

FAVORS LAND LEASING STRONG VIEWS OF A PROMINENT CATTLE-GROWER.

F. C. Lusk, President of the National Association, Visits Portland—Why He Favors Leasing.

F. C. Lusk, of Chico, Cal., president of the American Cattle-Growers Association, is at Portland. Although a resident of California, Mr. Lusk's principal business interests are in this state. He is general manager of the French-Glenn Livestock Company, in Harney County. In conversation yesterday, Mr. Lusk said: "I am in this state for the purpose of all in Harney County, in this state, I would like the opportunity to give to the readers of The Oregonian an account of the public range in the arid lands of this state and the reasons for leasing it. It is an association of individuals and of state and county associations. In its deliberations the owner of a small band of cattle has the same vote as the owner of 2,000. It started with a large membership, and is now receiving practically daily accessions. It now includes practically all of the representative cattle-growers west of the Missouri, and hosts of small growers. The membership and attendance at its sessions are increasing daily. Its convention at Denver last March by a nearly unanimous vote passed a strong resolution in favor of leasing the public range lands, and a committee was appointed to draw a bill to be presented on behalf of the association in both houses of the next Congress. The bill is now in process of construction, and will be given to the public as soon as possible."

Fevers Land-Leasing.

Mr. Lusk is a strong advocate of land-leasing, and is known to be such, was elected president of the association. In response to questions as to the condition of public opinion on the proposed measure, the reasons in favor of the law and the probable features of the proposed bill, he said: "Public opinion is largely formed by those directly interested. In the convention at Fort Worth, in January, 1900, of the National Livestock Association, a body composed of all the representative owners of stock, sheep, predominating, a resolution favoring land-leasing was passed. A bill providing for it was introduced in Congress that winter, and the subject at once became the leading one of the session. Public opinion in the arid land states mostly affected appeared adverse. This was caused by the owners of the innumerable bands of migratory sheep, who naturally opposed it. They are the cattlemen, who, not understanding the proposed measure, feared that they would be frozen out by large cattle or sheepmen monopolizing the leases. But in the next year and a half, they have learned so rapidly on the ranges, and the facts became known, that public opinion has changed with great rapidity on the subject. In Colorado, for instance, the change is almost absolute. The cause of this change will be perceived by the answers to the questions you ask as to the reasons for the law, and a general knowledge of its proposed features."

"Drawing of cattle on the ranges of the arid states is the pioneer industry, commenced and brought to a high state of perfection many years before sheep were there at all. Most of the older cattlemen fought the Indians, and the sheep plant. The company I represent in Harney County, in this state, lost all of its buildings, much of its stock and the lives of some of its employees in the Indian outbreak in 1881. Thereafter, the migratory cattlemen, who are the owners of the business, have been driven to the business of leasing. They must have a fixed habitation, a ranch, a land plant, with fences, buildings, hay fields and means to protect the stock from the winter. These have been the growth of 20 years or more, and vary all the way from the ranch worth \$5000 up to the investment of \$1,000,000 on every dollar of which all their capital is invested. They are paid to the local county. They now find everywhere that countless migratory bands of sheep, a majority in the hands of Basques and Portuguese, who are not citizens of the state, are grazing on the public range, and have no ranch or landed headquarters anywhere, swarm all over their ranges, up to their fence lines, and not only drive and run their cattle out, but also attempt to keep them on all time the feed on the range."

BISHOP SCOTT COMMENCEMENT

Eight Graduates Will Receive Diplomas Today. The commencement exercises of Bishop Scott Academy will take place at 11 o'clock this morning in the chapel of the Academy. These eight graduates will receive diplomas: Harvey Houston, of Missouri, Mont.; Thomas W. Ross, of Astoria; William McCully, of Joseph; Harold W. Roy and Ralph S. Hahn, of Portland; Dafe H. Sheek, of Huntington; Percy A. Cupper, of Monmouth; and Henry E. Westbrook, of Smith River, Cal. Bishop B. Wistar Morris, as rector of the Academy, will present the diplomas to the graduates, and Dr. Hill will read his address on the report of the Board of Wood, of Sellwood, one of the early pupils under Dr. Hill's administration, will address the graduating class. The commencement exercises took place last night at Parson's Hall, and was largely attended. The dance card contained 15 numbers, with two extras.

Much Bloodshed Now.

"Another reason of great importance for such a law is that the ranges are now open battle-fields between sheep and cattlemen, and that between sheepmen themselves. In the winter last year the homicides were numerous. There have been many this year, three in one fight a short time ago. One here can have no idea of the intensity of this feeling on the ranges of Wyoming, Colorado, Utah, New Mexico and other states. In many localities small cattlemen see their homes and ranches of 20 years' standing invaded by the vast hordes of migratory sheep, and they have organized and established good fences, and are guarding them today with rifles; but the sheepmen come to the edge, hesitate perhaps a time, and then say: 'We have the legal right to cross out sheep here, and we will do it, and we must cross.' And they do. Then comes bloodshed, homicide and the law openly violated. Each side shoots as well as the other. It is obvious this cannot go on in a civilized country, and nothing can stop it but a lease-hold law. "But the controlling reason for the passage of this law is that the range, with its capacity to furnish meat food for the country, is being rapidly destroyed. This destruction has advanced during the past

OVER TWENTY MILLIONS

PORTLAND NEAR HEAD OF LIST AS A WHEAT EXPORTER.

Ship Incharge Rock Coming From Antwerp—H. Hackfeld and Alsterschwan Secure Their Crews.

There are but four ports in the United States that have shipped more wheat during the first 10 months of the cereal year than Portland. Portland is in ninth place. Portland has shipped nearly one-ninth of all of the wheat that has been exported from the United States for the cereal year July 1, 1900, to June 1, 1901. These statements are from the figures presented by the Government Bureau of Statistics in its monthly summary, which has just been issued.

The total shipments for the first 10 months of the cereal year was as follows: Eleven months ending May 31—

Table with 2 columns: Port, 1900, 1901. Rows include New York, New Orleans, Baltimore, Philadelphia, San Francisco, Portland, etc.

DOWN WITH THE SHIP.

Hope for the Crew of the John McDonald is Abandoned.

All hope for the safety of the crew of the American ship John McDonald has been abandoned, and it is now believed that all hands went down with the ship. On the confirmation of the report that the vessel had been abandoned, it was thought that some of the outward bound ships from this Coast might have picked up the crew and taken them to some port. The ships which were on the Coast at that time have reported out, nothing further can be expected from that source. The John McDonald was in command of Captain Seymour Watts, a couple of days from Seattle for Portland. She was en route from Baltimore to San Francisco, with a cargo of coal, and her loss is attributed to spontaneous combustion of the cargo.

DELAY WAS SHORT.

H. Hackfeld and Alsterschwan Secure Crews With Little Difficulty. The German bark H. Hackfeld, the last of the trios in port to finish loading, was cleared yesterday by Kerr, Gift & Co., for Vancouver or Fairbank, for \$367 down to \$340, at which figure the contract was let after the plans had been revised to let the lowest bid within the architect's estimate. The bid for the structure was \$340,000. The Hackfeld is a case where the last was first, for both the Alsterschwan and the Nivelle finished ahead of her, but have not yet cleared. The Hackfeld needed but three men, and as it was comparatively easy to secure that number, she was hustled on ahead of the other two. The Alsterschwan secured her crew last evening, and the two ships were delayed but a short time, compared with some of the vessels that have been hung up in San Francisco. The crew of the Alsterschwan is well liked by his sailors, and a ship with a good reputation experiences less difficulty in securing men.

PLAGUE-STRIKEN SHIP.

Crew Sick With Scoury and Scorpions Swarmed the Deck. NEW YORK, June 18.—A dispatch from Philadelphia to the Times says that the trans-Atlantic steamship Crown Point, from Philadelphia to London, fell in with the German bark Planet, the decks of which were swarming with scorpions, the captain and crew of which were sick with scoury, the first officer dead and the second officer too ill to take any part in the navigation of the vessel. This was May 14, in latitude 40° north and longitude 100° west. The Alsterschwan was in charge of the Crown Point, and worked her into Queenstown harbor May 20. The Crown Point was then in the Bay of Biscay, when the Planet was struck May 12 with scoury. He was unconscious when the Crown Point fell in with the bark. He did not regain consciousness, and died before the bark reached Queenstown. The second officer died May 26.

IS A BIG CARRIER.

British Bark Nivelle Carries 71 Per Cent Over Registered Tonnage. The British bark Nivelle, which cleared yesterday, carries one of the largest cargoes for her tonnage that has left here on a sailing vessel this season. She has aboard 287 long tons, on net register of 223 tons. Her carrying capacity is accordingly 71 per cent greater than her net tonnage. A few of the French ships which have loaded here carried slightly larger cargoes, but very few of the British have made a better showing than that of the Nivelle. On her present trip she has aboard 132 bushels more than she carried when she loaded here two years ago. While most of the steamers which left here this season have carried larger cargoes than that of the Nivelle, but two

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Brief Notes.

Professor Lang, assisted by Dr. H. L. Power, instituted a tent of Maccabees at Palmer on Saturday evening last, with 20 other members. Salmo: fishing has begun again on the Columbia between Rooster Rock and the Lower Cascade, the water having fallen sufficiently to allow the fishermen to use their nets. Shattuck Bros., of Gresham, have been appointed agents for this section by the Sellwood Sub-Board of Trade, to solicit subscriptions toward the purchase of the "Paw" for the use of the Lewis and Clark Centennial.

Special Rate Notice.

To Detroit and return, \$25; tickets on sale July 2 and 3, final limit August 1. Cincinnati and return, \$25; tickets on sale July 1, 2 and 3, final limit September 1. Shorter rates, mail route, No. 2 considerably, having been opened principally for its benefit.

MORE LOW RATES.

Portland to Cincinnati and return, \$25. Tickets on sale July 2 and 3, good for return until September 1; stop-overs en route. City ticket office, Third and Washington.

CANADIAN PACIFIC.

Special Rate Notice. To Detroit and return, \$25; tickets on sale July 2 and 3, final limit August 1. Cincinnati and return, \$25; tickets on sale July 1, 2 and 3, final limit September 1. Shorter rates, mail route, No. 2 considerably, having been opened principally for its benefit.

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