

THE DAILY CHRONICLE

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THE UNEARNED INCREMENT

The United Association of Railway
Employees, organized in The Dalles
last summer, has issued running or-
ders to railway men and their wives,
calculated to gather all them in Elks'
temple Wednesday night for the
first Grand ball given under its
auspices.

Many will ask, "What is this new
organization? The United Associa-
tion of Railway Employees is a pro-
test against the unearned increment.
It is aimed against expensive or-
ganization and waste. It stands for
economy and fair wages and proper
working conditions. Human rights
are exalted by it instead of property
rights.

It is the one big union of railway
men. There are now 15 unions of
railway men. Each of these 15 unions
has its own organization, its own
officers and directors, its own
expenses. Each acts independently
for the good of one particular craft.

Thus it is seen that each organ-
ization is expensively conducted. It
is seen that certain men are paid
big salaries for taking care of the
interests of one craft. With a view
to eliminating much of this expense
the United association is function-
ing. It hopes in time to bring all
railway workers under one head, un-
der one set of officers and board of
directors. A vast cut will thereby be
made in expenses.

Speaking generally, this unearned
increment thing is causing much of
the unrest that flares through this
and other lands. Some men are get-
ting too much for doing little, where-
as others who do much receive little.
It is all very well to declare that
in the main a man gets out of life
what he puts in. That will do for a
generality. But it doesn't always
work in concrete cases, not by any
means.

We know earnest hard working
men associated with certain firms
for long years who are today not
much further advanced than they
were in the beginning. They have
not been getting their share of the
profits. Consequently, they are in
poor circumstances, whereas others
who have been buying their talent
are exalted in a financial sense.

The unearned increment is work-
ing for the men who benefit to the
detriment of the other fellow.

As a result of this condition, the
fellow who puts in hard work and
ability but gets little back, is dis-
gruntled. He is having a difficult
time to pay his bills. He has a
daughter or son in the university,
perhaps maybe buying a little home
on the installment plan. And some
one else takes what is a rightful
return on his effort—someone gets
an unearned increment.

Thus the poor are growing poorer
and the rich are becoming richer.
The great middle class of America
is disappearing. God help the nation
if the middle class is eliminated by
the faulty distribution of reward for
service—by the unearned increment.

One big reason why the United
States has progressed far beyond Eu-
ropean and Oriental nations is that
this country has a strong virile mid-
dle class—a class of doers, ambitious
and full of enterprise.

Yet if this ambitious and enter-
prising middle class which accom-
plishes most in all lines is pushed
out through being unrewarded for its

work, this nation will slump down to
the par of European lands and Ori-
ental lands.

Progress here is largely a history
of the middle class.

The United Association of Railway
Employees is a determined effort in
concrete form to maintain the mid-
dle class that the United States
shall continue to lead the way in
industry.

It is a plan to eliminate waste in
high places. It sets out to curtail
extravagance. It proposes to apply
this waste so that the men who are
now underpaid will get their just
deserts in the matter of pay. This
organization declares that every man
who does a dollar's worth of work
shall receive a dollar in money and
that those who do but 50 cents worth
of work shall not receive a dollar
for that service. Thus high costs are
but a knockout blow inasmuch—as
the public in the end must liquidate
the bill.

The organization is young. It may
succeed and it may not. But at all
events its principle is right.

Main 6061—Bennett Taxi—Main 6117

LOOKING BACKWARD

(From The Chronicle, April 25, 1896.)
Mr. F. C. Sexton has purchased a
half interest in Mr. R. H. Darnielle's
feed yard and the two will hereafter
operate it jointly.

The citizens' meeting last night
was sparsely attended, and little en-
thusiasm was manifested by those
who did attend for or against the
chemical engine. After a few desul-

tory remarks the meeting adjourned.

Dr. H. W. Sturdevant, the genu-
ine, wishes it distinctly understood that
he does not intend changing his place
of residence to Astoria or elsewhere.
The report is abroad owing to the
change of residence of T. F. Sturde-
vant.

An attempted burglary was made
on the safe of Van Dyn, Adams &
company at Tygh Sunday night. The
attempt to blow open the door was
a failure, and the would-be robbers
left without obtaining any money. A
little merchandise abstracted from the
store was the only loss, barring the
damage to the safe. No clue is known
as to the burglars' identity.

Dr. Grant and party left this morn-
ing on the Regulator for Portland. Mr.
Grant's photographer will take views
along the river of the several points
of interest, among them a precipi-
tous rock on the Washington side,
which has been termed "Dr. Grant's
castle," about 20 minutes' run from
The Dalles. The views will be cir-
culated throughout the east, which will
doubtless do much to induce immigra-
tion to this state.

The orchestra disbanded last night.

There was a reorganization of the
band perfected.

Mrs. Gates of Portland is visiting
Mrs. W. L. Bradshaw.

Mrs. J. T. Peters is confined to her
home from a very severe attack of in-
flammation of the eyes.

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