

**Withdraw the Bonusing Privilege.**

It was ill timed and injudicious legislation that gave municipalities the privilege to grant bonuses, exemption from taxation or any special privileges to manufacturing industries, as inducements to have them located in any such municipality. The privilege has been "worked" to a most ridiculous and unreasonable extent, and the system has become so obnoxious and objectionable as to loudly and urgently demand abatement.

As we have often shown, the bonusing system is a most pernicious one. It fails to bring any permanent and commensurate benefit to the community granting such favors, and it cannot but work unfairly and unjustly to any who may be engaged in similar business to that which is bonused. It is desirable, of course, that manufacturing establishments should be multiplied in the land, but it does not indicate a healthy condition of affairs when the effort is made to have the tall chimneys appear in places where they cannot be made to retain their perpendicularity perpetually, nor where they spring up like Jonah's gourds, which withered away when brought to face the glowing sunlight of fierce competition. As desirable as it may be, too, to multiply manufacturing establishments throughout the country, none such should ever be built unless they have that financial backing that affords reasonable guarantee against the dangers that always beset all business enterprises. The mere fact that a bonus of a few thousand dollars may be had of a town does not imply that that town is a proper place in which to start a certain enterprise, or that such an enterprise is demanded by the wants of the community. Given these things, a desire on the part of some person or persons to embark in some certain manufacturing enterprise; a liberal bonus of money and long exemption from taxation by a town desirous of having such an industry; a large outlay of money in erecting buildings supplying them with machinery, and a large number of employes brought to work in such establishment; and if all the requirements of a successful conduct of such business are not observed; if the trade of the country does not demand such products as it is proposed to manufacture there; or if the market is already fully supplied, disastrous failure is the inevitable sequence of the transaction. Good money has been wasted; buildings and machinery for which there is no use have been erected, working people who had hoped to make their homes within the shadow of the factory walls scattered; and the smokeless tall chimneys stand as grim sentinels over the grave of stupendous folly.

Those who desire to engage in new manufacturing enterprises should be well assured beforehand that their location is well chosen, that there is a reasonable demand, present or prospective, for their proposed products, that they are prepared to manufacture at a minimum cost, and that they have capital enough to establish and carry on the business without appearing as suppliant paupers, asking donations to assist them, and if this last named condition does not exist, the scheme had better be abandoned. Better never to have a factory in the country than to build and then abandon them — *Canadian Manufacturer.*



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**CHANGE OF TIME.**

Taking Effect Monday, August 15th, 1887

No. 1 MIXED	No. 2 PASS	STATIONS.	No. 1 PASS	No. 3 MIXED
LEAVE	LEAVE		ARRIVE	ARRIVE
13 03	13 00	Portage la Prairie	14 45	14 45
13 31	14 50	Gladstone	13 01	12 30
17 25	16 02	Neepawa	11 35	10 60
19 45	17 00	Minnedosa	10 45	8 40
	18 10	Rapid City	9 00	
22 30	18 48	Shoal Lake	8 52	5 05
21 10	19 55	Hirtle	7 45	3 30
	22 25	Binscarth	5 10	
	23 45	Russell	3 45	
	1 05	Langenburg	2 30	
ARRIVE	ARRIVE		LEAVE	LEAVE

Meals.  
No. 1, 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 Hirtle Fridays only at 21 00, returning leave Langenburg Saturdays only at 2 30. For Russell leave Hirtle 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.  
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Chicago Fast Ex.....	d 6.25 p.m.	d 7.05 p.m.
Des Moines Passenger.....	a 6.25 p.m.	a 7.05 p.m.
Excelsior and Watertown.....	a 3.00 a.m.	a 3.45 a.m.
Arlington and Excelsior.....	a 4.15 p.m.	a 4.50 p.m.
Mankato Express Accom.....	a 3.15 p.m.	a 4.00 p.m.
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