COL. M'ALEXANDER HONORED ON LEAVING FOR POST IN TEXAS

National Guard Inspector-Instructor Guest at Luncheon at Arlington Club.

TROOPS FORM ESCORT

Trainsheds at Union Depot Ring With Cheers as Soldier Takes His Departure Southward.

Trainsheds at the Union depot rang with cheers yesterday afternoon as the Shasta Limited pulled out southward bound, Portland saying hail and farewell to Lieutenant Colonel U. G. McAlexander, U. S. A., for nine months inspector-instructor of the Oregon National Guard.

Colonel McAlexander, one of the best liked army officers with the citizens generally ever stationed in Portland, left to join the Sixteenth infantry at El Paso, Texas, having been recently ordered to border duty.

Following a luncheon at the Arlington club, at which he was the guest of honor of the Oregon Patriotic Service league, the departing officer was escorted from his residence at the Hotel Multnomah to the station by Companies A, B, C and D of the First regiment, Oregon reserves, Colonel Charles F. Beebe commanding.

Salute Is Given.

Marching in column of squads the companies of men who formerly constituted the citizens' training classes organized by Colonel McAlexander preceded the large auto in which their former instructor was riding, down Sixth street.

In the machine with him were H. H. Ward, head of the Oregon Patriotic Service league; C. B. Cochran, Harry Coffin, Lieutenant Commander John H. Blackburn, U. S. N., and Surgeon U. K. Scott, U. S. N. R.

The companies formed in line on reaching the plaza in front of the depot, coming to a salute as Colonel McAlexander went by in his car. After he had passed into the station the citizen soldiers marched to the platform where the colonel shook hands as they filed by.

Others at the depot to say good-bye were City Commissioner George L. Baker, Dr. F. H. Dammasch and John M. Scott, general passenger agent of the Southern Pacific company.

Colonel Beebe led the men with three cheers and a tiger for Colonel McAlexander.

Thanks Are Extended.

Complying with requests for a few words he mounted the observation platform of the train.

"I want to thank each and every one of you for the interest you have taken in things military," said he. "You are all men who sensed the situation sooner than the other fellow. Men who can do what you have done in the past few weeks, men who can do what you are going to do, are the men who will form the backbone of the nation. If I have any command at any time you are the kind of men I want. You are the kind of men who do things instinctively and for whom rules of discipline are unnecessary.

"You have been working under a handicap and will continue to work under more handicaps, but recollect that the best part of a man comes out when he is opposed.

"The feeling I have for you all in my heart is something that cannot be translated into words. 'Goodbye and God bless you.' Some day I hope to return to you and if I make that feeling I now have understood my life will have been well spent whether I do anything else on earth."

H. L. Harries, vice president of the North Coast Power company, who holds a commission in the officers' reserve corps, was also a passenger on the Shasta, having been ordered to the reserve officers' training camp at the Presidio. He has been acting as an instructor for the citizens' companies and the men gave him three cheers and the train left.

Resembles Military Train.

The Shasta yesterday was almost purely a military train. In addition to Colonel McAlexander and Major Harries there were 27 Seattle men bound for the training camp at the Presidio and eight young men going to San Francisco to join an ambulance unit soon to be sent to France.

Lieutenant Colonel James B. Cavenaugh, U. S. A., engineer officer stationed in Seattle, was also a passenger.

It is expected that Lieutenant Colonel McAlexander will soon be made a colonel, as he is up for examinations.

Colonel McAlexander is a graduate of West Point of the class of 1887. He has served on the general staff and is a graduate of the Army War college. He is particularly well known in Oregon, having been instructor at Oregon Agricultural college about 10 years ago and again for two years up to his assignment with the Oregon National guard. From 1911 to 1915 he was in the Philippines with the Thirteenth infantry.

Dogs Too Numerous, Declares Resident

The dogs in aristocratic Irvington are too numerous, according to C. M. Paul, 415 East Twenty-sixth street North. He recently wrote to Commissioner Daly complaining.

The commissioner referred him to the mayor. The mayor was written to and referred him to the humane society.

Mr. Paul says it is impossible to raise shrubs or gardens if the dogs are allowed to run at large and dig them up. "They are worse than chickens," he said.

DEATH ENDS CAREER OF ONE OF WELL KNOWN LAWYERS

George W. Hazen, Attorney, Financier and Fraternalist, Passed an Active Life.

Funeral services for George W. Hazen, the eminent attorney, financier and fraternalist, who died Friday afternoon, will be held at the residence, 430 East Twenty-sixth street, Monday at 1:30. Services will be conducted probably by Rev. W. W. Youngson. Interment will be in Riverview cemetery. J. P. Finley & Son will have charge of the funeral arrangements.

Names of pallbearers are: Honorary—B. B. Beekman, Judge R. G. Morrow, C. M. Idleman, Judge W. N. Gatens, Frank Dayton, William Kapus.

Active—H. W. Fries, Dr. Norris R. Cox, A. M. Crocker, C. J. Schnabel, F. H. Guild, E. E. Hickbert.

Mr. Hazen was born in Pittsburg, Pa., in 1852, and was a graduate of the Central university of Pella, Ohio, and began the practice of law in his native state in 1876, attaining eminence as a financial attorney in a few years.

In 1890 he came to Portland and assisted in organizing the United States National bank and became assistant cashier. In 1892 he accepted the position of cashier of the Portland National bank.

Resumes Law Practice.

In 1893 Mr. Hazen resumed the practice of law and his services were in demand in a large number of cases, while his professional advice was sought by leading citizens.

Early in his life Mr. Hazen became interested in fraternal activities and was a member of most of the leading orders in the city. He took a deep interest in the welfare of the Royal Arcanum and was the first grand regent in Oregon of that order. He represented the Royal Arcanum of Oregon at conventions held in 1916 and 1917.

Mr. Hazen is survived by his widow, Mrs. Belle T. Hazen, two sons, David and Todd Hazen, and one brother, Chatham Hazen of Texas, and one sister, Mrs. J. A. Wells of Kansas.

Attacked by Burglar.

Mr. Hazen was the victim of a murderous attack in 1914 by a burglar who severely injured him and escaped from the home in Irvington. From this attack and the nervous condition he very slowly rallied. A severe fall in the following year again sapped his failing strength. His last illness was an indirect result of the injuries and shock of the attack and fall.

No man in Portland had a wider circle of loyal friends and admirers. His fraternal connections were extensive and his social relations were pleasant. He aided in the upbuilding of the state and his advice on investments was sought by many eastern as well as resident investors.

George W. Hazen.

COMMODORE HARDY 81 TODAY, STILL DOING HIS BIT FOR COUNTRY

Man Who Helped Perry With Expedition to Japan in 1835 Is Now Sole Survivor

Commodore W. H. Hardy, who is celebrating his eighty-first birthday today, at his home on Kings Heights, is doing his "bit" with all the enthusiasm of youth, coupled with the ripe judgment of years and a heart full of patriotism. Twenty per cent of the proceeds from the sale of his photographs is to be given to the Red Cross society. On Monday night he is to speak to the pupils of Woodmere school along patriotic lines.

Commodore Hardy may be regarded as a walking recruiting agent for Uncle Sam, whom he has served long and loyally. On his breast he wears a large badge bearing the picture of the United States ship Mississippi in which he sailed to Japan on that memorable voyage in 1853, with Commodore Perry, when the latter delivered President Fillmore's letter at Gorohama, where 50 years later the Japanese-American Friends society erected a monument in commemoration of the event.

But it is not in Portland alone that honor is being given Commodore Hardy, for in a recent edition of the Fleet Review, published at Washington, D. C., a sketch of his life is given, together with mention of the death of Pathrop Moore in Seattle last February, another member of the famous expedition, and whose passing leaves Mr. Hardy the sole survivor.

From many sources, public and private, congratulations are being showered upon him in honor of his birthday, and to all of them he responds in a cheery way, and adds that he hopes that when "his time" comes it is his earnest desire to have it said that he lived "An American, true to his God, his country and his fellow man."

Rear Admiral Peary Will Give Lecture

Rear Admiral Robert E. Peary, Arctic explorer and discoverer of the North Pole, will lecture at the University club sometime the latter part of this month. The exact date is to be announced later. Admiral Peary will be guest of honor at an invitational dinner. He is in charge of the aviation division for the government, and his theme before the University club will be the significance of aviation work in the war. While in the northwest, Admiral Peary is to speak at Seattle and Spokane.

Dr. Freer Honor Guest.

Dr. Otto Freer of the faculty of Rush Medical college was the honor guest at a luncheon given by Portland alumni of the college at Hotel Portland Friday. Covers were laid for 28. Reminiscences of college days were enjoyed and there was a general discussion of the matter of uniting Rush with the University of Chicago. A permanent organization was perfected with Dr. W. R. Shinn as president and Dr. Richard Dillehunt as secretary.

RAILROADS MAY CUT VARIETY IN MENUS ON THEIR DINING CARS

Measure, If Taken, Would Be in Line With General Conservation of Foods.

Curtailment of railroad dining car service as a step toward the conservation of foodstuffs is now receiving consideration in railroad circles throughout the country.

On few roads are dining cars operated at a profit, yet the greatest variety of the most expensive and choicest viands must be carried in stock to appease the popular appetite.

The dining car services of most American railroads are operated on the scale of the best hotels, competition between the companies for the best class of travel and de luxe trains making this necessary.

Those who advocate curtailment of service propose simplification of bills-of-fare through less variety and the use of plainer and less expensive dishes.

Less Waste, Is Argument.

In this way, it is pointed out, there will be less waste and greater patronage will be assured. Reductions in sizes of portions so that none will receive more than he can eat and the discarding of cars on runs where patronage does not justify continuance are also advocated.

On many roads of the country dining cars are operated on certain trains purely as a matter of accommodation day after day at a loss. No matter what the number of passengers, the diner must be carried for the accommodation of the few and because it is advertised as a feature of the train.

Trains leaving as late as 6:45 or 7 o'clock in the evening frequently carry dining cars to satisfy the wants of a handful of passengers who may have forgotten to dine before boarding the train. Naturally such cars do not pay expenses and there is resultant wastage of food.

Big Potato Eliminated.

With the prolongment of the war and an increased need for food economy, curtailment of dining car service to meet absolute needs of travel may be looked forward to, it is said, and a radical simplification of the cartes du jour may also be expected.

One step in the direction of elimination of wastage was recently taken by the dining car service of the Northern Pacific company, when it was decided to stop serving its celebrated great big baked potato until after the war.

This step was taken because few people can eat a whole potato of the size served and a considerable waste results. One passenger and the uneaten portion of one tuber may seem insignificant, but 100 passengers and 100 potatoes make a different story.

Clarence T. Wilson Will Speak Today

Alleged non-enforcement of the prohibition law in Oregon by state and federal officials will be discussed by Dr. Clarence True Wilson at the First Presbyterian church at 3 o'clock this afternoon. He will speak under invitation of the W. C. T. U. on the subject: "A Clean Sweep."

British Liner Rams Freighter in Dark; Five Persons Lost

An American Port, May 12.—(I. N. S.)—News of the sinking of the British freighter Don Benito on April 12 with a loss of five lives after a collision with the Cunard liner Ultonia was brought here today when the Cunard liner arrived from a European port. The Ultonia was outbound with her lights out to avoid detection by submarines. The Don Benito was also sailing without lights.

'BUY A HOME FIRST' MOVE INDORSED BY PASTORS AND CLUBS

Addresses Are Made at Meetings of Progressive Business Men and Lumbermen.

PREACHERS EMPLOY TOPIC

Yellow Placards Calling Attention to the Movement Appear in Hundreds of Automobiles.

Progress made by the "Buy a Home First" movement in Portland has been very satisfactory to the general committee in charge. Civic clubs have willingly given up their programs to the idea and in many other ways the movement is being indorsed.

Two Sundays from today will see the pastors in the city making "Buy a Home First" the subject of their sermons. A number of the prominent pastors of the city have already stated their intention of preaching upon some home owning topic.

Business Men Are Addressed.

At the Progressive Business Men's club Thursday William Woodward made an address on the subject "Mobilizing a Young Man's Ideals." The theme of his talk was the buy a home movement, and the speaker emphasized the fact that the other good things of life would follow.

E. A. Clark, president of the Progressive Business Men's club, addressed the lumbermen of the city Friday night upon the subject, using as his title "The Appeal of Buy a Home First to Lumbermen." On Monday the members' council of the Chamber of Commerce devoted their entire program to "Buy a Home First" talks. Dr. Edward H. Pence, pastor of Westminster Presbyterian church, and Frank McCrillis were the speakers.

Yellow cards bespeaking the movement are to be seen on nearly every automobile in the city. A live committee, headed by Harry Beckwith, has been passing them out all week.

Placards in Factories.

A new type of appeal to working men has been developed in the campaign. During the coming week, placards bearing the simple slogan of the movement, will be placed in every factory, at places where the workmen cannot fail to see them.

The real estate market could hardly be at a more favorable stage for home investors now. Lots can be purchased cheaper than at any time in years, but increased prosperity in every line has reached the real estate business, and property values are again on the ascendancy. The largest business since the first of the year was transacted in Portland realty last week. The appeals being made at this time are said to be reaching the prospective home owners, and the movement to make Portland a city of home owners is believed to be well under way.

COUNTY COURT NEWS

Multnomah County Farm during April produced milk and butter to the total value of $355.28. In addition vegetables and supplies were furnished to the county hospital, detention home, jail and seed potatoes distributed to a total value of $1994.13. Disbursements were $822.44.

General Compson Post, G. A. R., has asked for $50 from the county with which to observe Memorial Day. The post is located in St. Johns and desires to continue its custom of observing the day there locally notwithstanding it is a part of Portland now.

Mrs. P. P. Ball has asked the county commissioners to take "just a look at the corner of East Sixty-seventh street and Fifty-fifth avenue, Southeast, to be convinced that something needs to be done to drain the roads at that intersection." She says a house on that corner is uninhabitable because of overflow from the roads. Roadmaster Yeon will take the look.

Josephine R. Sharp and others of the Woman's Civic Welfare league suggests that the public buildings and schoolhouses be used to store and preserve food, and that instructions and cannery operations be conducted for classes of children and others in the preservation of the food that will be raised in the city lot gardens.

The Peninsular Industrial company and others have petitioned for a new road to be established near Bridgeton. R. C. Bonser, county surveyor; C. H. Knowles, deputy roadmaster, and Dorr L. Keasey will constitute a board of viewers and report.

The following owners of cows slaughtered because of tuberculosis were reimbursed at the rate of $25 a cow: T. J. Lindley, 507 East Polk street, St. Johns, $25; John Yaun, Troutdale, $525; Charles Lehmann, Hillsdale, $450.

Baby, 7 Months Old, Is in Need of Home

Request has been made of The Journal to seek through its columns a home for a 7-months-old boy, whose parents are said to have ceased to provide for it. The child, said to be an engaging little lad of sunny disposition, is now dependent on an indigent family, whose resources are said to be insufficient for its proper care. The boy scored 98½ in a recent City Hall test. The child's mother is Norwegian and the father French. Inquiries to The Journal will be directed to the party endeavoring to place the child.

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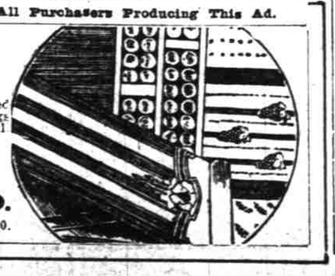

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