

Weekly Rossland Miner.

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also in advance.

THE ORE SHIPMENTS.

Following are the ore shipments from the
mines adjacent to Rossland from Jan. 1, to May
28, 1898:

Le Roi	22,970
War Eagle	6,135
Centre Star	820
Poorman	453
Iron Mask	140
Velvet	350
Total	32,461

The ore shipments for the seven days from
May 21 to May 28, inclusive, were as follows:

Le Roi	1,070
War Eagle	200
Centre Star	90
Iron Mask	75
Total	1,435

Shipments were divided as follows: Northport,
20; Nelson, 105; Trail, 85; Total, 1,010.
The total shipments from the camp since Jan.
1, 1897, aggregate 105,201 tons.

THE COAST-KOOTENAY RAILWAY.

While in Vancouver the other day
Premier Turner met a delegation of the
Vancouver, Victoria & Eastern Railway
company, and discussed matters relating
to that important enterprise. After an
interchange of views in connection with
the scheme, the premier stated that so
far as the construction of a line of rail-
way from the Columbia river at Robson
to Boundary Creek was concerned, the
impression was prevalent that this por-
tion of the Columbia & Western was
likely to be built by the Canadian Pacific
company, and that at an early date.

So far as the land grant was concerned,
he believed that the company would
prefer to have a cash subsidy of \$4,000
per mile rather than be troubled with a
land grant. He further stated, that it
was his impression, that in extending
the period in which the Columbia &
Western Railway company was to select
its land in accordance with the terms of
the charter, it applied only to the por-
tion of the line constructed and for
which the land grant had already been
earned.

In relation to the line from Robson to
Boundary Creek, his understanding was
that the Canadian Pacific Railway com-
pany would accept the subsidy of \$4,000
per mile, but beyond Boundary Creek,
in the direction of Pentiction, there was
no provision or arrangement made with
that company for either building or
operating the line. The honorable
gentleman was most explicit in his state-
ments concerning the Vancouver, Victo-
ria & Eastern Railway company, and its
relations with the Government.

To the deputations Mr. Turner stated,
that it was the intention of the Govern-
ment to extend to the Vancouver, Victo-
ria & Eastern company the subsidy of
\$4,000 per mile from Vancouver and the
coast by way of New Westminster and
the Fraser valley and Chilliwack to Pen-
tiction, and thence to Boundary Creek
and for obvious reasons it was the deter-
mination of the Administration to recog-
nize the Vancouver, Victoria & Eastern
company, and it only, in connection with
the direct line to Kootenay. It would
be a stipulation, and form part of the
agreement, that work on construction
would have to be begun simultaneously
at Vancouver, by way of New Westmin-
ster, and at the coast, and Chilliwack
and Pentiction towards Boundary. Whatever
might be said to the contrary, the Govern-
ment had no other indirect route from the
coast to the interior, and that at the
earliest possible moment. He, as well as
the members of his Government, were fully
impressed with the importance of the
direct line into Kootenay, and the ex-
ceedingly rich country through which it
was destined to pass. This being so,
nothing would be left undone on the
part of the Administration to bring
about the completion of this most desir-
able undertaking, which was fraught
with so much importance to the cities of
Vancouver, New Westminster, Victoria
and Nanaimo, as well as to the settlers
in the municipalities of Delta, Surrey,
Langley, Matsqui, Sumas and Chilliwack,
west of the Cascades; to the Similkameen
country, Southern Okanagan and a large
portion of Southern Yale, and the Boundary
Creek country in particular.

He believed such arrangements were
now being made as would enable an
official announcement to be made that
active work had already been begun on
the work of construction. The citizens
of Vancouver and New Westminster, as
well as those of Victoria and Nanaimo,
he felt assured, would be gratified to
learn that everything in connection with
the construction of the road, now being
discussed, was in a very forward condi-
tion. Whether he was elected again or
not, this much he could say, that he and
his colleagues had done what they con-
sidered to be the very best in the inter-
ests of the whole Province, and especial-
ly so to the trading communities in the
cities, as well as the agriculturists and
miners in the various parts of British
Columbia through which the line was
contemplated to pass.

There is but one feeling amongst al-
low were present at this interview, and
that is, that Mr. Turner was most can-
did in giving expression to his views,
and all agreed that the Premier, by the
candor of his remarks, as well as their
explicitness, had thoroughly satisfied
them as to what the intentions of him-
self and his colleagues were in reference
to the Vancouver, Victoria & Eastern
Railway line.

Nothing could be more satisfactory to
the people of Southern British Columbia
than Mr. Turner's announcement con-
cerning this important project. He has
demonstrated that the negotiations of
the Government in this connection have
been solely based upon a desire to see
the rich mining and agricultural dis-
tricts of West Kootenay and South Yale
provided with adequate transportation
facilities at an early date. That the
Government has succeeded admirably
there can be no question. The thanks
of the people from Trail Creek to the
Coast are due Mr. Turner for the re-
markable shrewdness and enterprise
that he has displayed in this connec-
tion.

THE POLITICAL OUTLOOK.

The numerous ruptures in the Opposi-
tion party continue to grow worse, and
there are no prospects of the existing
difficulties being amicably settled this
side of the next elections. There is no
Provincial organization of the opponents
of the Government, and it is only in a
few of the outlying districts that Opposi-
tionists have given any signs of a de-
sire to band together in the hope of
effectively fighting the present Adminis-
tration. The party has no platform and
advocates no principles that are worth
more than passing consideration.

In the last four weeks it has become
more and more apparent that the Turner
government will be returned to power
with an increased majority. The Minis-
terialists are fairly well organized, and
are prepared to go into the approaching
contest to making a winning fight. The
premier has commenced a tour of the
Province to ascertain what are the next
four years, and is displaying excellent
judgment in preparing to cope with them,
and so advance the prosperity of the
people.

It is time for the electors of the Koot-
enay to look the situation squarely in
the face and take a decided stand on one
side or the other. The time will soon
arrive when a choice will have to be
made between the two parties. The Op-
position leaders have never displayed a
correct appreciation of the importance of
this district. Only once in the many
years that Messrs. Semlin and Cotton
have been in public life have they con-
sidered it worth while to visit this por-
tion of the Province, and then only to
sneak away without so much as a hint
that they would be liberal with appro-
priations for the development of new
districts if they were ever placed in
power. These men and their straggling
followers have in reality been the ene-
mies of the Kootenays and other in-
terior sections. They have systemati-
cally opposed the liberal granting of
public monies for development pur-
poses, and have undoubtedly exerted an
evil influence over the policy of the Gov-
ernment in this respect in past years. It
is, however, gratifying to note that at
the last session of the legislature Mr.
Turner disregarded the Opposition shouts
for "Economy," and boldly and wisely
decided that the new districts which
gave signs of being rich in undeveloped
resources should receive all the Provin-
cial aid necessary. As a result Southern
British Columbia will soon have a
splendid railway system reaching as far
west as the Pacific Coast, and many
miles of much needed roads and trails
will be built this year in the Kootenays.
All fair-minded men must admit that in
recent years the Turner ministry has
done more to promote the welfare of the
Province than has any preceding adminis-
tration. He has displayed a commendable
desire to assist the development of
the Province that is now going on and
has succeeded in bringing about a very
prosperous condition on all sides. He
stands ready and willing to continue the
good work, and it seems to us that the
electors of the Kootenays should heartily
support him at the next elections, to the
end that he may have an opportunity to
do so.

THE C. & W. EXTENSION.

The news that the contract for the
construction of the western extension
of the Columbia & Western has been
let means a great deal to this section.
The extension is to be 100 miles in length
and it is estimated the cost will be \$3,
000,000. The reason why the cost will be
so great is because of the great physical
obstacles that lie between Robson and
Christina lake. This is said to be one
of the hardest sections in the Provin-
ce to construct a railway over. It
will involve the driving of a number of
tunnels, the construction of numerous
bridges and the removal of many thou-
sands of tons of rock. The railway
authorities will endeavor to complete
this extension this year, and it will be
a great thing for the country. There
is an almost continuous line of
mineral locations along the route that is
to be followed by the extension. In the
Burnt Basin section there are hundreds
of locations that are in a more or less
developed condition, and some give
promise of becoming mines of great
value. There are clusters of locations in

McRae creek, along which the line will
pass. On the east shore of Christina
lake, on Iron and Shamrock mountains,
on Sutherland creek and on the north
slopes of Castle mountain locations are
found as thick as bees about a hive. Fur-
ther west around Grand Forks and Mid-
way the road will tap the celebrated
Boundary Creek country. Here, if the
reports of some of the most eminent ex-
perts can be relied on, lies one of the
richest mining sections of British
Columbia.

The officials of the C. P. R. know of
the richness of the country that they are
building into, and this is one of the
reasons why they desire to get into it at
the earliest possible moment. It is, in-
deed, a veritable Promised Land and all
that it has needed to make it yield its
rich stores of gold and copper is trans-
portation. This has been promised for
years, but now at last, happily, the an-
ticipations of the residents there in the
way of transportation are to be realized.
They will have immediate communica-
tion with the smelters on the Colum-
bia river. It is possible, too, that a
smelter will be constructed at one of the
towns in the Kettle river valley, for with
the completion of the road to Midway
they will be placed within a reasonable
distance of the cheap fuel of the coal
mines of the Crow's Nest Pass. This
alone will insure the successful location
of a smelter in the Kettle river valley.
It is thought, however, that most of the
successful smelters will be located on the
Columbia, for the reasons that the con-
ditions for the cheap operation of smelt-
ing exist there.

Contemporaneously, with the con-
struction of the C. & W. extension to
Midway, although it is announced, will
occur the construction of the line from
Pentiction to Midway. This road, too,
will open a country of almost un-
measured mineral richness. The Kettle
river valley and the country to the west
of it will fairly hum with the industry
that will be set in motion by the de-
velopment of the mining properties that
stretch in 1,500 feet lengths on all sides,
and have only been waiting for the loco-
motive to start them into life. Truly
the locomotive is the modern genius in a
mining country that is without trans-
portation facilities.

A GOOD MAN NEEDED.

Under ordinary circumstances the
Provincial elections are held quadren-
nially and it follows that the man who
is chosen at the next voting to repre-
sent the Rossland riding will act in that
legislative assembly until June, 1902, unless
death or a cabinet crisis intervenes.
Already the riding is the premier dis-
trict of British Columbia. It contains
the third largest city in Western Canada,
and embraces one of the richest mineral
belts in the world. The industrial and
commercial development of the district
has only just commenced, but it has
proceeded to a sufficient extent to justify
the belief that during the next four
years the mining and smelting operations
here will assume gigantic proportions.
In these respects the riding is destined
to soon become the theatre of activity
the like of which has never before been
experienced in the Dominion.

For these, if for no other reasons, it
behoves the electors of the Rossland
riding to exercise the utmost care in the
choice of a legislative representative.
The situation must not be considered so
much from a political as a business point
of view. There is too much at stake to
admit party politics into the
issue. We believe that the electors are
fully alive to this. Already they are be-
ginning to evince no little impatience at
the button holding that is being indulged
in by men whose personal ambitions
completely overshadow their very lim-
ited interest in the welfare of the
community, and are casting about for
some one who has a business or profes-
sional standing of unquestioned reputa-
tion, whose private interests are such
that they would not need serving in the
legislature, and who is, nevertheless,
willing enough to sacrifice a portion of
his time to fostering and advancing the
welfare of the riding to the best possible
advantage. It is extremely gratifying to
see the turn public opinion is taking
in this respect. It augurs well for the
good of the district.

A FRIEND OF KOOTENAY.

There was a time when the Govern-
ment party was not so popular in the
Kootenays as it might have been, but
that time has passed. It has been said,
and not without some reason, that the
late Theodore Davies, when leader of the
Government, seemed inclined to under-
estimate the importance of the mineral
resources of Southeastern British Colum-
bia, and that he failed to fully appreciate
that the future prosperity of the Province
largely depended on the development of
this district. He was regarded by the
up-country press as a "Coast" man who
was desirous of paying more attention
to the public needs of the seaboard
localities than the interior districts.
It was mainly because of Ex-Premier
Davies' policy in this respect that the
electors of West Kootenay were opposed
to the Government.

The liberal and progressive policy of
Hon. J. H. Turner, Mr. Davies' suc-
cessor as prime minister of the Provin-
cial government, has turned the tide of
popular opinion in the Kootenays, and
it now runs almost wholly in favor of
the Administration. Since assuming

the leadership of his party, Mr. Turner
has displayed remarkable interest in
this district, not only from a public but
a private standpoint. He has demon-
strated his faith in the value of the
mineral resources here by establishing
at Nelson a branch store of the firm of
Turner, Beaton & Co., and through
that house does a large business.
Premier Turner is a Kootenay mer-
chant as much as any business man re-
sident in Rossland. But it is more from
a public point of view that the merits of
Mr. Turner are judged. It is what he
has done for the district as the head
of Provincial affairs that causes him to be
held in high esteem by all fair-minded
Kootenians. In the face of the most
bitter protests of the Opposition he has
caused to be voted by the legislative as-
sembly large sums of money for roads,
trails, educational facilities, etc. He has
done this in such a thorough and sat-
isfactory manner that the immediate
wants of every camp in Southeastern
British Columbia have been amply satis-
fied. Besides this he has arranged for
the building of a system of railways
from the Columbia river westward to
tidewater, and insured its speedy con-
struction by the appropriation of a
bonus, shrewdly granted upon condi-
tional terms. There is no doubt but
what premier Turner is a true friend of
the Kootenays, and he is deserving of
the hearty support of the electors of this
district.

LOCAL SMELTER RATES.

It is said that all things come to those
who wait. The advantages to be some-
times gained by playing a waiting game
are aptly illustrated in the case of the
War Eagle Mining & Development com-
pany. For the past two years the
War Eagle company has actively ap-
plied itself to the task of devel-
oping its mine, and for over
a year it has been in a position to mar-
ket its ore, but did not elect to do so.
The management when approached on
the situation would say that it was
waiting till the cost of smelting was
reduced. Its patience has at last
been rewarded, and instead of \$11,
the old rate, the price of
freight and treatment has been reduced
to \$7 per ton. This is a saving of \$4
per ton. The contract of the War Eagle
with the Trail smelter calls for the de-
livery of 200 tons per day. On this
quantity the company saves \$800 per day
more than it would had it marketed its
ores under the operation of the old rate
of \$11. A saving of \$800 per day would
in a year amount to \$292,000. This
amount would be a tidy sum to divide
among the stockholders.

There are reasons for this reduction.
It was impossible for the company that
formerly operated the smelter to quote
the low rate, which is now a compara-
tively easy matter for the present oper-
ators to grant. In the first place, the cost
of lime laid down at Trail was \$2.50 per
ton, where it is now less than one-half
that sum. In the second place the cost
of coke was \$12 per ton, and besides this
there were other conditions and restric-
tions in the way of transportation that
made it unprofitable to smelt ore for less
than the figure then in existence. Now
that the C. P. R. can bring in the coke and
flux much cheaper than any private firm
or individual can, because it owns and
operates lines of railway. It is naturally
interested in building up the smelting
industry because it enjoys a monopoly
of the hauling to and from the smelter
and also of the traffic of the
people of the Smelter City. This
company has on several occasions
announced that it did not care to
make anything out of the smelting—
that its money would be made in transpor-
tation. It is no wonder, therefore, that
the cost of smelting ore has been re-
duced to the present price. It is a good
thing for the camp, however, that the
present condition of affairs exists for the
reason that the low grade ores of the
camp can now be marketed. This is
going to add greatly to the importance
of the camp, because it will greatly increase
the output.

A CHANGED SITUATION.

Views from unexpected sources some-
times throw a sidelight on important
subjects that are interesting. At Gibral-
tar there is published a little paper
called the Chronicle, that has the name
of being the British official organ there.
Here is an interesting article that throws
more light on the sentiment of the Euro-
pean powers than many others have
that are published in more pretentious
papers, and it was written previous to
the winning of the fight at Manila by
Admiral Dewey and his squadron. In
substance the article says:

It is said the world would at first look
on quietly, to see how the Ameri-
cans fared at sea. If they fared badly
in the first fight, protruding the war
until a new fleet could be built, the con-
tinent nations would be disposed to
help Spain. Germany, Austria, France
and Russia would be in this category.
France desires an alliance with Spain in
the Mediterranean, and would like to
possess Morocco, with Spanish consent.
Germany and France desire to enter
South America, which is the great prize
of the future—rich, thinly populated,
cabable of cultivation by white men,
and terribly attractive to nations
without natural wealth sufficient to
go around. Germany is eaten up
by her millions and the land which
would hold them is barred to her by the
Monroe doctrine. Brazil would hold
five German populations and is pro-

tected from invasion only by the long
shadow of Uncle Sam. If it be shown
that on the water America is only an
ordinary power, if it appears that the
Monroe doctrine can only be upheld as
regards countries to which there is ac-
cess by land, Emperor William will rush
to Brazil, where the German settlers
alone would furnish him with a reason-
ably strong army. France, too, would
like her bit of Brazil. Other nations
would seek a slice of the South Ameri-
can pie. Let the terror of this great re-
public be diminished, and transmarine
ambitions will wake up in a very dan-
gerous way, new problems and sources of
contention and political objects of de-
sire will be presented.

Since then the fleet of Dewey has ac-
complished the destruction of the entire
Spanish squadron in the Pacific,
and has the Philippines virtu-
ally within his grasp. Now Admi-
ral Schley and his war vessels have
levelled the forts of Santiago de Cuba in
the dust, and the situation is somewhat
changed, and with it will doubtless come
a realization to the continental powers
that they had better keep out of the
quarrel, for it is apparent that the na-
tions that enter it are liable to get hurt.
This is especially the case with Great
Britain standing by and determined to
see that there shall be fair play.

EDITORIAL NOTES.

"JOE" MARTIN has identified himself
with Provincial politics, but has not the
courage to publicly state that he is satis-
fied with the present leadership of the
Opposition party.

JUDGING from the remarks of F. O.
Cotton, at a political meeting recently
held at Vancouver, the junior member
for that city has ceased to look upon C.
A. Semlin as an important factor in
Provincial politics. Mr. Semlin is the
acknowledged leader of the Opposition.

An effort is being made to induce A.
S. Farwell of Nelson, to accept the Inde-
pendent nomination for the Nelson elec-
toral district. Mr. Farwell has resided
upwards of thirty years in British Col-
umbia and has made his home in Koot-
enay since the first days of the district's
development. Mr. Farwell is a civil en-
gineer, and it is generally conceded that
he is one of the ablest of his profession
in the West. He was for a considerable
period surveyor-general of the Province,
and it is no secret that he practically
administered the affairs of the Lands and
Works Department during that time,
and did so in an eminently thorough and
satisfactory manner. Mr. Farwell is not
a politician, and is very outspoken re-
garding his opinions. He is a man of
remarkably sound judgment and prob-
ably has a more intimate knowledge of
the public needs of the district than any
other man.

Rossland Mining Stocks

[Corrected by the Reddin-Jackson Company
Limited, 108 Columbia Avenue, P. O. Box 298
at Rossland, B. C.]

MARKET FEATURES.

The principal trading yesterday was in
Iron Mask and considerable stock
changed hands around 45 cents and at
the price there were more buyers than
sellers. Deer Park at present price
should be a safe investment and we ad-
vise buying. We have buyers for cheap
Virginia, Monte Christo, Deer Park,
Josie and West Le Roi & Josie.

Among our sales yesterday were 2,000
Monroe, 5c; 3,000 Iron Mask, 45c; 2,000
Deer Park, 11 1/2c.

Canada Western	11 1/2c	Lily May	20
Castle G. M. Co.	7 1/2c	Noble Three (silver)	14
Canada M. & D.	20	Monte Christo	25
Deer Park	45	Min. & Dev. Co.	25
Dundee	75	Pick Up	5
Edgar	5	Red Mountain View	5 1/2
Ellen (silver)	7 1/2	Roderick Dhu	15
Eureka North Star	7	Salmo Con.	15
G. M. Co.	30	St. Rimo	6
High Hope	4	Silverline	10
Good Hope	4	Twins	25
Grand Prize	3	War Eagle	1.90
High Ore	4 1/2	White Bear	10
Iron Mask	45	White Star	10
Josie	20	White Star	10
Le Roi	6.00	White Star	10

We can also supply Republic, Ymir
and Slocan stocks at lowest prices.

Snaps for Today.

We offer today subject to sale the fol-
lowing snaps:

2,000 Deer Park	11 1/2c	10,000 Diamond Dust	1
3,000 Jim Blaine	39	20,000 Evening Star	5
3,000 Iron Coll.	45	1,000 San Pol.	40
10,000 High Ore	2		

LIST YOUR STOCKS WITH US.

We have cash buyers.

The Reddin-Jackson Co.,

Limited Liability.

Mining Operators and Brokers.

Established May, 1895.

Incorporated October, 1896.

Agents for N. & F. S. Railway Addition
to Rossland.

Money Loaned on Rossland Real
Estate.

108 Columbia Ave., Rossland.

No. 100.

Certificate of the Registration of an
Extra-Provincial Company.

"COMPANIES ACT, 1897."

"London & Rossland, B. C. Limited."

Registered the 17th day of May, 1898.

I hereby certify that I have this day registered
the "London & Rossland, B. C. Limited," as an
extra-provincial company under the "Companies
Act, 1897," to carry out or effect all or any of the
objects hereinafter set forth to which the legis-
lative authority of British Columbia extends.

The head office of the company is situated in
England.

The amount of the capital of the company is
£15,000, divided into 15,000 shares of £1 each.

The head office of the company in this province
is situated in Rossland, and Frank Louis Mercer,
financial agent, whose address is Rossland afore-
said, is the attorney for the company.

The objects for which the company has been
established are:

(a) To purchase, take on lease or otherwise
acquire any gold or other mines, mining rights
and concessions and auriferous or metalliferous
land in British Columbia or elsewhere, or any in-
terest therein;

(b) To search for, win, get, quarry, smelt,
calcine, reduce, amalgamate, dress, refine and

prepare for market, ore, metal and mineral sub-
stances of all kinds, and to carry on any other
metallurgical operations which may seem con-
ducive to any of the company's objects;

(c) To prospect, examine and explore any ter-
ritories or places in British Columbia or else-
where, and to employ and equip expeditions, ex-
perts and other agents;

(d) To buy, sell, manufacture and deal in min-
erals, precious stones, plant, machinery, imple-
ments, conveniences, provisions and things cap-
able of being used in connection with metallur-
gical operations, and other operations of the com-
pany, or required by workmen or others em-
ployed by them;

(e) To carry out, establish, construct, main-
tain, improve, manage, work, control and
superintend any roads, ways, railways, rail-
ways, bridges, harbors, reservoirs, water courses,
wharves, embankments, hydraulic works, tele-
graphs, telephones, saw mills, smelting works,
factories, warehouses, hotels, stores,
shops, stations, transports and postal arrange-
ments and other works and conveniences, and to
contribute to and assist in the carrying out,
establishment, construction, maintenance, im-
provement, management, working, control or
superintendence of the same;

(f) To carry on business as miners, store-
keepers, hotel keepers, farmers, cattle breeders
and dealers, mechanical and general engineers,
builders, contractors, provision dealers, ship-
owners, wharfingers, railway and tramway pro-
prietors, hauliers, coach owners, livery stable
keepers, merchants, importers and exporters,
and to manufacture, buy, sell, import, export,
manipulate, prepare for market, and deal in
merchandise of all kinds;

(g) To create, acquire and carry on any busi-
ness, or any parts of businesses, which may
seem to be capable of being conveniently car-
ried on in connection with or independently of the
above, or indirectly or indirectly to in-
crease the value of or render profitable any of the
company's property or rights, and to dispose of
any such business;

(h) To acquire by purchase, lease, or other-
wise, lands, buildings, machinery, plant and
every personal property, or any part of the
company's business, or capable of being so used,
as may be deemed necessary or expedient for
the business or purposes of the company;

(i) To apply for and acquire, purchase, obtain
licenses for, or otherwise obtain any patents or
rights, or inventions, or trademarks, or trade
marks, and any secret or other information which
may seem desirable or capable of being used for
any of the purposes of the company, and to use,
exercise, or give licenses or other interests in,
and otherwise deal with and turn to account
the property, rights, privileges and information
so obtained;

(j) To manufacture, buy, adapt and prepare
any articles, materials, apparatus or things used
in connection with or in the carrying out of the
company's business, or capable of being so used,
and to buy, sell, or in taking in the same;

(k) From time to time to establish, carry on
and close factories, depots, agencies and other
branches of the company