"MAID OF ORLEANS" CANONIZED IN ROME

More Than 60,000 Attend Brilliant Function.

POPE BENEDICT ATTENDS

Places Reserved in St. Peter's for 148 Relatives—Many Nations Represented.

ROME, May 16.—(By the Associated Press.)—The canonization of Joan of Arc, "the maid of Orleans," the French national heroine, was celebrated by Pope Benedict this morning in St. Peter's. It was the greatest and most impressive function performed in the historic basilica, not only by the present pontiff, but for several centuries past.

The interior of St. Peter's was lighted by thousands of incandescent bulbs and the soft radiance of innumerable wax candles. The enormous pillars of the basilica were decorated with priceless ancient crimson damask and pictures of Joan of Arc were prominently displayed.

Passage Is Kept Open.

A passage was kept open in the middle of the basilica for the papal procession to the high altar, behind which the papal throne was erected having a small tribune for the papal family. Another tribune that attracted much attention contained 148 descendants of the family of Joan of Arc.

These, belonging to all ranks of life and coming from all parts of France, had for the most part never met each other before. Three times as many applied for seats as relatives of Joan of Arc's family, but their claims were not admitted.

Further along there was a tribune for the Roman aristocracy, the Knights of Malta headed by Count Lambertenghi, the diplomatic body accredited to the holy see and a special mission headed by Gabriel Hanotaux, sent by the French republic.

Notables Attend Function.

The diplomatic tribune, which glittered with uniforms and decorations of all kinds, contained among others the Duke of Vendome, Princess Irene Alexanderovna, Princess Jousseauroff, Prince Theodore Alexandrovich and Prince Miguel of Braganza.

Diego Von Bergen, German ambassador to the vatican, made his first appearance at a function. He wore evening dress, in striking contrast to the gorgeous uniforms of the other diplomatic representatives. The ministers of Chile, Argentina and Brazil, with their wives; Count de Salis, British minister to the holy see, and M. Boulcel, French representative at the vatican, were among the 60,000 to 70,000 persons present.

The vast temple was filled from dawn with the crowd which had gathered from all parts of the world.

The pontiff was received at the entrance to the basilica by Cardinal Merry del Val, arch-priest of St. Peters, with the vatican chapter. The choir sang "Tu es Petrus," while the faithful sank to their knees but did not allow any details of the magnificent procession to pass unobserved.

WOMAN HURT IN CRASH

Mrs. A. J. Moser Injured When Two Automobiles Collide.

Mrs. A. J. Moser, 341 Thirteenth street, was injured slightly last night in a collision between an automobile driven by Mrs. E. R. Tressler, 592 Tillamook street, and another driven by Chester Ray of Milwaukie, Or., at Broadway and Oak streets. She was riding in Mrs. Tressler's machine.

A. L. Hudson of Gresham, Or., was knocked unconscious last night when his automobile overturned in dodging a motorcycle ridden by J. Delaney, 5235 Seventy-ninth street Southeast. He was taken to St. Vincent's hospital, where he revived. His injuries are not considered serious. The automobile and the motorcycle almost collided, and the automobile tipped into the ditch when Mr. Hudson turned sharply.

FREIGHT JAM IS DANGER

(Continued From First Page.)

to become serious unless the government can break the blockade.

The volume of freight of all kinds offered for transportation was said to be larger than the roads ever had been called upon to handle.

WAGE DELAY IS DANGEROUS

Heads of 17 Brotherhoods Declare Transportation Breakdown Faced.

CHICAGO, May 16.—The heads of the 17 railroad brotherhoods issued a statement tonight expressing apprehension as to the effect of further delay in meeting the workers' request for increased wages. The brotherhood officers arrived in Chicago for the resumption tomorrow of wage hearings before the railway labor board.

The statement in part follows:

"The country is face to face with the menace of a breakdown in transportation service. Already the efficiency and safety of the service have been seriously impaired by the action of thousands of employes who voluntarily have quit to find higher wages elsewhere.

"The car shortage now threatening to stop the wheels of all industry in in the country is one of the first effects traceable to the failure to provide the railway workers with a living wage.

"We have presented our case for a living wage for the workers. Expert opinion, predicated on incontrovertible facts, indicates that the lowest figure at which a family of five can be maintained in health and reasonable comfort is $2500 a year.

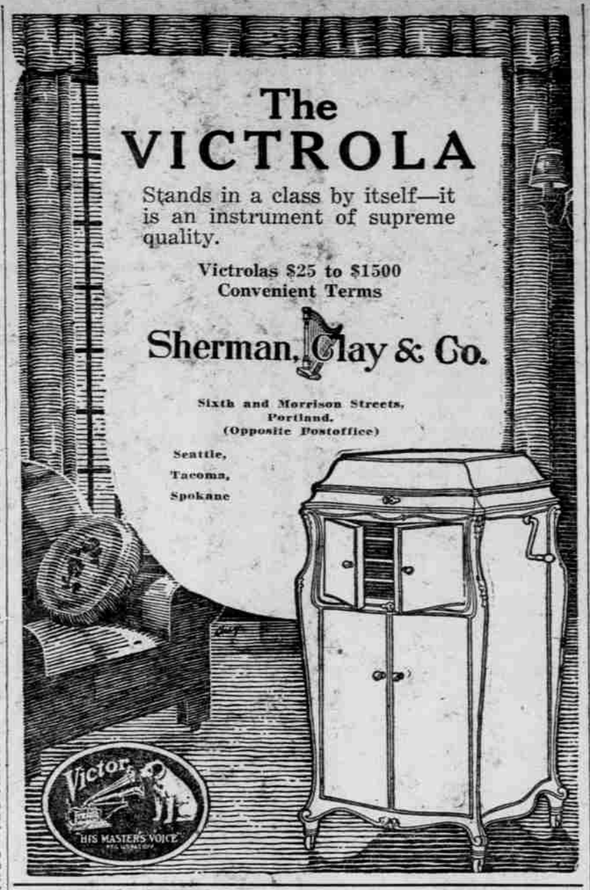
"We have also submitted evidence proving that only two and one half per cent of the whole army of railroad workers are receiving a living wage today.

"More than 600,000 railway employes do not earn in a normal working year $1075, below which figure nearly three-quarters of the families are undernourished and seven-eighths are underclad.

"Here is the entire transportation system of the country not with its unskilled labor alone below the level of subsistence but with seven-eighths of its entire working force below this level and a large proportion actually below the starvation wage.

"The average yearly wage paid to the entire number of railroad workers in the United States today is $1280.30 for a normal working year of 308 eight-hour days, allowing nothing for sickness, emergency or irregularity of employment.

"So great is the issue that there can be no question as to the practicability of paying wages which will make possible for two million families a standard of health and reasonable comfort."



RAILWAY RELIEF IS SOUGHT

Committee of Carriers of Nation Named to Make Probe.

CHICAGO, May 15.—A committee of railroad executives representing the carriers of the country has been appointed to co-operate with the interstate commerce commission in seeking relief in the transportation situation, Hale Holden, president of the Chicago, Burlington & Quincy railroad, said last night in a statement.

The committee, which includes Mr. Holden, representing the west, will meet with the commission early this week, Mr. Holden said.

U. S. PAYS $1 FOR SILVER

Orders to Purchase 207,000,000 Ounces Are Issued.

WASHINGTON, May 16.—The treasury department announced today that under provisions of the Pittman act, which are mandatory, Secretary Houston had issued standing orders to the director of the mint to buy silver at $1 an ounce delivered at the option of the director at the assay office at New York or the mints at Philadelphia, Denver and San Francisco, up to the aggregate amount of 207,000,000 ounces.

Silver so purchased, the announcement set forth, must be "the products both of mines situated in the United States and of reduction works so located and clear and unequivocal proof to that effect will be required."

DUFUR CHURCH DEDICATED

Christian Edifice Received by Minister Free of Debt.

DUFUR, Or., May 16.—(Special.)—The new edifice of the Dufur Christian church was dedicated today with services in the morning, afternoon and evening. Rev. George L. Snively of Lewiston, Ill., was in charge of all services and led in the work of raising the balance of the money necessary to dedicate the building free from debt. A total of $4000 was needed, and $6150 was pledged.

In the afternoon a memorial service was held for the Christian dead of this vicinity. Dinner and supper were given in the basement of the church. Rev. S. Grant Ham is the pastor of the church.

QUADRUPLE GAIN CHARGED

TRADE COMMISSION REPORTS BIG PROFIT BY PACKERS.

Attention Called to Advertising of "Big Five"—Turnovers Declared to Be Rapid.

WASHINGTON, May 16.—Profits made by the big meat-packing companies in the first three years of the war, 1915 to 1917, "doubled, trebled and quadrupled," according to a special report of the federal trade commission made public last night.

From 1912 to 1914, the report said, the "big five"—Morris & Co., Wilson & Co., Cudahy Packing company, Armour & Co., and Swift & Co.—made average annual profits of $59,500,000, while the next three years their net return averaged $192,000,000.

The commission called attention to the packers' announcement that profits amounted to only "two or three cents per dollar of sales," and said that in an industry like those under consideration, which turn over a product very rapidly, this is the "equivalent of a high rate of return on net worth (15 per cent or more)."

"Rate on investment, not rate on sales, furnishes the correct method whereby the reasonableness of profits may be determined," the report added. Financial statistics used by the packers in their recent advertising campaign "are not based on accepted methods of determining costs and accordingly dependence can not be placed upon them," the report said.

At the beginning of 1919 the report estimated the combined assets of the big five, $1,300,000,000, their combined net worth at $535,000,000 and aggregate sales for the previous year at $3,200,000,000.

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