

Sternwheelers Battle With Ice

Navigation Closing on the Yukon
Steamers May Be Frozen In.

Shinano Maru Sails for Orient
Two Liners Are Due.

(From Wednesday's Daily.)
According to a telegram from Dawson, under date of Monday, 19th, river steamers are battling against the floating ice on the Yukon, in the serious danger of being caught in these positions that they will be crushed next spring. Unless the river clears itself in a few days none of these boats will be able to reach their destination. Running ice fills the river from bank to bank all the way from Laberge to Eagle on the American side.

The condition is unprecedented so early in the year. Three of the steamers owned by the White Pass & Yukon line, are on their way to the Yukon, and are expected to proceed more than a third of a half of the distance. They have already been two days making fifty miles against the running ice.

On these boats fall to get through their passengers will have to walk hundreds of miles. Many are not warmly clad, and exposure suffering would result from such exposure. The mails and several hundred thousands in gold shipments are aboard these steamers.

Five White Pass and two independent steamers are scattered along the river between White Horse and Dawson, bound for the coast. The Yukon line steamer, the first to succumb, having been disabled twelve miles from Dawson city recently. The steamer Koro, laden with 500 tons of refrigerated meats from Tacoma for the Pacific Coast Storage Company, has not yet reached Eagle. Early in the morning it became apparent that she could not get through without assistance, on account of the low water in the lower river, and the steamer Lightning was dispatched to her relief. The Lightning is now supposed to be with her, and together they may pull through.

More than 2,000 tons of freight remained in the blockade at White Horse when the last steamer started down the river.

SHINANO MARU SAILS.
Nippon Yusen Kaisha Line Leaves With Large Cargo for the Orient.
The steamer Shinano Maru, which was delayed by the heavy fog of yesterday, reached Victoria yesterday evening, and after loading her local freight and embarking seventy Chinese herons, the steamer sailed for Yokohama and way ports of the Orient. She is a full cargo steamer, heavy ships of flour, cotton, machinery, tobacco and general merchandise. The former of the Northern Pacific line, and the latter of the Nippon Yusen Kaisha line, the steamer is expected to reach port today from the Orient, both having been due yesterday.

THE STEAMER LYTON.
Has Been Hauled Out in San Francisco—Owner Dies En Route Here.
The steamer Lyton, which was to have come to Esquimalt for repairs, has been hauled out on the ways at San Francisco, where some repairs were made. It is not known whether the work will be completed at the Golden Gate.

Mr. Harkness, one of the members of the firm of Stuart & Harkness, owners of the steamer Lyton, while on his way to Victoria, where he was expected to reach today, was killed at New York and died after a short illness at the eastern metropolis. Agents of the underwriters went on to San Francisco, where the body was found, in for coal, and she was hauled out there, as above stated.

The steamer is to come to Puget Sound from San Francisco, having been chartered to load there.

High Praise of The Klondike

Australasian Miner Says It Is Best Governed Camp in the World.

Surface Only Scratched and Millions Awaiting Prospector's Pick.

(From Wednesday's Daily.)
Mr. J. J. Rutledge, a prominent Yukon miner, who came to the Klondike last year, is stopping at the Hotel Vancouver, having arrived from Dawson on the last trip of the steamer Princess May, was interviewed by a News-Advertiser reporter.

At first he declined to be interviewed, but the newspaper man insisted. Mr. Rutledge informed him that he had spent ten years in the North and had been in the Yukon and in Dawson since the summer of 1897. In reply to the query "Are you interested in mining?" he stated: "Yes, I am, and I am operating six claims on Gold Run Creek, and I intend to stay there this winter. Asked how many claims he had owned in the Klondike, he stated "about 400 in 1897."

"Did you stake them all?" was next asked, and Mr. Rutledge replied: "No, I staked only a few. I have a few more staked, but I purchased every claim. Today I own about twelve claims on the pay stream."

Asked about his opinion of the Klondike at the present time, he replied: "I don't think it is a good country for the right class of men, and now stands at the point of view of staying with the country."

His attention was then called to the interview given by Mr. J. D. McGillivray to a correspondent of the New York Herald, which appeared in some of the Coast papers, alleging corrupt practices on the part of the Yukon officials. Mr. Rutledge, who has already seen it and when asked whether it was correct, replied: "It is not; it is the officials in the Yukon as above reproached."

Mr. McGillivray stated in his interview that the conditions in the Yukon were little better than in the first days of the rush. Respecting this Mr. Rutledge remarked: "Regarding this point I might say that there is just much truth in Mr. McGillivray's statement as there ever was in similar allegations in the early days of the Yukon. I have been mining in the Yukon for many years, and I have never seen anything like the conditions in the Yukon as above reproached."

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Census Taking in India.

A Colossal Work Accomplished Decennially by the British.

Bridge Open For General Traffic.

Council Decides to Once Again Re-Open James Bay Bridge to Vehicles.

Extension of Birdcage Walk Put "Up to" the Property Owners.

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As negotiations are going on satisfactorily the letter was received and filed. Mr. Haggerty asked for a share of the work of filling in the James Bay bridge. His motion was carried on a fair vote and as the lower ones had not ample material, he would like a share of the work.

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