

Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 641.

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The suggestion of having the state convention settle the question of the next senatorial succession in Oregon is meeting with much favor in the country press. The importance of avoiding dissension and possible division at the polls in June and November, and the guaranty against a protracted and acrimonious contest in the legislature, to the detriment of public business and the discredit of the state, seems to be thoroughly appreciated.

How much better it would have been for the state of Oregon, including Portland more than any other section, had the money which a writer in yesterday's Oregonian shows to have been worse than wasted in the vain attempt to create a deep-water channel to Portland been expended for the improvement of the Astoria harbor. Oregon's commerce today would reverse the showing made in favor of Puget sound. There would have been no talk of the "inside" passage to Alaska, and the thousands of men and hundreds of thousands of tons of supplies and machinery to flow through the ports of the Sound to Cape Nome would go out of the much shorter and more natural route which lies through Oregon and the mouth of the Columbia river.

The Oregonian is the only really great newspaper in any section of the country that opposes the ship subsidy bill. In fact, there is no other paper of any class, so far as we can recall, except possibly the Tacoma News, that opposes the bill on the ground that it would not produce the practical benefits for which the bill is designed. Some Eastern and Southern democratic papers—none of first-class standing—oppose the bill on the old threadbare objection that it is paternal legislation, and aims at an unconstitutional disbursement of public money. The Oregonian, therefore, is unique in its fight against the bill because it would not, as it claims, avail anything in restoring the American merchant marine. Elsewhere the Astorian publishes this morning an article from the Philadelphia Times, one of the leading, if not by common consent the leading, democratic daily published in the entire country. This article supports the subsidy bill and advocates its pas-

sage, upon grounds that can hardly be disputed by the Oregonian or any other paper. In this connection, it may not be amiss to say, the Astorian has taken steps to correct the error formerly prevailing in Washington that the Oregonian voices the sentiment of the entire Northwest in its peculiar attacks on that measure.

Attention is called to the public address of the physicians of Astoria, published in another column, on the subject of the possible visitation on this coast of the bubonic plague which has raged for so long a time in India and in nearly all sections of Asia. Without creating undue alarm, the warning of these medical men is timely and should be heeded by Astoria people. It should be re-published in the papers of the interior and its suggestions acted on generally, regardless of distance or proximity to the seacoast. It is to be feared too little comprehension prevails among the people of the spread of this fearful disease and the liability—the probability, indeed—of its early appearance in this country. The fact is well known by the medical fraternity, and has been commented on for months past in leading medical journals that the present spread of this frightful disease is without parallel in all its extended history. Every capital in Europe is more or less alarmed at its approach and every sanitary precaution known to modern science is being invoked to prevent its foothold. The disease has traveled in a continuously increasing wave in all directions from its original source. It has appeared at Constantinople, in Italy, in Spain, and is now raging at the much talked of Delgoa bay, through which door it has been carried with the Boer supplies and reinforcements into the Transvaal. British army surgeons, in their private letters to friends at home, speak of the dangers to the British forces in South Africa from the almost certain infection of the plague as greater than those apprehended from Boer bullets and the natural climatic unwholesomeness of the military campaign. It is well known from our own newspaper accounts that it has prevailed for some time in the Philippine islands, and that it has appeared in the most virulent form in the Hawaiian group, the city of Honolulu having already spent \$100,000 in a vain attempt to stamp it out. The South American coast has also been attacked, and its ravages in the city of Rio Janeiro are described as something awful to witness. It can be seen from this brief account how pervasive the disease has already become and how much more so it is likely to be. There has so far been little comment in the general press on the imminent danger of its appearance here, but it is well known that the government marine hospital service is active and vigilant and well prepared for the first sign of its coming. With these precautions and the intelligent co-operation of local physicians, such as the profession in Astoria is already tendering, the danger of the plague can at least be reduced to a minimum, even if its outbreak cannot be altogether prevented.

THE SHIP SUBSIDY BILL. Philadelphia Times. The hour has come for congress to render possible an American merchant marine. We now have a good beginning toward a navy for its protection and are safe in taking the initial step for winning back our place upon the sea. Free ships are imperative until such time as our yards are able to build them at home. The first act of congress after the close of the Civil war should have been to recreate our merchant marine by allowing ships of all kinds to be bought wherever they could be had cheapest. What we needed imperatively were ships to take our foodstuffs, raw materials and manufactured goods abroad to market. Instead, we allowed the carrying trade to get into the hands of England, France and Germany, not making a single effort for nearly twenty years to do our own business. Nobody will deny that, with the growth of our internal prosperity, we would today be carrying most of our own freight abroad had the common-sense policy of free ships been promptly adopted. We would have at present a score of great ship yards, working night and day, where we now have less than half a dozen. But we couldn't build steamships ourselves and congress refused to let us buy them. So we did without ships, much to the grief of our commercial rivals. The political conditions of this country have changed as the outcome of our war with Spain. Our commerce must follow the new policy of expansion. We must act at once. It is too

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Funds held by the Mutual Insurance Company for the payment of its policies, December 31, 1900, \$301,844,537.

Or, \$125,471,682 more than the combined capital of these famous banks. The new form of policy of the Mutual Life Insurance Company of New York, Richard A. McCurdy, President, provides: First—THE SECURITY OF \$301,844,537 of assets. Second—PROFITABLE INVESTMENT. Third—LIBERAL LOANS TO BE INSURED. Extended term insurance in case of lapse. Automatic paid-up insurance without exchange of policy. One month's grace in payment of premiums. For further information apply to SHERWOOD GILLESPIE, General Agent. WILLIAM S. POND, State Manager, Portland. B. VAN DUSEN, Resident Manager, Astoria, Ore.

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Office of C. Q. M., Vancouver Barracks, Wash., February 12, 1900: Sealed proposals, in triplicate, will be received here until 11 o'clock, a. m., March 12, 1900, and then opened, for furnishing fuel at the several military posts in this department for fiscal year commencing July 1st, 1900. Information furnished here or by quartermasters at posts. U. S. reserves right to reject or accept any or all proposals or any part thereof. Envelopes containing proposals should be marked: "Proposals for Fuel at—" and addressed to undersigned, J. W. JACOBS, C. Q. M.

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