HOW TO BUILD CANALS.

A Plan for Raising All the Capital Necessary.

Independence, Mo., March 11, 1898.

To the Editor:

An article entitled "Utah Canal Schemes" in your issue of the 8th inst. is woeful story of the way eastern capital is proposing to relieve additional thousands of your people into bondage. These capitalists are going to furnish the money to induce your hardy citizens to go to work to help themselves to nature's resources. Nor are the capitalists to blame; they simply take advantage of an abnormal condition existing in the minds of the people. The land is there, the water is there, and there are thousands of landless people there who want the land and the water, but before they will go to work to help themselves to this land and water, they must call on men with gold and silver to come and help them.

Help them to do what? Can gold strike a single stroke with a pick or shovel? The answer is apparent to all. Then why ask no assistance? Labor will build the canal without a dollar in money, and has done so in Utah for many years. Now let us figure a little on this canal scheme on the basis of the Utah canals mentioned. First the land is to cost $1 per acre in time payments without interest. That is a very reasonable price, not, mind you, counting the canal company and wants $15 per acre for the water, payable in twenty years and without interest. No interest is to be given, it is safe to infer that these capitalists are going to build canal scheme for their health, as the interest will be perhaps a per cent, which makes a yearly tax of 60 per acre. Then add the $1.50 for annual repairs, and you have a tax of $2.10 per acre to pay. If a farm of 160 acres would mean a yearly sum of $12.96. This amount for twenty years would mean $1,65, in which case the total cost of land and $15 original cost of water. When the twenty years have expired the man who built the canal will have sold his water and have returned to the capitalists twenty dollars for every one received. The capitalists still own the canal, and will charge you a perpetual royalty for every drop of water you receive.

Supposing the pioneers of Utah had waited to go to work and develop the natural resources in the valleys of the mountains on the capitalistic plan, how many of your people would own their own homes today? They demonstrated that labor and the product of labor would not long remain in bondage, and everything essential to the welfare of a community. Money was only their tributary in the business of helping the great prosperity of the colonies. There is no one who can question for a moment that they do not at least tax of from 12 to 15 on every acre of land remote from the markets of the world, and will keep the people in perpetual bondage to the money power.

In a communication entitled, "Home Enterprises Wanted," in the same issue of the "News," the able writer very forcibly illustrates the degeneracy of the people who are unwilling to strike a lick for liberty, but will work ever so hard to get themselves into bondage to capitalists, and in a few years yield up all their accumulations to satisfy some mortgage indebtedness, he says: "When will build mills, if the spirit of co-operative action is not asleep? But the distrustful selfishness of the people wants only mere interest bearing money at the same time they complain of their bondage. Why this suicidal anarchy?"

To secure all the wealth labor can produce to the laborers themselves is the height of patriotic statesmanship, while the present degree of statesmanship seems to be to secure all the wealth labor can produce to support idle owners of legal tender money, and in their dire extremity the people rush heading into commercial bondage.

There is only one practical remedy, and that it to leave the money to the capitalist severely alone, as if it were a pestilence, and issue a medium of exchange based on labor. Now, let us build the canal with the people's labor alone, and capitalize it, by issuing exchange checks worded something like this: "Receivable by the People's Canal company in exchange for water for irrigating purposes." Make these checks the only thing that will purchase water, and we see how fast they would go to a premium above gold or silver. We have shown that the outstanding checks are redeemed in this way, the canal is paid for. Instead of the capitalists owning it the people own every foot of it, and besides are now getting their water absolutely free of any charge.

Now compare the cost of your scrip. Can you find where you ever paid out a cent more than the original $1 per acre? Besides the enormous saving of $15 per acre, you have a perpetual free water right. While this canal is building those checks based on labor have created, substantial wealth, will circulate in all branches of trade as a safe and preferred medium of exchange, make business brisk, and prosperity no longer a delusion.

The system called the Labor Exchange is being adopted all over America among the working people, and is proving a success far beyond the fondest expectations and there is no place in the world where it could not put into practice with as much assurance of success as among the people of Utah, for there are far more harmonious relations of any class of people in the world. All it needs is to understand it, and the people will flock to it. Tendom, a couple of the check used by the Labor Exchange, which I could be well to reproduce in the "News" as that interested can get an idea of how the plan is working in other places. It produces grand lesson in political economy and church disturbed in capitalists is a been of the blessings of wealth all thinkers as well as be divine inspiration the direction of that equality so much taught in Deseret, and all readers of over the world and is a great star to

Respectfully, E. PETERSON.

Such Is Boston.

New York Sun: "What are all the Boston people carrying valises for?" a stranger asked the other day. He had reached the Parker House in the morning and had seen a valise in from the packed pavements of Tremont and Washington streets.

His question was one that hotel clerks have to explain many times a day. In Boston women and children, as the men, carry bags whenever they step out of the house. These affairs are more than a foot square, and usually made of drab or black cloth. There is no ornamentation or fancy work about them. They look hermetically sealed. But one of these bags the hands of a shoder, pale woman, let her mount her omnibus, and when she gets down from it she looks much like the representative of a visitation and pestilence or something. These carrying did tremendous execution at the exhibit of food products in Mechanics' hall in the mechanic building. The things will, when skillfully managed, hold nearly a half bushel of truck.

For politeness, employes of Boston transit lines undoubtedly stand at the head. Elbow brakemen and every conductor on the suburban trains of the Boston & Albany railroad is compelled to blacken his shoes and shave each morning as regularly as he goes to his duties. A passenger who discovers that a brakeman's shoes do not bear the proper resemblance of a mirror, or that his hands are not as black as a brakeman's shoes do not bear the proper resemblance of a mirror, or that his hands are not as black as a brakeman's shoes do not bear the proper resemblance of a mirror, or that his hands are not suitably smeared with grease that he has basis for a pretty strong complaint against the patrons. The head officials are said to have a well-founded grudge against a man who, in the eyes of the Boston elevated until lately the West End street railroad, took a look at Boston once in a dozen years. It is hinted that the person who should lose a suit for damages against the West End street railroad, such as the case of Mr. Vosburgh, with the same company on the Cape Ann trolley, would receive the sympathy of the entire employes. The Boston Herald of yesterday and of some could be that some one should lose a suit against the road and get a job. We hold the motorman who, on his car, is second to none in Boston, and the conductor who is first. If the boiler resident has one foot on the car, he can meet not start until the car is full and ready to pull out. Every conductor and motorman is required to so from a fresh passenger on board. Every conductor and motorman is required to so from a fresh passenger on board. Every conductor and motorman is required to so from a fresh passenger on board