

THE ENTERPRISE.

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

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SATURDAY, NOVEMBER 28, 1896.

AN IMPORTANT PROSPECTIVE INDUSTRY.

The sugar industry is no longer an experiment in California, as the great sugar factories of Chino and Watsonville and thousands of acres of sugar beets in the counties of San Bernardino and Santa Cruz testify.

Sugar production has become a California industry—an industry which plants the factory alongside the farm. The business is expanding and may be safely extended until the United States produces the \$100,000,000, of sugar now imported.

A committee of the California State Board of Trade has been investigating this subject and will report to the next meeting of the Board which occurs on the second Tuesday in December. The committee, after a careful investigation, is of the opinion that high-grade tobacco can be produced and manufactured with success and profit in this State.

The past week has been an unusually busy one at the stock yards and abattoirs of the Western Meat Company.

The California wheat crop of 1893, which amounted in value to a little less than \$20,000,000, was grown on 2,600,000 acres of land, while the entire tobacco crop of the United States for the same year, was produced upon 700,000 acres.

Here is a home market ready to absorb an annual product of \$16,000,000, with the markets of the world available for further expansion.

President Cleveland and Civil Service Reform. The civil service reform, inaugurated under the administration of President Grant, has moved steadily forward from its inception to the present time, until there are now 87,000 Government employees embraced in the classified list and under the protection of the civil service laws.

At the time of President Cleveland's second inauguration the classified list had grown to 43,000. To this number the President has already added some 44,000, making the present grand total of Government officials under the civil service system, 87,000.

It is understood that steps have been taken with the view of placing the fourth-class Postmasters under the protection of the civil service laws, leaving but very few places for the spoilsmen to use as political plunder.

FARM MORTGAGES AND FARMERS' CREDIT. For years farm mortgages have furnished a large portion of the stock in trade of a lot of calamity howlers and cheap political demagogues, who have pictured the farms of the West and South as plastered over with mortgages, held by the greedy and grasping gold bug capitalists of the East.

Under the mask of friendship and sympathy, these political croakers and cheats have depicted the honest farmer as a hopeless insolvent and helpless failure.

As a matter of fact there are fewer failures among farmers, and they owe less than any large business class in the country. The railroads that have gone into receivers' hands in the last three or four years, are mortgaged for twice as much as all the mortgages on all the farms in the United States.

The report of the Secretary of Agriculture, just issued, shows that seventy-two per cent of the farms in the United States occupied by their owners are absolutely free from mortgages or other incumbrances, and refutes the prevailing idea that the farms of the West and South are more heavily burdened with mortgages than those of the East and Northeast.

THE MARKET AND BUSINESS OF THE WEEK.

The use of bran mixed with molasses and poisoned with paris green is becoming very common to protect gardens from out worms, says the S. F. Chronicle. They seem to prefer this mixture to the plants, and it is unnecessary to say that, having once got a good taste of it, they never trouble plants any more.

One element of frost protection which was somewhat discussed last spring ought not to be forgotten, and that is air drainage. It must be remembered that the danger from frost is when the air is still, and hedges, windbreaks or any obstruction on the surface of the warm side of the orchard when that happens to be the low side, will cause the cold air to pile up there.

Those orchardists who are troubled with San Jose scale should soon make preparations for the first spraying with the lime, sulphur and salt mixture. The materials should be ready and the pump in order so as to apply the spray as soon as the leaves are well off the tree.

The Board of University Regents has decided to establish the Wilmerding School in San Francisco. Stockton and Berkeley were competitors.

BABY INCUBATORS IN FRANCE.

New Charity in Paris to Save the Lives of Delicate Infants. A small shop has been hired on the Boulevard Poissoniere to contain the hot air boxes in which prematurely born babies are kept.

One small candidate was waiting for his father to come and take him away. He was quite a fine infant, with a thick crop of dark hair, a truculent expression, and a talent for squalling that amounted to genius.

The tyrannical man may be obeyed by the members of his household, but he is seldom loved, even by his own wife. Unreasonable and exacting demands may wear out even that long-enduring thing—a woman's patience.

The Reins of Government.

Nothing in the world a woman thinks so lightly of as a man who isn't her master. She treats him as if he were dust under her feet; but if Mr. Jones would only assert himself, even now, and turn round upon her, you would see how she would admire him!

A Diminutive Watch.

In the year 1764 a handsome and curious present was made to George III, by Arnold, a celebrated London Watchmaker. It was a repeating timepiece set in a ring, and was about the size of an old-fashioned silver 3-cent piece.

Changed His Mind.

"I find, madam," said a young physician, "that your husband is suffering from overwork."

San Jose Scale.

On the Bishop. A good cricket story is told of the late bishop of Rochester. He was batting in a local cricket match when the bowler sent a ball very wide of the wicket.

So Cheap.

"Say, Tradeley, why does your floor-walker never watch the bargain counter?" "Because things are so cheap there that thieves prefer to buy and have the goods delivered."

WM. NEFF, Billiard AND Pool Room.

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Wagon will call at your door with choicest of all kinds of fresh and smoked meats.

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ALL KINDS OF BREAD AND FANCY CAKES ON HAND AND MADE TO ORDER. Proprietor of Buchman's Hotel.

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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

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