the northwest corner of Dewd ctoral district; thence due west to ersection with the eastern boun-fer; thence southers, following inlet to a point south of Scotch thence southeasterly, through of Malaspina strait and the tre of Malaspina strait and the of Georgia, to a point opposite in channel of the Fraser river; following the main channel of aser river to the point of compant, except those portions of the Vestminster City Electoral Dis-nd "Vancouver City Electoral" respectively, shall constitute oral district, to be designated and Electoral District," and

WESTMINSTER CITY ELEC-TORAL DISTRICT. That tract of land comprised the municipal limits of the city w Westminster, as defined below,

north arm of the Fraser the centre of the street southwest boundary of the southwest boundary of ock nine (9), as shown on the suburban lots of New West-, British Columbia; thence along the centre of the forms the westerly the centre of the street the northerly boundary of twelve (12); thence in a and four (4), and its said easterly bo 50 feet below high water point 350 feet below high and on the production the centre of the street he city of New West-thwardly along the said to a point on the 4, distant three the southern shore of the thence eastwardly and at

outhern shore of the Fraser westwardly along the said the Fraser river to a post line of said lot 2; thence ed, thirty-three chains, more serve; also an island in known and described as shall constitute one elecstrict, to be designated "New nster City Electoral District,"

OUVER CITY ELECTORAL That tract of land comprised municipal limits of the city ver, as defined below, viz. cing at low water mark on the easterly boundary of lot num-in New Westminster district, northerly, would intersect said er mark; thence southerly along duced boundary and along said terly boundary of lot 264a. Westminster district, to a il westerly along the centre of between blocks numbers 54, 3 on the one side, and blocks 7, 58 and 59 on the other side, o a registered plant of a subovernment town plot on English eek: thence across the mouth of nster district, and the govern-nilitary reserve to the First nargnated "Vancouver City Electoral IN ELECTORAL DISTRICT.

That tract of land comprised the following boundaries, viz.: mencing at a point being the vest corner of the province; thence t along the 60th parallel to its inersection with the 57th paralle following the height of lan on the international boundary lin Borough bay: thence northwesterly said boundary line to the point of encement, shall constitute one elec-district, to be designated "Atlin-oral District," and return one mem-.) That tract of land comprised in the following boundaries, viz.:

mencing at the southwest corner eathin electoral district, thence easterly following the southern ary of said district to the southorner of said district on the 57th el; thence due east along the 57th elt to its intersection with the 124th an; thence south on the 124th an to its intersection with the 55th el; thence due west along the said el to its intersection with the 125th an; thence due south along the meridian to its intersection orth boundary of Comox electoral et on the 51st parallel; thence due along the north boundary of Comox ral district to the 128th meridian; e northwesterly to a point west of St. James, Prevost island, and it therefrom about ten miles; thence erly, following the general course western coast of Queen islands, to a point opposite Cape; thence northeasterly to Cape Chatthe southern extremity of Prince

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A PECULIAR CASE.

Otto Gildermeister Refused American Register is Ship Without a Country.

Register is Ship Without a Country.

The ship Otto Gildermeister, which was one of the reinsurance gambles of a year ago, when she was dismasted en route from Yokohama to Portland, is in a peculiar position. Like "The Man Without a Country," she is "a ship without a nationality." She arrived at San Francisco after being dismasted, and unable to proceed, and by methods known to German underwriters, although unknown to British underwriters, the ship was declared a constructive total loss, presumably for the purpose of avoiding the payment of some of the high rate insurance. The speculators lost as will be remembered, and there were some law suits. The ship was sold to Capt. Ellis, of Portland, for something over \$25,000, the prospects of the law suits against her depreciating the yalue of the vessel. Her new owner has been endeavoring to secure an American register for the vessel, but this has been refused, and as she has been declared a total loss by the Germans, and written off the books of that country, the ship is without flag or country—a marine non-descript. The mate on the storm-tossed voyage, swore that the vessel was wrecked within three miles of the United States coast, but a marine protest signed by her late master has been secured by the government showing that the vessel was dismasted and disabled 2,000 sel was dismasted and disabled 2,000 by her late master has been secured by the government showing that the ves-sel was dismasted and disabled 2,000 miles more or less, at sea. With freights on the down grade, and shipping prop-erty values tumbling, the profits of the speculators who bought in the vessel may be no larger than those of the un-fortunates who bought reinsurance.

TO CALL REGULARLY.

Canadian-Australian Liners Again Ir clude Suva Among Ports of It has now been officially announced by the C. P. R., that the Canadian-Australian liners will call regularly at Suva, Fiji islands, on both north and south-bound voyages. The Aorangi, which reached port early this morning, was the first of the fleet to call at the Fijian port en route to this port. The call at Suva will make the voyage occupy. 25 days instead of 24 as aforetime. Arrangements have also been made that the steamer Taviuni will arrive at Suva a day before the liners leave for Victoria bringing freight and passengers from Auckland, New Zealand, to connect with the Victoria-bound liners.

MARINE NOTES.

The German ship Carl, has arrived at Portland from Yokohama after a record breaking passage. She was 21 days in making the voyage, which is a few days over steamer time. The nearest approach to this fast passage was that of the Selkirkshire, which sailed across the Pacific in 21 days 18 hours, six years ago.

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