

Everything to Gain, Nothing to Lose.

We are pleased to note the action that some of our contemporaries and of the business organizations are taking in the matter of that numerous class, whose main business it would appear to be is to get into debt and then either fail out and out or effect a compromise with their creditors upon terms disastrous for the latter, but of immense advantage to themselves. Existing trade conditions are not what they ought to be, and the present generation does not appear to have any sort of apprehension or appreciation of what was during the last century spoken of as the ineffaceable disgrace of bankruptcy. Compromise such as are referred to are almost of daily occurrence, men who before going into business had few, if any means having succeeded in clearing thousands of dollars by forcing their legitimate creditors to accept a few cents on the dollar, payable at long deferred periods, with or without security as the case might be. It cannot be denied that the easiness and forbearance of creditors practically offer inducements to individuals to be dishonest, and this tendency to assign hasf repeatedly manifested itself in certain instances within the course of a very few years. It is not too much to say that in not a few of these cases the parties have started out with the deliberate object of failing, and the time has now arrived when something more than ever should be done to put a stop to these practices. The reason that we have no Dominion Insolvent Law is partially because its operation was supposed to be favorable to the dishonest debtors; but there are those who think that we have jumped from the frying pan into the fire, for not only have we not prevented dishonest assignments but have rendered the position of the unfortunate but honest insolvent worse than it was before. It would appear that this session of the Dominion Parliament is likely to leave the matter untouched, but ought there not something to be done to put an end to the present anomalous and unsatisfactory condition of affairs.—*Trade Review.*

T. A. NEWMAN, one of the oldest established merchants in Portage la Prairie, Man., has purchased a block of stores from McLenaghan & Co., in that town, and will erect an addition thereto for the purpose of starting a wholesale grocery business.

THE terms for the removal of Monopoly have been made public, and are substantially the same as previously reported. The Government guarantees interest at the rate of 3½ per cent. upon \$15,000,000, secured upon all the remaining unsold lands of the company.

A SPECIAL meeting of the Dominion Millers Association was held at Toronto recently to consider the proposed amendments to the inspection act in so far as it relates to the inspection of wheat and other cereals as adopted by the Winnipeg, Montreal and Toronto boards of trade. The millers are fairly in accord with these boards with a slight preference for the views of the Toronto board. A synopsis of the conclusions of the different boards and the Millers Association was sent to night to the Government at Ottawa.



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CHANGE OF TIME.

Taking Effect Monday, August 15th, 1887

No. 4 MIXED	No. 2 PASS	STATIONS.	No. 1 PASS	No. 3 MIXED
LEAVE	LEAVE	Portage la Prairie	ARRIVE	ARRIVE
13 00	13 00	..... Gladstone	14 45	14 45
16 30	14 50	..... Neepawa	13 05	12 20
17 25	16 02	..... Minnedosa	11 35	10 00
19 45	17 00	..... Rapid City	10 45	8 40
	18 10	..... Smeal Lake	9 00	
22 30	18 48	..... Birtle	8 52	5 05
21 10	19 55	..... Binscarth	7 45	3 30
	22 25	..... Russell	5 10	
	23 45	..... Langenburg	3 45	
ARRIVE	ARRIVE		LEAVE	LEAVE
	1 05		2 30	

Meals, No. 4, Mondays and Thursdays No. 1, Wednesdays and Saturdays, No. 2, Tuesdays and Fridays, No. 3, Tuesdays and Fridays. Trains leave Minnedosa for Rapid City Tuesdays and Fridays at 17.10; returning leave Rapid City Wednesdays and Saturdays at 9. For Langenburg leave Birtle Fridays only at 21.00; returning leave Langenburg Saturdays only at 2.30. For Russell leave Birtle Tuesdays only at 21 returning leave Russell Wednesdays only at 3.45, making connection with main line trains. Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg. For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to W. R. BAKER, General Superintendent.

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Chicago Fast Ex.....	d6.25 p.m.	d7 05 p.m.
Des Moines Passenger.....	a5 25 p.m.	a7 05 p.m.
Excelsior and Watertown.....	a8.00 a.m.	a8 45 a.m.
Arlington and Excelsior.....	a4 15 p.m.	a4 50 p.m.
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