

Output of Kaslo And Rossland Ore Shipments Fell Somewhat Short During the Past Week.

Rossland Expects a Large Increase—White Bear Makes Test Shipment.

Kaslo, Aug. 16.—(Special)—The tonnage of ore shipments in the past week from Kaslo were as follows: Rembler-Cariboo, 126 tons. Whitewater, 85½ tons. Ruth, 20 tons. Bismarck, 10 tons. Antoine, 20 tons. Red Fox, 20 tons. Total, 1,079½ tons. Rossland, Aug. 16.—The shipments from the Rossland camp for the week ending August 16th were as follows: standard, unavoidable delays in the handling of ore at the Northport smelter have kept shipments down to some extent. The output was: Le Roi, 4,200 tons. Le Roi No. 2, 1,400 tons. Total, 5,600 tons. Total for the year to date, 136,023 tons. Next week will see the camp's production pass the two hundred thousand mark. The feature of the past week was the forwarding of a car of ore from the White Bear mine, a property owned almost exclusively by Ontario investors. Work has been under way at the property continuously for a year, and the ore shipped is understood to be of excellent quality. So far as can be learned from the management, no especially rich ore body has been opened as yet, and the present shipment is largely for experimental purposes.

IMPORTANT, IF TRUE. A report from Trail has it today that the War Eagle and Centre Star mines have arrived at an arrangement with the Canadian smelting works at Trail whereby the long-disputed matter of water is adjusted partially at least. The statement is that the smelter will pump water for the mines from the trail, which is its natural source of supply, thereby leaving the mines here with a free hand to utilize water from Rock and Stoner creeks within the limits of the agreement alleged to have been arrived at. It is further stated that an arrangement has been arrived at whereby the mines undertake large shipments to the smelter, and that the same will be commenced practically at once. Mr. Kirby, manager of the mines here, approached as to the accuracy of the foregoing story, declined to discuss the subject at all.

A SERGEANT'S DAUGHTER—German Privy Councillor Forced to Retire Because He Married Her.

A despatch from Berlin states—The marriage of Privy Councillor Loebing to the daughter of a former sergeant in the German army has caused Herr Loebing's retirement from the directorship of taxes of the province of Posen. Herr Loebing, who is also finance councillor, and who is a man of wealth, has been circulating a pamphlet among his friends explaining his acceptance of a pension on July 1 at the instance of Herr von Rheinbaben, the Prussian minister of finance. The publication of this pamphlet, which has caused considerable comment both socially and politically, because Herr Loebing, as his high official position first had knowledge of the Prussian administration of Posen, disapproves of several features of the country's policy. In this pamphlet, Herr Loebing relates that after an interchange of communications between Berlin and the highest administrative officials of the province of Posen, the Ober President of Posen told him he had nothing to say against his daughter's marriage with a sergeant; that it was as though the official of one of the highest officials of the province with his daughter, a superior government councillor might possibly marry a sergeant's daughter, by private and financial means, but not. The Ober President said also that the commanding general and the police president shared his views on the matter. The father of Herr Loebing's wife is now secretary in one of the government offices in Posen. Some weeks after his marriage, Herr Loebing's wife, Berlin asked Herr Loebing to retire, which he did. Herr Loebing affirms that he had no intention of doing so, but that the ministry's Polish policy had nothing to do with his retirement from office, but that the opinions possibly did have something to do with the councillor's retirement.

PEAT FUEL.

Under the magic wand of science the brown peat of the bog is being changed into fuel, wood, spirit, acetic acid, ammonia, tar, fibre for papermaking, and a brown color for dye. The peat, what Prof. C. A. Sahlstrom, a Swedish chemist, who has resided for many years in London, told the Mail and Picture, during an interview recently. At a time when \$7 a ton for hard coal is a considerable price, peat has been his promises are particularly interesting. For he claims to be able to put peat fuel of greater calorific value than anthracite on the market at \$4 per ton. Some years ago Prof. Sahlstrom was a partner of Nordfeldt, the maker of the famous gas, and he has been interested in the preparation of food extracts, but is present in devoting all his time to the peat problem. Prof. Sahlstrom's contention is that all previous attempts to carbonate peat for fuel have either destroyed the peat by-products or left them in the peat, where they reduced its value as a fuel, while by his process, which is no more expensive, these products are saved from the fuel left in a better condition. For instance, acetic acid and ammonia are chemicals used to put out fires, while fibre is of little use. The by-products extracted from a ton of dry peat are worth \$5. A ton of compressed peat occupies 45 cubic feet of space. Putting it in another way, a ton of peat produces 14,200 units of heat, while a ton of compressed peat produces over 15,000 units. The process is equally applicable to sawdust. As present, the peat is used as a commodity which should be of great value. Soft coal treated in this way would give off valuable by-products, which would reduce the bulk and would become a smokeless fuel. One other important feature is Canada, and that this peat product is non-sulphurous, and would therefore make iron equal to the best charcoal iron. A plant is now working in Spain, and in Great Britain, and companies have formed to operate plants in various parts. As to the amount of peat available, he states that should Great Britain, other supply of fuel be absolutely cut off, it would be sufficient to last for 2,000 years. The supply in Canada is probably equally large.

The Painters And Plumbers First Excursion of Members of the Two Trades at Sidney.

Large Crowds In Attendance And Outing Proves a Great Success.

The painters, plumbers and paperhangers picnic at Sydney yesterday was an unqualified success. Over 400 people left Victoria on the three trains, the 10 o'clock train conveying over 200. The 12 o'clock train broke some couplings and arrived two hours late, causing much annoyance to those who wished to see the excellent sports which came off during the afternoon. The programme was opened with a baseball match between the painters and plumbers, the knights of the mending, non-partisan, the victors of the paint and the victors of the brush by a score of 11 runs to 10. The match was an eye-opener, the catching of Bailey for the painters, and the works of Rosskamp for the plumbers covering the many errors and sins of their individual teams. Though the umpiring was not in keeping with the law of the game, but was satisfactory at least to the winners. The painting, however, feeling that the honor of their craft was at stake, pulled themselves together and beat the plumbers in the tug-of-war. The amount of perspiration and wind lost in this match placed a number of the runners hors de combat, and they spent the remainder of the day as spectators at the events they intended themselves to take part in. Over 20 events were arranged for, and some of the races resulted in dead heats. The egg and spoon race found the plumbers in the winning post without eggs. The first man to cross the line, the plumber, qualified since he received the egg. The municipal authorities, who were run off in good time, and those who returned after the ball-throwing at the event of the season. The following is a list of races and the winners: 1. Boys' Race, under 8, 50 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 2. Boys' Race, under 10, 50 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 3. Boys' Race, under 12, 100 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 4. Boys' Race, under 14, 100 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 5. Boys' Race, under 16, 100 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 6. Boys' Race, under 18, 100 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 7. Sluicer, 3rd, S. Green. 8. Married Ladies' Race, 50 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 9. Married Ladies' Race, 100 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 10. Married Ladies' Race, 150 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 11. Married Ladies' Race, 200 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 12. Married Ladies' Race, 250 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 13. Married Ladies' Race, 300 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 14. Married Ladies' Race, 350 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 15. Married Ladies' Race, 400 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 16. Married Ladies' Race, 450 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 17. Married Ladies' Race, 500 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 18. Married Ladies' Race, 550 yards—1st, J. Boyd; 2nd, J. Boyd; 3rd, J. Boyd. 19. 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