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HOSPITAL CARS.

The Call has often suggested that means be sought to isolate other passengers from consumptives who travel to seek relief by change of climate. The enormous increase of this disease in the east, following the annual winter epidemic of grip and pneumonia in that region, has caused a corresponding increase in the number of victims who seek relief on the hot deserts of New Mexico, Arizona and Southern California. As it seems to be settled that the disease is spread by infection, the dried sputum in Pullman cars presents a real danger that makes travel in them unpleasant to a great many healthy people.

Human sympathy is never withheld from consumptives, but this only adds to the tension and discomfort of traveling in the same cars with them, says the San Francisco Call. To meet the growing difficulty the Santa Fe is having constructed proper and well equipped hospital cars, in which consumptive travelers will enjoy all that is had in first-class Pullmans, and also find such other facilities and comforts as their condition requires. These cars will run to such points in New Mexico, Arizona and Southern California as are the objective of these unfortunate travelers.

The statistics show that on the hot and dry deserts consumption is greatly mitigated, and when the patient has the resolution to adhere to the proper use of the desert air and sunshine it is wholly cured. It is gratifying that in our country there are these desert regions, otherwise not useful to man, in which this dreadful disease may be cured. All over the faces of the victims are turned to the desert, where lies their hope of life. But mingling with other travelers in transit is also becoming a reason for the restraint of healthy tourists to travel to Pacific coast points, which are now more sought than the French and Italian rivers for rest and recreation in a clement climate during the winter months. As those who come here in health to escape the winter diseases of the east which lead to consumption in a manner insure themselves against an attack, it is plain that California climate is useful in restricting the disease. If, however, great risk of infection is incurred en route, this travel will not come.

There may be an initial difficulty in restricting consumptive travel to the new cars. In this much assistance can be given by the medical profession in the east.

Physicians will see the obvious advantage of such cars for their patients who are seeking relief by change of location. It is probable that the Santa Fe and other roads which adopt the system will find it advantageous to supply a physician also to attend to patients en route, and finally it will doubtless be found that the patients themselves will prefer the isolation and advantages of the new system.

California will give the Santa Fe great credit for inaugurating this system, since we need the removal of every possible impediment in the way of travel to our state. A policy that serves suffering humanity protects the healthy from infection and promotes our material welfare by removing an objection to travel is most enterprising and praiseworthy, and its success will be promoted by every encouragement our people can render.

TWO NEW STATES.

The house committee on territories has decided to report a bill, shortly, admitting Indian Territory and Oklahoma into the union as one state under the name of Oklahoma and, a little later, to report another bill creating a state out of the remaining territories of Arizona and New Mexico to be called Arizona. By this plan the new state of Oklahoma would be entitled to four representatives in congress, and the new state of Arizona to two—each, of course, having the usual representation in the upper branch of congress.

Probably this is a good solution of the muddle that has arisen over the admission of these territories to statehood as can be devised. Under this arrangement the indications are that Oklahoma, at the outset, would be democratic, with two democratic senators and at least three—and, possibly four democratic representatives; while Arizona would be

republican, with two republican senators and two republican representatives. So far as party advantages in congress is concerned, therefore, there would be practically no change in the present situation in that body for, at the worst from a republican viewpoint, there would be a net gain of merely two democratic representatives.

It is only a question of a very short time, it is to be remembered, when congress would be compelled, as a case of simple justice, to confer on the people of these territories the rights and privileges of statehood. Both of the proposed states are amply qualified, in the matter of population for admission to the union. The new state of Oklahoma will have a population, even exclusive of Indians, of about 800,000—a population far greater than that of any of the original thirteen states at the time the present union was formed, and far greater than that of any of the other states when they were endowed with statehood; while the new state of Arizona will have a population of nearly 320,000—a population much greater than possessed by most of the states at the time that they were admitted to the union.

What is more to the point, the ratio of illiteracy in both of the proposed states is extremely low. Their advancement in influence and wealth has been marvelous. In 1900 the proposed state of Oklahoma contained over 160,000 separate dwellings, and the proposed state of Arizona nearly 75,000, the great majority of which in both territories are owned by the occupants.

The only difficulty is that a strong feeling seems to exist in Arizona and New Mexico against joint statehood, and there is cause to fear that the people in both territories will vote down any state constitution submitted to them that is based on this ground.

The French government is setting an excellent example of neutrality in its treatment of the Russian ship at Djibuti. It gave them shelter and supplies, according to law, and then signified to them that they must not overstay the legal limit. The result was that some of them left the port and have returned toward Cronstadt, regarding it as a hopeless undertaking to go on to the east. Some of them have, however, remained at Djibuti, and the authorities have properly ordered them to be dismantled and laid up in storage until the war shall end. The same course seems to be properly prescribed for the Russian ship at Shanghai. But the Chinese Government is not as strong as the French to enforce the neutrality rules, and the Russians seem to be taking some advantage of its weakness. The fact is, the Chinese are in an awkward plight. If they let the Mandjur remain without being dismantled, the Japanese will charge them with violation of neutrality, and may indulge in some reprisals or exact some indemnity. On the other hand, if the Chinese force the Mandjur to leave port, and thus get captured, or if they compel the dismantling of it, Russia may on that account claim a grievance against them and violate Chinese neutrality in return.

Property owners should bear in mind that delay on their part in answering the letters of the committee of ten will merely make matter smore difficult for fellow-Astorians who have gratuitously undertaken a proposal for the betterment of the entire city. The cause of Astoria is a common one so far as her citizens are concerned. No one is any more interested than his neighbor. The committee is made up of Astorians who are merely actuated by a desire to advance Astoria's interests. They are not working for themselves particularly, but for the city in which they live. They should be encouraged in every way possible, and their work should be made easy for them. They are going to appeal to the reason of the property owners, who are expected in return to employ reason in their dealings with the committee. A liberal display of reason will build the sea wall.

Such heroism as that displayed Sunday by Captain Reed, of the bar tug Wallula, is rarely exhibited. When the tug crossed the bar Sunday morning it seemed almost certain death for the men aboard. But they were determined upon the rescue of the 17 souls aboard the disabled steamer Grace Dollar, and all thought of personal safety was banished from their minds. The man who knowingly braves death to assist another is truly a hero, for whose gallantry there should be fitting recognition.

That the lumber industry is being properly developed is evident from the fact that water shipments from the Columbia for February exceeded 16,000,000 feet. For a short, wintry month this showing is an excellent one.

Any nation which wages the war of progress is entitled to the sympathy of the English speaking people of the globe. This is the reason our government has assumed a pro-Japanese attitude.

Manchuria contains about 364,00 square miles, or nearly seven times as large as New York.

The Population of Japan is twelve times as dense as that of the United States.

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LEAVE	PORTLAND	ARRIVE
8:00 a m	Portland Union De-	11:10 a m
7:00 p m	pot for Astoria and	9:40 p m
	Way Points	

ASTORIA

7:45 a m	For Portland and	11:30 a m
6:10 p m	Way Points	10:30 p m

SEASIDE DIVISION

8:15 a m	Astoria for War-	7:40 a m
11:35 a m	ton, Flavel Fort	4:00 p m
5:50 p m	Stevens, Hammond	*10:45 a m
	and Seaside	

6:15 a m	Seaside for War-	12:50 p m
*9:30 a m	renton, Flavel,	7:20 p m
2:30 p m	Hammond, Fort	*9:25 a m
	Stevens & Astoria	

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