blue sky over head and brilliant sunshine illuminating miles upon miles of sparkling snow, and the thermometer twenty-two degrees below zero. This, in itself, is something very much out of the common and therefore long to be remembered. But the banquet was given to commemorate an achievement which will be remembered long after the banquetters, and even their children and children's children, have passed the summit to the Great Beyond.

The commemoration of the completion of the White Pass and Yukon railroad to the summit of White Pass yesterday, although weighted with so deep a significance for the future, was a very simple, unpretentious and informal affair. There was no screaming of the American eagle and no blowing of trumpets. The railroad management had simply invited the chosen representatives of this city and some of her influential citizens to a little excursion, so that they might be able in after years to tell their children and grandchildren that they rode on the first passenger train that crossed the White Pass summit.

The management also invited all the leading representatives of the Dominion and British Columbia governments who are in the district, to meet them, so it chanced that the British lion visited the American eagle in his mountain eyrie on the snow clad peaks, and the eagle and the lion purred in glad content with each other.

The folds of Old Glory and the "Union Jack of England" swayed gently together in the breeze, enwrapping and enfolding each other with every fitful gust, and underneath them, on the boundary between the possessions of two of the mightiest nations of the earth, commingled citizens and subjects, wrapped admiration of the grandeur of the scene. Then they retired to a tent, and lo! and behold, it was as if the lamp of Aladdin had been given an extra rub. From the brilliant sunshine, the mountains of snow, the biting cold, into an atmosphere of subdued light and warmth, only a few paces—and there was comfort and even luxury, a regal banquet on a Delmonico scale, the absence of flowers being the only notable difference.

There was the popping of many corks, and the unloosening of the corks unloosed many tongues; some talented, some graceful, some witty, but all enthusiastic in their praise of the achievement they were there to commemorate. Even this was all informal. For one thing, the time was limited. For another, there was no disposition to enter, even in jest, to pending international disputes. As between the two countries, it was simply a merry but extremely cordial interchange of civilities and good will, and the presence of many pretty women, and their merry laughter gave an inspiration to all that was said.

The eulogies to the great engineer whose brain had planned and whose skill had carried out this stupendous railroad undertaking, unfortunately lacked the inspiration that his presence would have given. But one could imagine him there, covered with modest blushes, yet burning with honest pride over the well-earned praise. For he is modest, as have been all great minds in all history. But duty—a mere sentimental duty, some may term it—had called him away. He was accompanying to his home the remains of Engineer Jack—another who would have graced such a banquet by his handsome presence, his mellow, sympathetic voice and merry words. But Mr. Jack was not forgotten. The memory of him, the very man himself, was brought back to all by Mr. Sinclair's gentle tribute to his manly virtues and kindly nature.

There followed a silence that was a rest. And then came the clang of the locomotive, its echo bounding from crag to crag. There were other speeches, and much that was worth saying that had to be left unsaid. And in the bracing open air again came the rebound, and everybody was merry and full of laughter as they hurried into the train. The commemoration was over. As a function it was extremely simple, as an historic commemoration, it was simply great.

A TRAITOR OF HIGH DEGREE.

Skagway may breathe more freely now. The danger of her being transferred, body and soul, to the British government, is passed for the time and probably for ever. But that this danger was more real than most of our citizens appreciated, is shown by the fact that upon this one subject, the cession to the British of a port on Lynn canal, the joint high commission has come to a deadlock, and the probability of a new

treaty between the two countries is now extremely slim. Indeed, the next steamer is almost certain to bring us advices that the negotiations for a new treaty have been altogether broken off.

The people of this city may take credit to themselves for their energetic protest against any such cession of American territory. This protest and that of the Chamber of Commerce, Juneau: could not fail of consideration when they reached Washington. But Seattle, getting the news first of this proposed cession, wielded the mightiest influence. Her Chamber of Commerce subscribed a special fund to fight against any such humiliating action on the part of our government. All the Chambers of Commerce all over the country, and all the state legislatures in session were enlisted in the struggle, and the result was that the cabinet, the American commissioners, the senators and representatives were bombarded with telegrams of the most vigorous protest. A sample one from Seattle read: "Cession means death to us in 1900," and that really conveyed the public opinion of Seattle.

The joint high commission, as is usual with all such high bodies, had its deliberations in secret, and the matter of ceding a port on Lynn canal had no doubt been under consideration by the body for some time before the news of it leaked out. It was not given particular public consideration at the time because three of the United States commissioners had already placed themselves on record as against any cession of territory before the subject actually came up. The other commissioner was silent. Latest advices are to the effect that this man has resigned his seat because his colleagues refused to agree with him on this cession.

That man was John Watson Foster. Fix the name firmly in your memory, so as to be able to vent your patriotic execrations upon it every time you read it. President Grant lifted him up to be postmaster of Evansville and afterward sent him as minister to Mexico, President

Hayes made him minister to Russia, and after that he posed as an expert on international law. He negotiated the treaty with Spain in 1885, which the senate refused to confirm. He has since been sent to other countries on special missions, and has written himself as the only American diplomat. The newspapers, however, have given him a more expressive and more truthful title, one which will cling to him for all time. It is that of the "great surrenderer." This is for the reason that in nearly every instance his negotiations have been against the government that employed and paid him so handsomely.

This last effort is "the crowning effort of his life" as a diplomat—the crowning infamy, if the facts as stated are correct. He richly deserves to be publicly drummed out of the republican party, and it is to be hoped that he will be.

Notice.

I am the sole and absolute owner of lot 12 in block 12, having bought it from Dan Donavin on August 28, 1897, and have lived on the lot ever since. My title has twice been established by judgments in the district court. No other person has any interest in it, whatever, and J. G. Price in particular has no claim on it or on me, as I love him nothing.

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