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# MORNING THE DAILY ALASKAN.

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SKAGWAY, ALASKA, TUESDAY MORNING, FEBRUARY 21, 1899

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# THE PROUDEST DAY IN ALASKA'S HISTORY

Celebration, Under Two Flags, of the Completion of the Railroad to the Summit of White Pass.

## BLUE SKY—BRILLIANT SUNSHINE

Twenty-Nine Hundred Feet Nearer to Heaven, the Eagle Co'd and the Lion Purred Together—A Merry Banquet in a Tent With the Thermometer Bulking on the Twenty-Second Step of the Ceiling—Fair Women There to Inspire the Orators—A Second Banquet in Town to Commemorate the First.

Good Dame Nature, arrayed all in virgin white under a bright sun and a cloudless sky, smiled and looked her prettiest on the mighty bleak summit of the great White Pass yesterday, in honor of the arrival at that elevation of the first through passenger train ever sent out from Skagway over the now famous White Pass & Yukon Railroad. Everything combined to make the day a most enjoyable one and one the nature and surroundings of which will always leave a pleasant recollection in the minds of the one hundred guests who were invited to witness the completion of the gigantic undertaking of building a railroad to the summit, to the end of the American line and the commencement of the same line on British Columbia territory on toward Bennett. Not a hitch occurred in the well-matured plans of the several officials having the excursion in charge and the effort of one and all was visibly exerted to the end that every guest on the trip should have a royal good time. That they had it was the verdict of one and all, and upon the return of the train to Skagway at 7:30 p. m. a hearty three cheers and a tiger followed a vote of thanks to the officials of the White Pass road for the courtesies extended and the hospitalities of a beautiful spread so graciously extended at an elevation of 2860 feet and with the thermometer standing at 22 degrees below zero. While this may seem very cold, yet it was not perceptibly so for old Boreas had rested from his labors even to the extent of calling in his band of zephyrs, so that the dead calm of the summit made the clear, sharp, invigorating ozone not only bearable but decidedly invigorating.

The only thing that may be said to have cast a tinge of regret over the occurrence was the absence of Chief Engineer E. C. Hawkins, the one man above all others to whose skill, energy and perseverance is really due the construction and completion of this, the greatest engineering feat of the nineteenth century. He was in the midst of many in that gathering and was particularly missed by his corps of engineers who have learned to love as well as respect him. His absence was also emphasized by the fact that he had volunteered the sad task of accompanying the remains of the dead engineer, Robin Bryden Jack, to Vancouver, B. C., and there to perform the still sadder duty of breaking the news to the widow and fatherless children. A silent toast was drunk for the two beloved, absent members of the corps, the living Chief Engineer E. C. Hawkins and the dead engineer R. B. Jack.

ON THE SUMMIT.  
The first glimpse of the summit was the sight of two flag poles within about 50 feet of each other, the one flying the stars and stripes, the other the Union Jack. These are supposed to mark the boundary line between the two countries.  
The White Pass & Yukon company has a camp located here on the American side of the boundary, known as Summit camp, which is quite extensive, and where the whole one hundred guests were entertained in a sumptuous manner never to be forgotten. Beside the company's camp there are a few other camps, one a "U. S. Hotel" and several other places where the weary traveler on the trail can find cheer for man and beast.

ON THE ARRIVAL OF THE TRAIN.  
Mr. Hugh Foy, Mr. Heney's superintendent of construction, in his usual bluff and hearty style, received the guests and directed them to some of the tents where warm corners were found for all pending the preparations for the banquet. Mr. F. H. Dix had his commissary tent invaded by the ladies and gentlemen, where a red-hot stove kept them all warm and comfortable for the time being. The tent of the walking boss, Thomas F. Vaughn, was reserved for the exclusive use of gentlemen, where cigars and liquid refreshments were served to while away the time very pleasantly.

In a very short time, or at least it seemed so from the fact that everybody was having a jolly good time, Hugh Foy announced dinner and the company marched off to the south dining room tent of the camp, a tent about a 100 feet long, in which two tables running the entire length of the tent with bench seats. The ladies were seated on the outside to save them climbing and the gentlemen were seated vis-a-vis. There was no formality.

At this juncture the Canadian officials from Log Cabin and Bennett arrived, having been delayed on the lakes by a storm. They were Captain W. J.

Rant, of Lake Bennett; Captain F. L. Cartwright, of Log Cabin; Captain A. M. Jarvis, of Lake Tagish; all of the Mounted Police, and Gold Commissioner J. F. Graham, of Bennett. These were introduced to the guests and feasted while the rest were indulging in toasts. Mr. Battin has gained a well-deserved reputation for his tact and ready wit as a toastmaster in introducing his speaker, and he did not fail to sustain his record on this occasion. After a few introductory remarks, in which he paid high tribute to Mr. Hawkins, and regretting his absence, he introduced Mr. John Hislop, the assistant chief engineer of the road, who had so ably seconded Mr. Hawkins' efforts.

[Here should properly follow the speeches on the toasts, and the responses, where such were made, but space would not permit the publication of them in this issue, and to condense them would have been unworthy of the occasion. They are therefore held for tomorrow's issue.]  
THE RETURN TRIP  
This ended the festivities on the summit. The time for the return trip, 4 p. m. had come and everybody walked past the two flags up to the train where the official photographer was waiting to take the group in front of the train. Everybody "posed" for the occasion looking as cheerful as they could in the nipping air, after which all entered the cars and the homeward trip was begun. Skagway was reached at 7:30 p. m. and at the depot as they were leaving the cars three rousing cheers and a tiger were given to the officials of the road as a slight recognition of their extreme attention and courtesies.  
The officials of the road whom all the guests of that occasion wish to bear in kindly remembrance for their untiring efforts throughout the day were:  
General Traffic Manager L. H. Gray.  
General Auditor A. L. Berdoe.  
Division Superintendent F. H. Whiting.  
Assistant Chief Engineer John Hislop.  
Contractor M. J. Heney.  
Dr. F. B. Whiting, company surgeon.  
S. P. Brown, General Agent.  
W. A. Stewart, Cashier.  
D. D. Jones, Customs Agent.  
The train crew also deserves mention for their faithful attention. This was made up of Conductor M. B. Miles, a very superior man, always polite, with a great deal of tact, and always a gentleman; brakemen, Ed. Wickersham and John Conley; engineer McKenzie and fireman Richards.  
THE INVITED GUESTS.  
Judge and Mrs. C. A. Sehlbrede, Mr. and Mrs. F. T. Keeler, Mr. and Mrs. H. E. Battin, Mr. and Mrs. M. E. W. Casey, Mr. and Mrs. Dautrick, Mrs. Tom Brackett, Mr. and Mrs. H. L. Hollister, Mr. and Mrs. Stevens, Mr. and Mrs. T. Whitten, Mr. and Mrs. Frank Burns, Mr. and Mrs. G. W. DeSucca, Mr. and Mrs. Frank Mortimer, Mr. and Mrs. F. C. Lawrence, Mr. and Mrs. Dent, Mr. and Mrs. J. M. Sherry, Mr. and Mrs. C. A. Malarkey, Mr. and Mrs. C. W. Johnston, Mr. and Mrs. Walter Church, Mrs. Russell, Mrs. Morgan, Miss Helen M. Ford, Miss Sehlbrede, Miss Everest, Miss Laird, Miss Church, Miss Julia Brown, Messrs. E. A. Seelye, T. B. Wallace, Al Brackett, Frank Brackett, B. Robertson, W. B. King of Dyes, Jack Emerson, E. J. White, Mr. Kline, C. L. Andrews, F. S. Williams, Mr. Malarkey, O. J. Laird, D. D. Jones, Jack Payne, E. O. Sylvester, Mr. Tompkins, Ed. Ross, Captain William Moore, B. Moore, C. W. Johnston, John Stanley, John A. Laumeister, Frank Clancy, Lee Guthrie, Charles O'Brien, Rev. J. A. Sinclair, F. F. Clark, E. J. Shaw, Judge H. A. Day, C. S. Moody, A. Scott, James Larkin, John Kalem, O. E. Hege, Rev. L. J. H. Wenden, George Sexton, F. B. Flood, E. B. Wishnar, Chas. S. Ford.

### A Second Banquet.

After the return of the W. P. & Y. special train from the first trip to the summit of White Pass, last evening, contractor M. J. Heney entertained the railroad and Canadian government officials at a dinner given at Clancy's hall. The following guests were present:  
L. H. Gray, Gen. Traffic Manager; John Hislop, Assistant Chief Engineer; A. L. Berdoe, Gen. Auditor; W. A. Stewart, Cashier; F. B. Flood, Div. Eng.; E. G. Seigley, Cashier of Pac. Contract Co.; Dr. F. B. Whiting, Surgeon; Capt. Cartwright, N. W. M. P.; Capt. Jarvis, N. W. M. P.; Capt. Rant, Lake Bennett Recorder; Capt. Johnson, Pacific Clipper Line; Rev. J. A. Sinclair; J. S. Stanley, ex-Mayor of Skagway;

W. A. Reid, Sec. Y. M. C. A.; E. B. Wishnar, Editor Daily Alaskan; H. E. Battin, Int. Rev. Col.; Jack Dalton, Pioneer of Alaska.

An elaborate dinner was served in a way that would have done credit to a New York chef. When the cigars and coffee came on the toast making followed, of which this is a full list:  
"The health of the W. P. & Y. R."  
"The officials of the two governments."  
"The gallant engineers."  
"The honest contractor."  
"Absent ladies."  
"Our spiritual advisers."  
"The medical staff."  
All of which were responded to with great gusto.

Mr. Heney, in proposing the toast to the railroad, went fully into the details of the progress of the construction work; the many difficulties and dangers contended with; the obstacles placed in the way by many parties who were supposedly friends of the project; the splendid way in which all such complications had been met by the indomitable will of the construction chief, Mr. Hawkins.

Mr. Heney was followed by Rev. Sinclair, who eulogized the preceding speaker in the highest terms and spoke very touchingly of the many kindnesses of heart so often displayed by him.  
Division Engineer Flood, speaking for the engineering corps, said that they all appreciated very highly the many compliments passed upon them that afternoon in praise of their difficult work; and these repaid them for all the dangers which they had encountered.

Capt. Cartwright touched lightly on the very friendly relations which had always existed between the railroad officials and the representatives of the Canadian government in British Columbia, and assured all that there had never been such a whole-souled co-operation between any two existing bodies of men.

Capt. Rant followed with some general remarks about the rapid and very excellent manner in which the railroad work had been carried out, and grew enthusiastic over the great advancement of civilization influences which the completion of the railroad meant. He also spoke of the great difference in the cost of getting supplies into the interior and emphasized the fact that the railroad would confer inestimable benefits on the interior of wide-spreading Alaska.

Mr. Gray spoke briefly to the effect that this was the proudest day of his life and that he intended to send every man, woman and child in the world, who could read, a full account of the great event that had reached its culmination that day.

Messrs. Berdoe, Stanley, Dalton and Capt. Jarvis spoke briefly and in a general line with the preceding speakers.

Mr. John Hislop told an apt story illustrating the good feeling existing between the Canadian and U. S. government officials and the officers engaged on the construction work, and expressed a hope that such cordial friendship would continue for all time.

The one thing that detracted from the universal good feeling manifested during the evening was the feeling that the party was not complete without the presence of the highly esteemed General Superintendent, Mr. E. C. Hawkins. It was felt and expressed by all that it was principally owing to his remarkable energy and indomitable will that the project had reached its present advanced stage.

### COLDEST SNAP THIS YEAR.

The Mercury Fused the Boundary And Went Five Below.

The observations taken for the twenty-four hours between four p. m. Sunday and four o'clock yesterday afternoon by George Sexton, voluntary weather observer, shows a mean temperature of six degrees above zero, the highest point reached being eleven degrees above and the lowest five degrees below zero, the lowest point that has been registered this year.

The thermometer stood at about eleven above Sunday afternoon which was soon after the beginning of the cold snap. The mercury fell with unusual rapidity from that time on, and at three o'clock yesterday morning it registered five below. The day was one of beautiful sunshine, however, and the thermometer crept up to three above by four o'clock in the afternoon, with the probability that it would fall to zero again during the night.

### NO PIPES WERE FROZEN.

The Screen Got Choked With Dirt And Stopped the Flow.

There was discovered to be some difficulty with the water mains yesterday morning at 2:30 o'clock. Messrs. Eastman and Dunlap of the water company were at once notified, and upon investigation they found that the pipes were not frozen, as was the first impression, but that the cage over the main feed pipe in the bottom of which there is a wire screen, had become filled with dirt, clogging up the screen and preventing the flow of water into the main pipe. They immediately set to work reducing the supply of water in the tank and had the screen cleaned in a short time and the water turned on full blast. Mr. Dunlap was seen yesterday and he said that the cage and screen would be repaired at once, so that the same difficulty could not again occur.

Blankets, robes, packing bags, sleeping bags, hats, caps, mittens in endless variety. James Carroll & Co.'s, Bond street.  
Auctioneer.—If you have anything you want to sell, get Cheney, the auctioneer, at Public Supply Co., Kelly block.