The Order is

Premier Laurier Hands Newspaper Men Text of Dundonald's Conge.

After a Lengthy Audience His **Excellency Signs the Minute** As Requested.

Made Public Russian Defeat Is Fully Confirmed His Grace of Canterbury Acknowleges Archbishop Bru-

General Stakelberg's Attempt to Relieve Rallroad Contractor Enthusias. Loss of Life by Burning of Long Island Fails with Heavy Losses.

News Notes of

East Kootenay.

The Dominion Appalling Story of Slocum Holocaust

Sound Steamer Placed at over

Finland's Avenger

General Bobrikoff Oppressor of a Brave People Has Been

Governor General of Principality

Concrete States and control of the c

Canada-Mexico Steamer Line

Probable That Definite News Re garding Project Be Heard

General Shipping Intelligence o the Port and of the Coast.

(From Friday's daily.) (From Friday's daily.)

Something definite about the proposed new steamship line between Canada and Mexico is expected very shortly. It is understood that the vessels of the line are to be first-class, modern boats in every respect, and that they will maintain a quick and regular service be tween Victoria and the West Mexican ports. A report appeared some days ago in an Eastern paper to the effect that the line from Halifax to Vera Cruz would be put into operation first, and that the western line may not be started until some time later. No confirmation of this rumor can be obtained at present, but the distinct understanding was that the two branches of the line should start simultaneously and be operated together.

The announcement by Mr. Ralph Smith, M. P., that the vessels of the

should start simultaneously and be operated together.

The announcement by Mr. Ralph Smith, M. P., that the vessels of the new line will call at Nanaimo, has excited a good deal of interest locally. It is expected, of course, that the vessels will take on their bunker coal for each round trip at Nanaimo and Ladysmith, which will be an acceptable addition to business for those busy ports.

Victoria merchants are looking forward with pleasurable anticipations to the opening of the new service.

SEALERS DEPARTING. Yesterday the sealing schooners Teresa, Capt. Lund, and Ida Etta, Capt. O'Leary cleared for Behring sea. They will be followed soon by the Zillah May, Capt. Brown; Allie I. Alger, Capt. Geo. Heater; Oscar and Hattie, Capt. Deluchery; Dora Seiwerd. Capt. McKeil; Victoria; Capt. Byers; Director, Capt. Macaulay; Carrie C. W., Capt. Gullen; Fawn, Capt. Olsson; Libbie, Capt. W. Heater; Rainbow, Capt. Jacobson; Umbrina, Capt. Blackstad, and the Jessie, Capt. Haan. These, with the Otto, which has already gone borth, will compose the Behring sea fleet this year.

ICE IN BEHRING SEA.

Advices from San Francisco to the effect that an unusual amount of ice was encountered in Behring sea by whalers prior to May 12 have caused no small amount of conjecture control of conjecture contr

men as to the arrival of the Nome fleet at its destination. Captains of whalers arriving at Dutch harbor on the date mentioned above reported having seen more ice in Behring sea than at any time for ten years, and especially in the vicinity of the Pribilof i lands.

It is uncommon to find much ice in the vicinity reported, which is not more than 100 miles from Unimak pass. Believing she could not get through, the steamer Corwin put back to Dutch harbor, leaving again on May 30.

The news regarding the conditions in Behring sea reached San Franzisco via the steamer Redondo.

In breaking away from the shores of Seward peninsula the ice this season appears to have worked around to the eagtward, drifting down along the Siberian coast. Since the discovery of Nome the first sailing vessels, especially those of light draft, have kept well in towards Bristol bay, and thence around over the Yukon flats. Time and again some of the vessels attempted to go out to the westward from Unimak pass, hoping to find a way up through the ice fields along the Siberian side. Only in one or two instances did the craft attempting this route succeed in getting in on anything like time.

Though the Corwin may have encountered fields of ice stretching away for a hundred miles or more, it does not follow that there was not a safe opening through the floes the next day. Wind and tide often relieve a situation in a few hours. n a few hours.

The advices received make it reasons ably certain that the steamers Duxbury, Corwin, Saidie and Nome City, which left this city from May 9 to May 25, did

not reach Nome much in advance of the early June sailing vegsels. HISTORY OF LLOYD'S.

British Columbia Agent Forwards an Interesting Account. C. Gardener Johnson, Lloyd's agent at Vancouver, has handed the press the following:

I am so often asked the question, "Who and what are Lloyd's and who is "Who and what are Lloyd's, and who is Lloyd's agent?" that I am taking the liberty of asking you to give me space in your valuable columns to explain in in your valuable columns to explain in the words of Lloyd's themselves who and what they are. This association prints every year an almanac called Lloyd's Almanac. This book sets forth fully different matters which would interest those who look for marine insurance, so fully that I cannot do better than quote from their own records, and consequently ask that you be good

than quote from their own records, and consequently ask that you be good enough to print the following, which is a history of Lloyd's.

If you will allow me I shall follow this letter with another, pointing out the duties of and instructions to Lloyd's agent wherever he may be established. "Lloyd's is an association of marine underwriters in the city of London. "Its name is derived from a coffeehouse kept by Mr. Edward Lloyd in Tower street in the seventeenth century, where underwriters met to transact business. In 1692 Lloyd's coffeehouse was removed from Tower street to Lombard street; and in 1774 Lloyd's left the coffee-house in Lombard street for premises in the Royal Exchange, where it has since remained. The wars which lasted from 1775 with but short pause until 1815 tended to attract marine insurance to Great Britain from all parts of the world, and raised Lloyd's to the high position it has since held.
"In 1810 Parliament appointed a com-"In 1810 Parliament appointed a com-nittee to inquire into the affairs of he institution. From this inquiry loyd's emerged with credit, and has continued to assist in the promotion of every measure which might aid in the preservation of life at sea, the preven-tion of fraud in connection with ma-rine insurance, and the rapid collection and distribution of maritime intelli-

gence.
"In 1871 Lloyd's was incorporated by act of parliament, but does not, as a corporation, undertake insurance business. This is conducted solely by its members on their own account, and so long as they conform to the rules of the society, they are free to follow their individual views. Lloyd's is, in fact, a great market for insurance. Candidates for election as members are required to satisfy the committee as to their means, and in all cases to deposit in the names of trustees a sum of posit in the names of trustees a sum of one less than £5,000 as additional ser deurity for liabilities incurred on account of marine and transport risks. count of marine and transport risks, the aggregate amount thus placed at the disposal of the committee of Llyod's and is very large, but in no way represents the total capital possessed by the underwriting members of Lloyd's. The business of Lloyd's as a corporation, and of the committee as its executive, is to conduct the affairs of Lloyd's to a little to conduct the affairs of Lloyd's in its corporate capacity, and to guard, as trustees, the corporate funds and property.