

COURT TIME SHORT IN ADAMSON CASE

Early Decision Will Smash Precedents, and Holiday Recess Is to Come.

ONLY TWO DATES OPEN

Immediate Argument and Setting Aside of All Other Business Will Be Necessary for Conclusion Before January 1.

OREGONIAN NEWS BUREAU, Washington, Nov. 27.—The United States Supreme Court, to determine the constitutionality of the Adamson railroad law before January 1, would be compelled to set aside precedents and all other important business and to set the case for hearing immediately on receipt of the appeal from the Missouri Federal Court, and would then be required, within a few days after the conclusion of the argument, to prepare its opinion.

The Supreme Court has never before rushed through so important a case in so short a time, and there is little reason to believe that it will be stamped now by the railroad brotherhoods, as were the President and a fearful Congress less than four months ago. The question of the constitutionality of this now famous law having at last reached the highest legal tribunal in the land, it would seem that a halt is to be called in the pell-mell scramble.

Court Now in Recess. The Supreme Court is now in recess and will not reconvene until December 4. Therefore, the appeal from the ruling of Judge Hook cannot formally reach the court before that date. When the appeal is presented a motion to advance will be made. It is not the custom of the Supreme Court, even when granting motions to advance, to set a case for immediate hearing, and it frequently is a week after such motion is entered before it is passed upon.

The court is scheduled to begin its holiday recess on December 18, and unless the Adamson case can be heard between December 4 and 18 there is no possibility whatever of a decision until after the date when the law was designed to go into effect. The Supreme Court, it may be set down as certain, will not sit during the holidays; it never does, and no one can set the proceedings of that body before it will this year. Moreover, it is an invariable rule of the Supreme Court to hand down decisions only on Mondays.

Only Two Days for Decision. Therefore, there are just two days on which the court, if argument should be had prior to the holidays, could decide this case, December 11 or December 18. Forecasting the action of the Supreme Court is the most uncertain task imaginable, and while it is generally accepted that the court will advance this case to early argument, there is serious doubt whether the argument can be concluded prior to the holiday recess, although this possibility has not been completely eliminated. The plan seems to be, however, to have the case argued fully and thoroughly; it seems to be the design to have all railroads, so desiring, submit their arguments through attorneys, just as the arguments in support of the law will be presented jointly by attorneys for the Government and for the trainmen or brotherhoods.

Such an array of counsel as is proposed to present this case to the Supreme Court would require fully a week, if the court will allow that much time, but the amount of time to be allowed for argument will be fixed by the court when the time for argument arrives. It is the custom of the court, when advancing a case, to allow sufficient time for both sides to prepare their arguments, and it would be most extraordinary to set this case for argument within one week from the date on which the appeal is received.

Early Action Not Impossible. On the other hand, taking into consideration the widespread interest and the general desire for a settlement of the controversy, the court could, if both sides were willing, set the case for immediate argument, and it could limit the time and could reach a decision—if the legal questions involved are sufficiently clear in the minds of the judges—within the two weeks that will be available. It is to be presumed that every judge of the Supreme Bench has already made a study of the Adamson law; that some, at least, have been studying precedents and past decisions that may have a bearing on this case, and it also might be assumed that the court could cut short the argument by limiting attorneys to the main points at issue.

But that has not been the way of the Supreme Court in the past. It has never permitted itself to be rushed by outside considerations; it has never yielded to outside clamor, but rather has insisted upon regular and orderly procedure, and has deliberated as fully as it felt necessary before handing down decisions in important cases.

Court Is Aware of "Crisis." While the court will be fully aware of the "crisis" that is approaching, just as another so-called "crisis" developed last August, the court at the same time will not be unaware of the widespread importance of its decision. It will not be unmindful of the fact that the general public as well as the railroad brotherhoods have much at stake, and it will not be unmindful of the provisions of the Federal Constitution, which is to be its guide in this case.

The recent stand taken at Baltimore by the American Federation of Labor and by the leaders of the railroad brotherhoods, and their announced determination to override the courts if the courts do not decide their way, will have no influence upon the Supreme Court when it comes to pass upon the constitutionality of the Adamson law. It, in its wisdom, the Supreme Court does not pass on the constitutionality of the Adamson law before January 1, the handling of the railroad situation will again be temporarily in the hands of the President, assuming the brotherhoods attempt to make good some of the threats that have been made by their leaders. What the future has in store, in the event of what the brotherhoods may regard delay in the Supreme Court as an unnecessary delay, no one professes to know.

TRANSCRIPT REACHES CAPITAL. Motion to Advance Case to Be Presented Next Monday.

WASHINGTON, Nov. 27.—Transcript in the case of the Missouri, Oklahoma & Gulf Railroad, chosen to test the constitutionality of the Adamson law, was recorded late today at the Supreme Court. Instead of immediately docketing the

case today. Clerk Maher sent the transcript to Solicitor-General Davis by messenger. It is expected that the Department of Justice, within a few days, will formally file the transcript and have the case docketed.

Next Monday when the court reconvenes a motion to advance the case for early hearing probably will be presented by the Department of Justice with concurrence of railroad counsel.

The assignment of errors presented by District Attorney Wilson is purely formal, alleging that Judge Hook erred: First—in not sustaining the motion to dismiss the bill.

Second—in not entering a decree dismissing the bill.

Third—in not upholding the validity of the act of Congress approved September 3 and 5, 1916, commonly known as the Adamson act.

Fourth—in enjoining the defendant (District Attorney Wilson) as prayed in the bill.

The decree, signed by Judge Hook November 22, includes instructions to the railroads to keep special accounts of money due the trainmen after January 1 under the Adamson law, so that it should be upheld by the Supreme Court prompt payment of such accounts can be made.

ALBANY, Or., Nov. 27.—(Special)—The meeting held yesterday for the organization of a county roads association has resulted in more enthusiasm over good roads in this county than has been evident for years.

Classes from the extreme conservatives up to the radical enthusiasts are satisfied with the results of the session. The conservatives are pleased because the meeting took a strong stand against agitating paved roads.

The radicals are pleased because action is being taken which lays the way for paved roads eventually. Grange members and farmers in general have been holding aloof from any road organization with the belief that their only purpose was to bond the county and build paved roads.

Both bonding and paving were frowned upon by the meeting, and when it became evident that these factions, that thousands of dollars were being expended in repairing poorly graded and poorly drained roads with a result that no general improvement was being made, they immediately changed their position as far as organizing a roads association was concerned.

The problems with which the association will concern itself are the best methods of grading roads, the steps necessary to secure thorough drainage and the comparative merits of crushed rock, washed and sandy gravel and other top dressings.

FOUR MORE SHIPS PLANNED

Cornfoot, head of the company, says there will be five ways and possibly six. The mould loft is nearing completion and will be 80 feet wide and 200 feet long and today Mr. Cornfoot expects to complete the building. Inspector Palmer detailed plans for the main shops that will be 500 feet long, with a width of 82 feet. As rapidly as the work is paved for the yard, buildings and plant, the erection and installation will go ahead, and Mr. Cornfoot is sanguine the last ship will be turned over to her owners in contract time, 20 months.

Larger vessels are being built here than ever before. The company has no plant that has attained a more auspicious start than that of the Albina interests and with six steel ships accepted it is promised there will be no lull in operations so long as men and material are on the ground.

Preliminaries Are Worked Out. To lay out the site, prepare for the several main buildings, install the innumerable machines of different sizes for handling steel parts and a host of similar features is far from an ordinary task, yet every detail has been taken care of up to date. As to A. O. Andersen & Co., since quietly opening the Portland office May 1, which governs the company's affairs along the entire Coast and will be the center of its Pacific operations, the future, was sure here been expended in a commercial way and from simply participating in the new wooden ship construction company has expanded until recently it took over a controlling interest in the McEachern plant at Astoria, where at least eight five-masted auxiliary schooners will be built, the first of which is in the water and nearly finished.

German Ambitions Surmised. The Morning Post argues that the Germans are willing for peace immediately, and would give the entente everything they desire, but only on one condition, namely, that Germany be given a free hand in Central and South America.

"We understand," the newspaper adds, "that the condition has been put forward—of course, discreetly and unofficially—by the German government, and that it has been rejected by the allies. But why should it be rejected? We are selling our South American securities and if the Americans really want peace and do not object to having Germany for a neighbor, then why should England intervene? Any time staff here, in a address before the agreement with Germany by allowing her a free hand across the Atlantic.

British Held Counter-Scarp. "Great Britain stands between Germany and America like the counter-scarp of a fortress, and if the Americans induce us to peace before this job is finished what they will have accomplished is to destroy their best defense against Germany."

The Americans, who, if we may say so with politeness, are rather painfully ignorant of European affairs, do not seem to realize what Germany is fighting for—not merely the domination of Europe, but the domination of the world. If the allies are defeated, what is there to stand against Germany?"

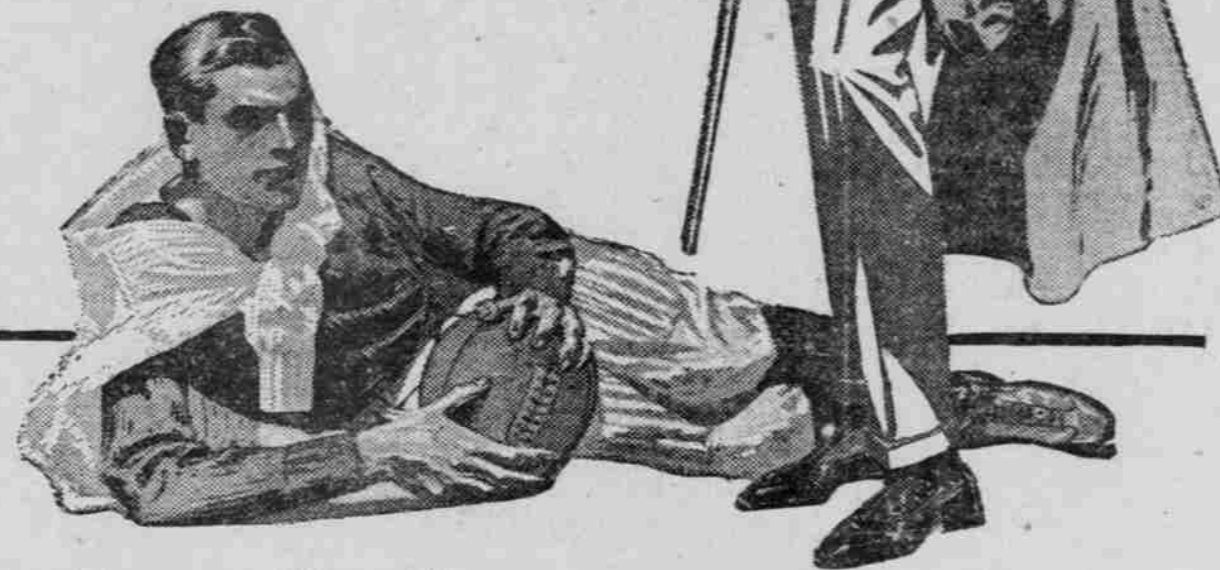
MORAL TRAINING URGED. STATE SUPERINTENDENT PLANS COURSE FOR SCHOOLS. Proposal to Credit Pupils for Home Work Is Laid Before the Lane County Teachers' Institute.

EUGENE, Or., Nov. 27.—(Special)—Preparation of a course in moral training for use in the public schools of Oregon was announced this morning by State School Superintendent J. A. Churchill, in an address before 40 teachers at the annual Lane County Teachers' Institute. The course, stated the Superintendent, will adopt the story form of presentation and will endeavor to inculcate the virtues into the life of the student. Outlines of the course will be ready for distribution during the present school year.

The course will endeavor by fairy tale, allegory and historical stories to bring before the child the various virtues and the vices and the attendant rewards and punishments. Superintendent Churchill also announced that the course will be ready for distribution during the present school year.

The men you admire are the men who wear our Clothes.

For young men—\$15 to \$30



Brewer Hats \$3 Dunlap Hats \$5

Votes with every purchase Tuesday, Greater Portland Day.

Ben Selling Morrison at Fourth

PEACE NOT WANTED

English Editors Advise Americans to Keep Hands Off.

GERMAN AIM INTERPRETED

Free Hand in South America and South Africa, It Is Declared, Would End War—Allies Depicted as Bulwark.

LONDON, Nov. 28.—Reports received from the United States that an organized effort is being made there with peace the objective has brought out several editorials in opposition to such a move. "If the allies are even reduced to an armistice by the American intrigues," says the Morning Post, "they would regard the United States a traitor to the cause of world freedom. Therefore we suggest to our American cousins that as they have decided to take no part in the war, except to make money out of it, would be wisdom for them to leave us to fight out what is, after all, their battle."

MULTNOMAH HOTEL

Attractive suites and single rooms, with or without bath, are offered at special monthly rates to permanent guests.

We will serve a THANKSGIVING DINNER at one-fifty per cover, from 5:30 to 8:00 P. M., Nov. 30th.

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One-Minute Talk on Home-Ownin' Number Six. Will Home Values Go Higher or Lower? Real estate valuations follow so rigidly the degree of prosperity or depression of that community in which the property is located that in answering this question we need only to point to the recent and undeniable improvement in almost every line of business in Portland and Oregon. "Things are getting better every day" is heard on every hand. This revival of business is going to have the usual effect on property prices. In nineteen ten, eleven and twelve, when things were humming, real estate prices went up. History will repeat itself. Experienced home buyers will avail themselves of this opportunity, not as a speculation, but as a protection against the speculation of others. SELLING DEPARTMENT LADD ESTATE COMPANY, Concord Bldg. 2nd & Stark.

The Reflex Mantle not only outlasts several cheaper mantles, but gives brilliant light, undiminished by shrinkage throughout its long life. Welsbach GAS MANTLES "REFLEX" BRAND 15¢ Formerly 25¢ Upright or Inverted All Dealers and the Gas Company

Department. He today denied a report that the matter of withdrawing General Pershing's command at such time as it deemed best was placed in his hands. General Pershing will also await instructions from Washington before sending additional state troops home from the border. Western. E. L. asserts his school garden is the largest and best in New England. It is laid out so that the 126 children each have a plot of ground 2 by 18 feet.

Nujol For Constipation. ARE YOU PAYING the PRICE of OFFICE WORK? Are you obliged constantly to guard your health against the consequences of working indoors all day without sufficient exercise? Perhaps you have contracted the habit of taking a laxative pill every now and then as a means of keeping free from constipation. But this constant drugging of the system with habit-forming bowel stimulants is dangerous, as any physician will tell you. The use of Nujol as an internal lubricant is a far more satisfactory answer to the office worker's health problem because it relieves constipation without upsetting the system or forming a habit. All druggists carry Nujol which is manufactured only by the Standard Oil Company (New Jersey). Avoid substitutes. Write today for booklet "The Rational Treatment of Constipation." STANDARD OIL COMPANY (New Jersey) Bayonne New Jersey