







# THE ENTERPRISE.

PUBLISHED EVERY SATURDAY BY  
E. E. CUNNINGHAM, Editor and Prop.

Entered at the Postoffice at Baden, Cal., as second class matter, December 19th, 1895.

SUBSCRIPTION RATES.  
One Year, in advance, \$2.00  
Six Months, " 1.25  
Three Months, " .65

Advertising rates furnished on application.

OFFICE—Postoffice Building, Cor. Grand and Linden Avenues,  
SOUTH SAN FRANCISCO, CAL.

SATURDAY, FEBRUARY 29, 1896.

## WAGON TRANSPORTATION.

The business of moving the products and commodities of the country from the place of production to that of consumption is a gigantic one, and, in extending and facilitating this vast work, a multitude of modern appliances have been brought into man's service; steam has been made to supplement the winds upon the waters, and electricity to aid steam upon land.

Science and skill have combined to find the best means for extending, facilitating and cheapening this work of transportation.

The achievements in this line of the world's progress have been wonderful.

Nothing seems to have been overlooked or neglected when improvement was possible, save and except the common wagon roads of the country—the starting point and basis of all this business—which, strange to say, have been virtually ignored.

While upon the sea iron and steel have supplied the place of wood in building the great carriers of commerce, and on land the iron rail has given way to steel to obtain a smoother and more durable road bed, the common roads of the country over which all freight must first pass to reach sail or water, remain the same crude concerns they were a hundred years ago.

Could the importance of good wagon roads be fully realized and clearly understood, their improvement would not be long delayed.

This desirable end can be best accomplished by placing before the people plain facts and figures from reliable sources. The last report of the Department of Agriculture gives some very interesting and instructive data upon this subject. Reports to the Department from 1200 counties show the average haul from farm to market or shipping point to be 12 miles, the average load for 2 horses, 2000 pounds, and the average cost per ton per mile 25 cents.

On the basis of these figures, it is estimated that the cost to the people of the country is \$946,414,665 per annum, or about \$13 for every man, woman and child in the United States, and, in consequence of bad roads, it is estimated that more than one-half this vast sum is wasted, or, in other words, with good roads, more than \$500,000,000 would be saved annually on transportation to the people of the United States. At the meeting of the Good Roads Convention, in San Francisco on Tuesday next, doubtless much reliable and instructive information will be presented, and it behooves all friends and advocates of good roads to be present.

Isn't it a good idea to call "time" on the discussion between Father Yorke and his controversialist? The subject is getting worn down to a marvelous thinness, and both sides believe the same as they did before.—Palo Alto Times.

You're mistaken, Brother Kemp, it isn't a "mill" and you can't stop it that way.

The matter appears to be in the "Committee of the Whole," where you can't even move the previous question.

Besides, the San Francisco "Examiner" says the discussion has set both sides to veiling with one another in manifestations of patriotism and cites the increased interest shown last week, on Washington's Birthday, as proof of the fact.

If the "Examiner" is correct, we say let the controversy continue and the contestants will be in condition to celebrate the Fourth of July in a Christian and patriotic manner.

Governor Budd made some very sound suggestions in his recent address before the members of the Iroquois Club of San Francisco.

His proposition to reduce the number of State institutions and State boards should be adopted.

Had all the State institutions of California been located as near to the State capital as was feasible and practicable, as in Nebraska and other States, their numbers would never have been multiplied as they have, and the State Treasury would not be besieged as it is at

each meeting of the Legislature by hordes of hungry local patriots, each gang longing and looking for an ample appropriation, as a matter of justice to the people of "our county."

There is no possible improvement which, at so slight a cost, can be made to yield to the individual farmer such large returns of personal profit as are shown to accrue from reliably good roads between the farm and the market.—Times-Gazette, Redwood City.

"As true as preaching," Brother O'Keefe, and you may add, there is no question upon which the farmers and taxpayers need to be so thoroughly and effectively stirred up, as upon that of the improvement of the public highways: and, we will remark, that the "Times-Gazette" can do it for this county, if it will undertake the good work.

## THE CITIZENS' ENTERTAINMENT AND BALL.

The Citizens' entertainment and ball last Friday evening was everything that its name implied. It was an entertainment of the citizen, by the citizen and for the citizens of South San Francisco. It was a success in every sense of the word. Over one hundred and fifty citizens were present. The entertainment was of a high order. The ball was perfect in all its details and the net profit was very close to one hundred dollars. This money will be used to purchase a fire alarm bell and other fire equipments.

## A GOOD INVESTMENT.

Money paid for building good roads is money well invested. It pays in the saving of the wear and tear upon beasts as well as vehicles. It pays in the reduced cost of local transportation. It pays in the enhanced value of all real estate. It pays a dividend of more than 100 per cent in comfort and pleasure to the people. It is not like money paid for imported goods and luxuries—it does not leave the country—it is paid for home material and home labor and remains and circulates at home.

## THE GOOD ROADS CONVENTION.

On Tuesday next a Good Roads Convention will be held in Odd Fellows' Hall, San Francisco.

At this meeting the members of the State Bureau of Highways will be present, and it is to be presumed will have interesting information to present regarding the roads which they have been visiting and inspecting in the various counties of the State. This county should be represented at the meeting.

The action of the Executive Committee of the Church Building Society, last Sunday, in deciding to hold the church building open for the use of any religious denomination who may wish to hold services in our town, will doubtless give general satisfaction and create a more general interest in the success of the church building project.

Since the San Francisco and San Mateo Electric Railway has been permitted to occupy the people's highway it would seem that there must be some way to oblige the company to run its cars to the end of its line, or to surrender such portion of the county road as the electric company has ceased to use.

The San Francisco Daily "Chronicle" of Monday last, has a half column editorial upon the good roads question. The big, as well as the little papers, are falling into line upon this live question.

## A Memory of St. Helena.

When Napoleon Bonaparte arrived at St. Helena, he was in a pretty bad humor. His valet had forgotten to put any cigarettes in his grip, there was no beer on the ship, and one of the midshipmen had put a lot of red pepper into his snuff. He hadn't slept well either, as the captain's pet rooster woke him up by crowing punctually at 3:30 o'clock every morning. As he stepped ashore he fell into the usual pose, one hand on the pit of his stomach and the other just below his kidneys.

Seeing his abstraction, the faithful Dr. O'Meara approached and said: "Well, sir, what do you think of the prospect?"

"From the looks of things," replied the great emperor, gazing thoughtfully at the huge masses of stone and the frowning cliffs, "from the looks of things, I imagine that we are going to have a pretty rocky time of it."—Florida Times-Union.

## The Declaration of War.

Gustavus Adolphus of Sweden was, it is said, the first to dispense with the regular declaration of war. Frederick the Great made no declaration of war before his invasion of Silesia, the act of aggression which brought on the seven years' war.

## Might Have Known.

Young Wife—Hubby, dear, do you love me better than your pipe?  
Young Husband—What a foolish question to ask, dear!  
Young Wife (sadly)—Yes. I might have known without asking.—Detroit Free Press.

## THE COLISEUM.

Rome's Vast Ellipse and the Many Changing Moods It Has Seen.

It seems strange that not until the middle of last century did it occur to any of the successors of Peter to rescue from the desecration of indifference a spot saturated, one may say without hyperbole, with the blood of the martyrs. Everybody knows that earthquake, fire and inundation competed with each other for its destruction. Guiscard's troopers stilled themselves there, and the Frangipani transformed it into a fortress. When less turbulent times supervened, it became by tacit consent the common quarry of the more powerful Roman houses. When for a time friendly enough with each other, they held tilt and tourney within it, and then mystery plays restored for a time its theatrical character. Sixtus V had a scheme for turning it into a woolen manufactory, and another prince of peace thought it would serve capably as a powder magazine. Meanwhile it remained a convenient market place for the sale of vegetables. But in 1750 an earnest Ligurian monk, Leonardo da Porto Maurizio, came to Rome, craved audience of Benedict XIV, and obtaining papal sanction for the new form of devotion known as the Via Crucis, induced the sovereign pontiff to consecrate the Coliseum to celebrate mass there and to erect a large wooden cross in the very center of the pagan arena.

Ever since the stations of the cross, commemorating the journey to Calvary, have encircled the vast ellipse, and the newcomers whose rising voices disturbed my reverie are wandering hither behind a tall, barefooted, bareheaded Franciscan friar, to make the dolorous pilgrimage. All the fine ladies of Rome are there, and, heedless of delicate floss and furbelow, they kneel on the unswept ground at every halt made by the rosary girdled monk and bow their heads in audible lamentation. Then, when the long, sad service is completed, he rebukes them for their transgressions and invites them to a holier life. That much I can make out from where I sit, in sympathetic contemplation of the scene, though no small part of his exhortation reaches me, but in fitful vowel sounds, musical, but somewhat vague in meaning. Before they have come to a close a blare of trumpets tells me that a body of French zouaves is coming along the Via San Gregorio, between the Palatine and Caelian hills, on their way back to barracks from the exercising ground that lies beyond the tomb of Caius Cestus and Shelley's burial place.

The insolence of alien drum,  
Vexing the bright blue air,  
To smite a people's anguish dumb  
Or speed a rash despair,  
That once had wrung  
That prophet tongue  
To challenge force and cheer the slave,  
Rolls unrebuked around his grave.

## A Dissolved Partnership.

One of the ablest and most brilliant lawyers at the York county (Me.) bar was John Holmes of Alfred, who was widely known for his wit and sarcasm. An opportunity was seldom lost by him of exhibiting his opponent in a ridiculous position. An instance of this kind occurred while a member of the senate of the United States, in the discussion on nullification, Mr. Tyler of Virginia, afterward president, alluded to a satirical remark of John Randolph, in which that gentleman had some time before designated certain active politicians as partners under the firm name of "James Madison, Felix Grundy, John Holmes and the devil," and asked Mr. Holmes, with the view of making a severe cut, what had become of that celebrated firm. Mr. Holmes immediately sprang to his feet and said, "Mr. President, I will tell the gentleman what has become of that firm; the first member is dead, and the second has gone into retirement, and the last has gone to the nullifiers and is now electioneering among the gentleman's constituents, and thus the partnership is legally dissolved."—Green Bag.

## Rule Regarding Restaurant Checks.

Said a man at Hashton's restaurant the other day to the ladylike, benignant and greatly aproned young woman who had waited on him efficiently, though somewhat tempestuously: "I see you have laid down my check on the table with the figures up. Generally you favor me by putting it face down, so that the great public is not admitted to the secret of my expenditure for my luncheon. Do you mind telling me why you vary your usual practice today?" "Oh, not at all," said the waitress. "It's this way; when the checks are under 50 cents, I turn 'em face down, but when they're over 50 cents I turn the figures up." "Oh, ho!" said the man. "You assume that when a man has spent half a dollar or more for his luncheon he likes to have as many people know it as possible?" The young lady smiled blandly and went off with some dishes. She unfolded no more of her philosophy, but no doubt she thinks she has "sized up" the weaknesses of the average patron of the great average restaurant with some tact, and very likely she has.—Boston Transcript.

He who recognizes no higher logic than that of the shilling may become a very rich man, and yet remain a very poor creature.—S. Smiles.

## THE COURT.

CHOICEST

Wines, Liquors & Cigars.

THOS. BENNERS, Prop.

Grand Avenue, Next to P. O.

# E. E. CUNNINGHAM,

# ... REAL ESTATE ...

—AND—

# INSURANCE

... LOCAL AGENT ...

FOR THE

## SOUTH SAN FRANCISCO LAND & IMPROV'T CO.

## HAMBURG-BREMEN AND

## PHOENIX of Hartford, Connecticut,

## FIRE INSURANCE COMPANIES.

## AGENT EQUITABLE LIFE ASSURANCE ASSOCIATION.

## House Broker.

## ... NOTARY PUBLIC.

## OFFICE AT POSTOFFICE,

## Corner . Grand . and . Linden . Avenues,

## SOUTH SAN FRANCISCO, CAL.







# TO MANUFACTURERS

Who desire a location combining every feature conducive to prosperity, sufficiently near to San Francisco to enjoy all the privileges of a site in the metropolis, and yet sufficiently remote to escape the heavy taxation and other burdens incident to the city.

Where a ship canal enables vessels to discharge their cargoes on the various wharves already completed for their accommodation.

Where large ferry boats enter the large ferry slip now in use, and land passengers, freight and whole trains of cars.

Where an independent railroad system gives ample switching privileges to every industry.

Where a private water-works plant, with water mains extending throughout the entire manufacturing district, supplies an abundance of pure artesian water at rates far below city prices.

Where some of the largest industries in the State are today located and in full operation.

Where hundreds of thousands of dollars have already been spent in perfecting the locality for manufacturing purposes.

Where the South San Francisco Land and Improvement Company own **THIRTY-FOUR HUNDRED** acres of land and **Seven Miles of Water Front** on the San Francisco Bay, and on the main line of the Southern Pacific Railroad.

Where, in fact, rail, wharf and other privileges are unexcelled for manufacturing purposes by any other locality on the coast.

If you desire such a location come and see what we have in South San Francisco, San Mateo County.

For further information call or address

**SOUTH SAN FRANCISCO LAND & IMPROVEMENT CO.**

202 SANSOME ST., SAN FRANCISCO, CAL.

# TO HOME-SEEKERS

The South San Francisco Land and Improvement Company, comprising many San Francisco, Chicago and New York capitalists, created in San Mateo county a new town site known as South San Francisco. This town site is situated on the main line of the Southern Pacific Railroad, and also on the Southern Pacific Bay Shore Railroad, soon to be finished; it is also at the terminus of the San Francisco and San Mateo Electric Railway.

South San Francisco was platted as a town just prior to the great financial panic of 1893 and 1894; during all that period of financial wreck and ruin, when almost every new enterprise and many old-established institutions were actually swept out of existence, she has held her own and is to-day a prosperous community with a population of nearly eight hundred people.

Upwards of \$2,000,000 in cash have been expended in laying the foundation of this new town. Most of the streets have been graded, curbed and sewered, miles of concrete sidewalk laid, trees planted along the main highways, and a water-works plant completed, giving an abundant supply of pure artesian water for every purpose. But the foundation laid in what is known as the manufacturing district of this town site constitutes above all others the most positive guarantee for the future of South San Francisco.

There is no stability nor permanency so absolute respecting real estate values, and the future growth of any community like that which is based upon industries giving employment to men. The facilities created by the founders of South San Francisco have already secured to her several large manufacturing enterprises, and will soon secure many more; this means not only an increase in population, but an enhancement in real estate values.

South San Francisco has passed the experimental stage, and is now an established town. Many of her lot owners who have properly improved their holdings are even to-day realizing from ten to twenty per cent net on their investments. How many communities as new as South San Francisco can make this boast?

An independent community in itself, with its own supporting elements, and at the same time close to the metropolis of California, and in the direction in which San Francisco must necessarily grow, already reached by some of the city's street car service, and certain to be on the line of any new railroad entering San Francisco, South San Francisco presents to-day opportunities for investment among the safest and best on the Pacific Coast.

Detail information cheerfully furnished. Address

**SOUTH SAN FRANCISCO LAND & IMPROVEMENT CO.**

202 SANSOME STREET.

SAN FRANCISCO, CAL.

## WESTERN MEAT COMPANY

### PORK PACKERS

—AND SLAUGHTERERS OF—

## BEEF, SHEEP AND CALVES

:::

—PACKERS OF THE—

## GOLDEN GATE —AND— MONARCH BRANDS

### HAMS, BACON, LARD AND CANNED MEATS.

:::

PACKING HOUSE AND STOCK YARDS LOCATED AT

SOUTH SAN FRANCISCO,

SAN MATEO COUNTY.

Consignments of Stock Solicited.

WESTERN MEAT COMPANY