

ule now under way. In this fight Senator Lenroot is again the leader, and he has been joined by Senator Wadsworth.

HOWELL COMES, CULBERSON GOES

ONE more Republican has beaten a Republican and again the victory has gone to the progressive wing of the dominant party. In Nebraska R. B. Howell has won the Republican nomination for Senator. His opponent was Albert W. Jefferis, now in the House of Representatives. Mr. Howell was a Progressive in 1912, but did not have to desert the Republican State organization to swing its support for Roosevelt. He stayed within the party and carried it bodily into the Progressive camp.

He defeated Victor Rosewater, former Chairman of the Republican National Committee and a standpatter in 1912, for membership in the National Committee. In Nebraska National party committee-men are elected in the primaries, and not by the State delegations to the National Conventions.

Howell has fought against the excess of Southern representation in the National Republican Conventions; he has been an efficient municipal official of Omaha, where he has made public works pay for themselves. Mr. Howell is a "dry." His Democratic opponent at the forthcoming elections, Senator Hitchcock, is a "wet." In Nebraska a "dry" candidate is at a decided advantage.

While the Republican party has been watching developments in Nebraska the Democrats have kept their eyes on Texas. In this State the veteran Senator Charles Culberson has apparently succeeded in winning nothing better than third place in the primary contest for nomination. The winner of first place was Earle B. Mayfield, who had the indorsement of the Ku Klux Klan. Ex-Governor James E. Ferguson has apparently won second place in the primary, and, if this is the case, the second and final primary contest will be between Mayfield and Ferguson. Ferguson is an ex-Governor of Texas who was driven from the Governorship in 1917 after impeachment. The choice between such an ex-official and a Klan-indorsed aspirant is not particularly inviting. Certainly any State which elects a candidate because he is a believer in Klan methods will have departed very far from sound American tradition.

THE TWIN STRIKES

NO progress at the beginning of last week seemed to have been made in the settlement of either the strike of the railway shopmen or the strike of the coal miners. There were continued re-

ports of contemplated drastic action on the part of the Government. These, however, were perhaps put out as a means of getting responses from public opinion.

It has become increasingly evident that the coal strike and the railway strike have much in common. Indeed, this is not surprising to those who have followed the course of events from the beginning. As Mr. Helm pointed out in his correspondence to *The Outlook* long before the coal strike began, both the miners and the railway men recognized the advantage that might accrue to them in a joint strike. Though the railway men and the miners have not been nominally allied in their warfare, they have not done anything to avoid the strategic advantage that has come from having the two strikes occur at the same time. It has been obvious that the railway strikers have profited greatly by the existence of the coal strike. Delays due to lack of coal have naturally been attributed in the public mind to the strike of the railway shopmen, and have thus helped to give these railway strikers prestige which they otherwise would not have had. Conversely, whatever difficulty the railway managers have had in getting their trains moving has helped to hasten the coming of a coal famine, and thus has strengthened the strategic position of the miners.

LOOKING FOR WAYS OUT

PRESIDENT HARDING's proposal that the miners and operators resume the mining of coal on a compromise arrangement while awaiting the decision of a coal tribunal has apparently been abandoned. At any rate, there has been no indication made public that even the President himself has been bringing further pressure to bear upon the parties for the acceptance of that idea. One representative of the coal operators has urged a commission different in one vital respect from that which the President suggested. According to the President's plan, both operators and miners would have been represented on the tribunal. According to the plan proposed by Mr. A. M. Ogle, President of the National Coal Association, the tribunal should consist solely of representatives of the public at large, without either miners or operators in its membership, though a miner and an operator might serve in a purely advisory capacity. It is a sign of intelligent leadership for the operators to put forth a suggestion of this sort. We believe that the formal tribunal which Mr. Ogle proposes is to be preferred to that which contains in its membership representatives of the disputants.

It is understood that the Attorney-

General has ruled that the Government has the right in such an emergency as this to seize both the railways and the mines for operation; and that the Inter-State Commerce-Commission has, under these conditions, certain emergency powers which include the granting and withholding of priorities for shipment. Under such powers, the Inter-State Commerce Commission could withhold priority of shipment from mines which charged exorbitant prices for their coal. By this control over inter-State commerce the United States Government could deal in an emergency with both the tie-up in transportation and the famine in coal.

In co-operation with the Inter-State Commerce Commission would naturally be the members of the Cabinet most concerned with the situation—the Secretary of the Interior, who is Mr. Fall; the Attorney-General, who is Mr. Daugherty; and the Secretary of Commerce, who is Mr. Hoover.

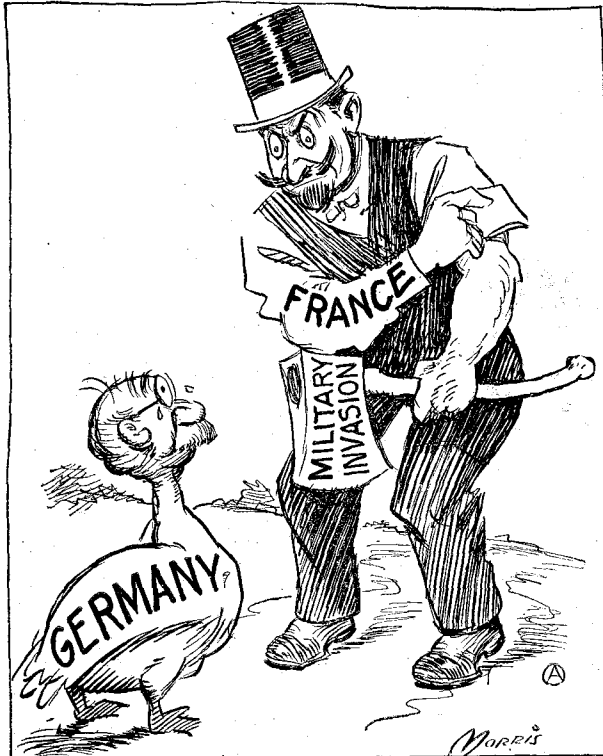
It has been understood that the railway strike might have been settled before this by the acquiescence of the men in a plan for a rehearing of their grievance as to wages by the Railroad Labor Board if it had not been for issues that have arisen since the strike. The chief issue that has interfered with the settlement of the strike is that concerning seniority. When the men refused to go back to work, the railways gave them warning that after a certain day they would lose the advantage in promotion that comes to men of long service, and the men who took their places during the strike would have a rating as senior to those former employees who returned after the date mentioned. This loss of seniority is a serious matter for many strikers, and they have been insisting that if they return to work their seniority rights should be restored. Logically, the men have very little on their side; but practically, they have a strong argument by pointing to the precedent that has been obtained in other strikes. Naturally, the railway managers do not wish to strengthen this precedent. In this case we think that the men deserve to lose their seniority rights, and the forfeiture of them will help to establish the authority of the Labor Board, and therefore to promote the public interest.

As these strikes have continued interest in the merits of the dispute as between employers and employees has become naturally submerged in the wider and deeper interest in what is going to happen to the people, who depend for heat in their homes and for their industries upon coal that is still in the mines, and who also depend upon the railways for transportation. Russia

THE DOLE OF BLOWS

(2 Henry IV, Act I, Scene 1)

Morris for the George Matthew Adams Service



Germany: "Would you kill der goose vat lays der golden eggs?"
France: "Not if it laid a few golden eggs, by gar!!!"

Reid in the National Republican



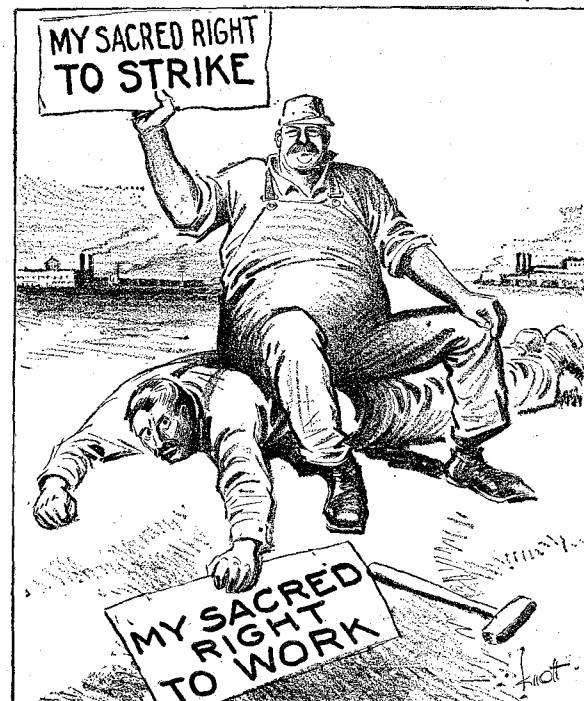
THE SCORE

Harding in the Brooklyn Eagle



NOBODY HOME?

Knott in the Dallas News



THE CONFLICT