

MEDFORD MAIL TRIBUNE

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HIGHEST PRICES IN BRITISH MARKETS FOR EARLY PEARS

W. Dennis & Sons' write under date of London, September 12 as follows:

In accordance with our expectations, prices for pears have advanced considerably during the week. In fact, we have had the best week of the season so far. On Wednesday last a fine parcel of western New York state Bartletts was sold at from 45s to 47s per barrel. The fruit was in splendid condition, of good size, hard and green, packed in large barrels. This sale, however, was eclipsed today when we sold one of the finest parcels of Canadian Bartletts we have ever seen on this market. The parcel consisted of 125 barrels of No. 1 stock and 14 barrels of No. 2. The fruit was of splendid appearance and in as perfect condition as is possible to get fruit here. The No. 1's made 50s and the 2's 45s, which figures we believe constitute a record. With regard to the Hudson River Bartletts, a good proportion were unfortunately on the ripe side and realized anywhere from 19s to 25s—excellent prices in view of the condition of the fruit. Parcels of green, hard fruit from the Hudson river realized all the way from 26s to 38s, according to size and appearance. Other varieties of pears also showed substantial increases in prices, as the following quotations will show: Beurre Rose, 25s to 34s; Anjou, 22s to 27s; Seckle, 23s to 25s; Vermont Beauty, 25s to 26s; Clairgeau, 26s to 28s; Swan Or., 24s to 25s.

California half boxes of Beurre Hardys have made from 16s to 11s and Clairgeau from 6s 6d to 7s 9d. California boxes of Magnum Bonum plums realized 8s. There have been no American apples on the London market to speak of.

Liverpool—Here also prices have considerably advanced, although the quantity of pears on the market has only been moderate. One parcel of fine western New York state Bartletts realized from 38s 6d to 40s, or about 7s to 8s per barrel behind London on the same mark. There have been a few western state Bartletts sold today at 33s, but we are informed that these were in rather forward condition. Bartletts from Hudson river ranged from 23s to 24s, all in ripe condition. Other varieties have realized as follows: Anjou, 26s to 29s; Clairgeau, 29s; Vicers, 26s 6d; Bose, 26s; Howell, 26s 6d; Sheldons, 26s.

The following prices have been realized for apples: Greenings, 16s 6d; Fall Pippins, 15s to 15s 6d; Ribston, 16s 3d to 17s 9d; Kings, 29s; Twenty-Ounce, 17s 6d; Gravenstein, 16s 3d; Hubbardston, 17s 6d; Calverts, 15s 6d.

Quebec—We have not heard of any barrel pears on this market. California half boxes of Beurre Hardys have made 10s and Duchesse 8s 6d to 9s. Our friends report a much stronger demand for apples, the following prices being realized: Maiden Blush, 18s to 20s; Wealthies, 16s to 21s; Gravenstein, 18s to 20s; Greenings, 17s to 19s; Fall Pippins, 17s to 18s 6d; Twenty-Ounce Pippins, 17s to 19s; Shakes about 1s 3d to 2s, less per barrel.

MINISTERIAL SOCIOLOGY CLASSES BEGIN TODAY

Prof. F. G. Young, professor of sociology in the university will meet today, September 27th, at 10.30 a. m. in the Christian church, the ministers of the city, and men and women of any callings in life who wish to take university extension work. The major study will be sociology. This will be enriched by social psychology and social biology. Lectures every two weeks. School courses during the winter on interesting subjects continuing for a week or two. Credits will be given for work done looking to degrees. Cost will be about \$10 for each person for the year. All please come today who will join the class.

SAFEGUARDING THE CITY

THE apparent intention of the Bullis family to spoil our finest street by laying railroad rails for a trolley line instead of grooved rails they would be compelled to lay in any city in the land, calls attention to the attitude of the city council and to the franchise granted by this council under which the Bullis' are operating.

Medford is without a mayor and some of the councilmen are on record as asserting that they need no advice, will not listen to petitions and that the council is fully competent to govern the city.

At the risk of committing the crime of lese majesty, we ask, Why does not the council protest the use of T rails on Main street?

Every possible legitimate encouragement should be given Mr. Bullis in his enterprise, but this should not include the right to ruin Main street by the wrong style of rail.

The council is the paid representative of the city, paid to look after Medford's welfare and safeguard the people's interests. Let us see how they protected the city in the Bullis franchise.

The franchise granted to Minney by the former administration last January read:

Section 1. That there be and hereby is granted to M. T. Minney, his heirs and assigns, SUBJECT TO REGULATION BY THE CITY, the franchise right, etc.

When the franchise was transferred to Bullis by the present council this section was changed to read:

Section 1. That there be and hereby is granted to Spencer R. Bullis, his heirs and assigns, the franchise, right, etc.

The words SUBJECT TO REGULATION BY THE CITY have been carefully eliminated wherever they occurred in the franchise. The council thereby gave Bullis carte blanche to do as he pleased and removed all right of restriction or control by the city.

Was this safeguarding the people's interest? The Minney franchise especially protected the city against a possible trolley monopoly and left the way open for a competing line, should such line desire to enter, by the following clause:

It is understood and agreed, however, that the said M. T. Minney, his heirs and assigns, shall not have the right to designate on said map or to build, construct or operate said street railway or railways upon both Jackson street and Main street in said city, but shall have the right to select, for said purpose only, one of said streets. Nor shall the said M. T. Minney, his heirs or assigns, designate on said map or construct, maintain or operate said street railway line or lines upon both Central avenue and Riverside avenue in said city, but shall have the right to select and designate one only of said streets for said purpose.

Under this franchise, if the Oregon Electric or other lines desired entrance to the city, the door was left open, north and south, east and west.

This protective feature was eliminated by the council in executive session when they cut out this paragraph and substituted the following:

Provided always, however, that first a written demand for the construction and operation of a line of railway upon such street be given to the said Spencer S. Bullis, his heirs or assigns, operating under this franchise; that within ninety days after the receipt of such demand the said Spencer S. Bullis, his heirs or assigns operating under this franchise, shall file with the city clerk of the city of Medford a declaration of acceptance or rejection of such demand; that in the event of acceptance by said operating company, the right of said Spencer S. Bullis, his heirs or assigns operating company to construct and operate a line of railway in such street or alley shall be first and paramount, upon condition that construction thereon by the said operating company be commenced within thirty days from the date thereof, and be proceeded within all reasonable speed.

Thus Mr. Bullis can head off any competing line and is given a monopoly of the city's streets.

Was this safeguarding the people's interests? Section 4 of the Minney franchise provided that the trolley builders "shall improve and keep in repair that portion of each street so occupied, lying between a point twenty inches beyond the outside rail of said track."

This has been changed in the Bullis franchise to read, "one foot beyond the outside rail," instead of twenty inches, and the clause has been added exempting the trolley operators from cleaning and sprinkling the tracks.

Was this safeguarding the people's interest? Section 6 of the Minney franchise provided:

Said city shall have the right to require said M. T. Minney, his heirs or assigns, to furnish a good and sufficient bond in such amount as said city shall deem proper, with good and sufficient security to be approved by the city council of said city, to secure the proper restoration and repair of any street in said city before the said M. T. Minney, his heirs and assigns, shall have the right to excavate on any of said streets.

This clause has been eliminated in the Bullis franchise, and Mr. Bullis can tear streets up at will, without restriction and without being forced to give protection to the city.

Was this elimination safeguarding the people's interests?

Section 11 is amended so as to permit operation to lapse for a period of four months before the franchise is void. This permits Mr. Bullis to suspend operation at his own will and the city is powerless to obtain redress.

Was this safeguarding the people's interests?

There are other minor changes, such as taking away from the city council power to fix compensation for the use of Main street tracks by other trolley lines, but all changes made are in favor of Bullis and involve a loss of power by the city.

It may be said, What is the use of protest, now the damage has been done? Of course there is no use—it is our own fault—we left it to the council, paid to safeguard the city's interest. But it shows how faithfully and efficiently the council protects the city's interest and safeguards the taxpayers' welfare.

The council has signed away the city's rights for a mess of T rails.

Leprosy in the United States

Leprosy exists in many states and in all of our island possessions. The control of the disease is a problem of national importance, in the opinion of Surgeon-General Rupert Blue of the United States public health service. In a recent issue of the Journal of the American Medical Association, Dr. Blue discusses in detail its existence and the possibility of its control. This disease, which has afflicted mankind since the beginning of his-

years ago than at the present time, in Louisiana, where no record is found of leprosy 140 years ago, the number of leprosy beggars on the streets of New Orleans in 1786 was so great that the city authorities had to isolate them in an institution outside of the city. On account of the lack of records of death and disease in many of our states the extent of leprosy in the United States cannot be accurately estimated.

A report made by the United States marine hospital service some years ago showed 278 cases in the United States. In 1900 reports were obtained of 139 cases in thirteen of the states, 764 in Hawaii, 17 in Porto Rico and 2330 in the Philippine Islands. In 1912 146 cases were reported in the United States, 696 in Hawaii, 28 cases in Porto Rico, and 2754 in the Philippines, making a total of 3624 officially reported cases in the United States and its possessions.

On account of the loathsome character of the disease, the helplessness of those afflicted with it and the public dread regarding it, leprosy has been the subject of consideration by the federal government for many years. In 1889 a regulation was issued forbidding the entry of any vessel to any port of the United States without a certificate from the proper official showing that no case of leprosy was to be found on board. Leprosy apprehended and detained at quarantine were deported to the foreign country from which they came. This regulation is practically in force at the present time.

The immigration laws also forbid the landing of lepers, so that there is ample authority for the exclusion from this country of those afflicted with the disease, although on account of its long period of development the possibility of the entry of occasional cases must be recognized. The immigration laws provide that any alien afflicted with leprosy may be deported at any time within three years after his arrival. The federal government is thus able, by deportation, to relieve the state of the burden of the care of those who may have been overlooked at the time of their entrance into this country.

In 1891 the surgeon-general of the public health service recommended the establishment of a national leprosy hospital by the federal government. The need of such an institution still exists. Federal, state and municipal health authorities have for years urged the establishment of a national leprosy home. In the meantime the public health service is studying leprosy in the hope of devising methods of prevention and cure, so that this serious problem may be properly solved.

BABY QUARTET AT PAGE THEATER TONIGHT

Armstrong's Baby Quartet, composed of four cute and clever little girls have been engaged to appear at the Page theatre Saturday and Sunday evening. They have just closed an engagement at Grants Pass and are to play a return date there next week.

These little people come highly recommended as being very pleasant entertainers.

Mrs. Guy Childers—nee Letta Nickerson, and Mrs. Hattie Tickner, will appear on the bill in duets and solos. Mrs. Childers' normal school friends will no doubt recall having heard her sweet soprano voice during their school days at Ashland.

Messrs. Howell and Root will accompany all of the musical numbers. On account of the extra expense of the quartet, the lower floor seats will be 15 cents, balcony 10.

"Evil Power" at Star

The Star Theater has for today an exceptionally strong and fascinating story entitled "The Evil Power," with Miss Margarita Fisher and Robert Leonard in the leading roles. The plot of the story portrays an Armenian doctor who practices hypnotism to gain evil ends, but by a misuse of his occult power, brings tragic retribution and pays the penalty to his dupes.

The other photoplays on the bill include the Animated Weekly showing the latest news in pictures and "The Statue" and "In Laughland" two clever and laughable comedies. The program closes with Hamilton and Dene, in vaudeville, presenting their comedy act, entitled "Down on the Farm."

An entire change tomorrow with Eddie Bros., a classy black-face team in a big comedy act.

Rachel Crothers has written a play called "The Rising Generation," which Joseph Brooks, in conjunction with Klaw & Erlanger, will produce, with Mabel and Edith Tallafiero in the leading parts.

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