

REAL ESTATE

A MILLIONAIRE'S COUNSEL.

"My boy, if you want to safeguard yourself and make money, get your foot on a slice of the earth or a fragment of house property if you must pawn your clothes to do it." That was the advice of an Alderman and wealthy citizen of London, the world's metropolis, to a young man who sought his advice as to investment. The Alderman had risen from absolute indigence. He was an operative tailor and taking his cue from one who had tried it, scraped together every bit of personality he could save, bought a bit of the Parish of Camberwell—WHILE IT WAS STILL OPEN COUNTRY. When he again had money in "Quantum Suff" he did as he had done, and today there's not a man in London can buy that property. It was no Midas charm that possessed the soul of this London tradesman—"Luck" had so little to do with his fortune. It was simply a common sense principle applied to the use of funds THAT HAS NEVER YET BEEN KNOWN TO MISCARRY. With ordinary foresight this man knew because of London, Camberwell must grow. It grew until by gradual expansion it long ago became impossible to distinguish where Camberwell begins and London ends.

We can offer anyone who has a few spare dollars to invest what may become a complete analogy to this little note from the life of a city man. **SASKATOON**, East Side, will one day become one of the choicest of residential, railway and manufacturing centres, and wise investors are placing their money in this city's Real Estate. Saskatoon is one of the most rapidly growing cities in the largest and most active province throughout Western Canada today, and as a consequence Real Estate will in a short time become very valuable.

Today and on Monday, Tuesday and Wednesday of next week the prices of Lots we have been advertising on the Eastern side of Saskatoon can be secured at \$125 each. Commencing on Thursday, November 15th, the prices advance to \$150 each, owing to the recent railway and manufacturing developments on the Eastern side, which is enhancing Real Estate values at a wonderful rate.

NORTHWESTERN LAND AND INVESTMENT CO., - - - R. D. ISAACS, Gen. Mgr., Canada Life Building, St. John, N. B.
59 Granville Street, HALIFAX, N. S. 254½ Portage Avenue, WINNEPEG, Man.

Financial and Commercial

INTERESTING COMMENT ON THE STOCK MARKET

(N. Y. Journal of Commerce, Thursday.) Disappointment over the election was manifest in the stock market, though as a matter of fact realizing sales would probably have taken place even had there been a landslide for Mr. Hughes. Of course the vote cast for the radical candidate indicating as it did a feeling of antagonism against corporations, tends to check the purchases of securities. Undoubtedly, however, this is overshadowed as an influence by the known weakness of the money situation with its possibilities of evil for the stock market before the return flow from the interior. The banks have lost \$747,000 since Friday to the Sub-Treasury, while Chicago exchange is more favorable, the drama to New Orleans in connection with the cotton movement continues unchecked.

The feeling of commission houses is shown by an incident which occurred yesterday. A broker was asked by a rich citizen, who has a large sum of available cash on deposit with a trust company at 3 per cent, whether, in his opinion, the outcome of the election was sufficiently favorable to justify investment in railroad stocks. The broker replied that while he was not averse to making commissions the speculative horizon was still clouded, so that he could not conscientiously give such counsel. It was suggested that an investment in a good real estate mortgage might be preferable, but this found little favor with the client.

PORTS AND DOCKS FOR OUR GREAT LINERS

Dry Dock and Port Facilities Must Keep Pace With Growth of Larger Ocean Steamships.

(Literary Digest.)

Facilities in the way of ports and docks are not keeping pace with the growth of the larger ocean steamships, in size and numbers, we are told by an editorial writer in Engineering News (September 6). Large ocean ports, he says, are facing problems of enlargement to accommodate not only the increasing size of steamers, but the growing number of large steamers. An English engineer of large experience in harbor works is quoted as authority for this statement, which is asserted to hold good even with allowance for the fact that commercial and financial conditions limit to a comparatively small figure the number of ports which need accommodate the largest vessels. The writer goes on to say:

"The ports of this country have the advantage of such moderate ranges of tide level that they do not require such costly enclosed masonry docks, with locks, gates, and operating machinery and other accessories, as are usually necessary at European ports. The vessels merely lie at piers or in open slips, and in such cases the deepening for larger vessels may perhaps be obtained simply by dredging. Even if reconstruction is necessary, it will, of course, be a much simpler and less expensive process than that of the reconstruction of masonry docks and their auxiliary works. At the same time it must be borne in mind that several of the important ports of this country are admittedly defective in their capacity for accommodating shipping and for the handling and storage of freight. It is highly probable that within the next few years a considerable degree of attention will have to be given to this matter, both by the engineers of the ports and those of the railways having terminals at these ports. Among the improvements to be undertaken will be wider and deeper approach channels, better piers, better warehouses and railway facilities, and a wider introduction of methods for the mechanical handling and conveying of freight. At some of the ports on the Great Lakes, also, the present facilities are proving to be inadequate for the efficient and economical accommodation of the huge modern ore-carriers and freight-boats, so that there will be extensive revision and reconstruction of piers, wharves, river and harbor channels, etc. One other special feature of which reference may be made is that of dry-dock accommodation. There are at present throughout the world very few dry docks capable of taking the largest ships afloat, whether naval or of the merchant marine. Besides the occasional docking for inspection and cleaning, the possibility of accidents has to be reckoned with, and it seems inevitable that the increasing number of large ships must lead to the construction of a number of dry docks capable of accommodating these great vessels."

N. Y. STOCK MARKET

Chicago Market Report and New York Cotton Market. Furnished by D. C. Clinch, Banker and Broker.

Yesterday's Closing.	Today's Opening.	Noon.
Amalgamated Copper	110 1/2	110 1/2
Amalgamated Zinc	108 1/2	108 1/2
Amalgamated Lead	108 1/2	108 1/2
Amalgamated Tin	108 1/2	108 1/2
Amalgamated Silver	108 1/2	108 1/2
Amalgamated Gold	108 1/2	108 1/2
Amalgamated Iron	108 1/2	108 1/2
Amalgamated Coal	108 1/2	108 1/2
Amalgamated Oil	108 1/2	108 1/2
Amalgamated Gas	108 1/2	108 1/2
Amalgamated Water	108 1/2	108 1/2
Amalgamated Electric	108 1/2	108 1/2
Amalgamated Telephone	108 1/2	108 1/2
Amalgamated Street Railway	108 1/2	108 1/2
Amalgamated Traction	108 1/2	108 1/2
Amalgamated Power	108 1/2	108 1/2
Amalgamated Paper	108 1/2	108 1/2
Amalgamated Printing	108 1/2	108 1/2
Amalgamated Publishing	108 1/2	108 1/2
Amalgamated Advertising	108 1/2	108 1/2
Amalgamated Insurance	108 1/2	108 1/2
Amalgamated Banking	108 1/2	108 1/2
Amalgamated Finance	108 1/2	108 1/2
Amalgamated Real Estate	108 1/2	108 1/2
Amalgamated Construction	108 1/2	108 1/2
Amalgamated Manufacturing	108 1/2	108 1/2
Amalgamated Commerce	108 1/2	108 1/2
Amalgamated Transportation	108 1/2	108 1/2
Amalgamated Communication	108 1/2	108 1/2
Amalgamated Entertainment	108 1/2	108 1/2
Amalgamated Education	108 1/2	108 1/2
Amalgamated Health	108 1/2	108 1/2
Amalgamated Welfare	108 1/2	108 1/2
Amalgamated Religion	108 1/2	108 1/2
Amalgamated Science	108 1/2	108 1/2
Amalgamated Art	108 1/2	108 1/2
Amalgamated Literature	108 1/2	108 1/2
Amalgamated Music	108 1/2	108 1/2
Amalgamated Drama	108 1/2	108 1/2
Amalgamated Sport	108 1/2	108 1/2
Amalgamated Recreation	108 1/2	108 1/2
Amalgamated Amusement	108 1/2	108 1/2
Amalgamated Pastime	108 1/2	108 1/2
Amalgamated Leisure	108 1/2	108 1/2
Amalgamated Relaxation	108 1/2	108 1/2
Amalgamated Refreshment	108 1/2	108 1/2
Amalgamated Entertainment	108 1/2	108 1/2
Amalgamated Education	108 1/2	108 1/2
Amalgamated Health	108 1/2	108 1/2
Amalgamated Welfare	108 1/2	108 1/2
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Amalgamated Pastime	108 1/2	108 1/2
Amalgamated Leisure	108 1/2	108 1/2
Amalgamated Relaxation	108 1/2	108 1/2
Amalgamated Refreshment	108 1/2	108 1/2

Total sales in New York yesterday 666,700 shares.

CHICAGO MARKET REPORT.

Dec. Corn 42 1/2, 43 1/2, 44 1/2, 45 1/2, 46 1/2, 47 1/2, 48 1/2, 49 1/2, 50 1/2, 51 1/2, 52 1/2, 53 1/2, 54 1/2, 55 1/2, 56 1/2, 57 1/2, 58 1/2, 59 1/2, 60 1/2, 61 1/2, 62 1/2, 63 1/2, 64 1/2, 65 1/2, 66 1/2, 67 1/2, 68 1/2, 69 1/2, 70 1/2, 71 1/2, 72 1/2, 73 1/2, 74 1/2, 75 1/2, 76 1/2, 77 1/2, 78 1/2, 79 1/2, 80 1/2, 81 1/2, 82 1/2, 83 1/2, 84 1/2, 85 1/2, 86 1/2, 87 1/2, 88 1/2, 89 1/2, 90 1/2, 91 1/2, 92 1/2, 93 1/2, 94 1/2, 95 1/2, 96 1/2, 97 1/2, 98 1/2, 99 1/2, 100 1/2.

MONTREAL QUOTATIONS.

Dom Coal 61 1/2, 62 1/2, 63 1/2, 64 1/2, 65 1/2, 66 1/2, 67 1/2, 68 1/2, 69 1/2, 70 1/2, 71 1/2, 72 1/2, 73 1/2, 74 1/2, 75 1/2, 76 1/2, 77 1/2, 78 1/2, 79 1/2, 80 1/2, 81 1/2, 82 1/2, 83 1/2, 84 1/2, 85 1/2, 86 1/2, 87 1/2, 88 1/2, 89 1/2, 90 1/2, 91 1/2, 92 1/2, 93 1/2, 94 1/2, 95 1/2, 96 1/2, 97 1/2, 98 1/2, 99 1/2, 100 1/2.

NEW YORK COTTON.

Nov Cotton 9.55, 9.56, 9.57, 9.58, 9.59, 9.60, 9.61, 9.62, 9.63, 9.64, 9.65, 9.66, 9.67, 9.68, 9.69, 9.70, 9.71, 9.72, 9.73, 9.74, 9.75, 9.76, 9.77, 9.78, 9.79, 9.80, 9.81, 9.82, 9.83, 9.84, 9.85, 9.86, 9.87, 9.88, 9.89, 9.90, 9.91, 9.92, 9.93, 9.94, 9.95, 9.96, 9.97, 9.98, 9.99, 10.00.

SIR THOMAS LIPTON

IN AUTO ACCIDENT

BRIDGEPORT, Conn., Nov. 9.—An automobile containing Sir Thomas Lipton, Wilson Marshall, whose guest Sir Thomas was, Thomas H. MacDonald and R. A. C. Smith, was wrecked today by the breaking of the front axle, just after the party had started on a trip to a local factory and that serious injury did not result to the occupants is believed to have been due to the fact that the car was running slowly. Just after the machine had gotten under way there came a crashing sound and the car tilted over at a dangerous angle. The occupants of the car alighted and continued on their journey in another machine.

THE WORLD OF SHIPPING

VESSELS BOUND FOR ST. JOHN.

Steamers—

Almeriana, 1,824, Liverpool, Oct. 23.
Cherona, from Manchester, Nov. 4.
Dyngelund, 2,125, London, Nov. 2.
Martina, 1,797, Liverpool, Oct. 3.
Ortila, 2,834, Glasgow, Nov. 7.

MINIATURE ALMANAC.

2996	Sun	Rises	Sets	High	Low.
Nov 5	6.11	5.04	1.58	8.07	
6	6.12	5.05	1.59	8.08	
7	6.13	5.06	1.60	8.09	
8	6.14	5.07	1.61	8.10	
9	6.15	5.08	1.62	8.11	
10	6.16	5.09	1.63	8.12	
11	6.17	5.10	1.64	8.13	
12	6.18	5.11	1.65	8.14	

The time used is Atlantic Standard, for the 6th Meridian, 15 hours slower than Greenwich mean time. It is counted from midnight to midnight.

PORT OF ST. JOHN.

Arrived.

Saturday, Nov. 10.

Schr Kathinka (Nor), 727, Thorsen, from Kingston, Jamaica; Marsh & Marsh, fruit, etc.

Schr Fauna, 120, McDonald, from Lubec, N. W. Adams, was loaded at Windsor for Newark. N. Vessel stranded at Lubec (see report) and was towed here by tug Lord Wolsey.

Coastwise—

Schr Clara A. Benner, 36, Phinney, Back Bay.

Tug Lord Kitchener, 110, Stevens, Tusket.

Cleared.

Schr St. John City, 1,412, Haggberg, for London via Halifax; Wm Thomson & Co., general cargo.

Schr Dominion, 2,581, Dawson, for Sydney, C. B. Dominion, Phinney, Back Bay.

Bktn Ethel Clarke, 267, Emeau, for Back River, N. S.; J. A. Lively, ballast.

Schr Roda, 1,715, for Bath, Me; Bay Shore Lumber Co., 35 cords pulp wood, 44,500 feet spruce boards.

Schr Norma (Am), 290, Olsen, for City Island, for orders; Stearns, Cutler & Co., 727 feet spruce deals, 70,022 feet spruce plank, 33,277 feet spruce scantling.

Schr Pansy, 70, Pike, for Boston; John E. Moore, 91,553 feet hemlock boards.

Schr Brunswick, Potter, Canning, N. S.

Schr O. B. Colwell, Barry, Beaver Harbor.

Schr Clara A. Benner, Phinney, Back Bay.

Schr Murray B. Baker, Margareville.

Schr Echantrea, Curry, Margareville.

Schr Friendship, Wilbur, Apple River.

DOMINION PORTS.

HALIFAX, Nov. 9.—Arr, schr Almeriana, London for St. John.

POINT HAWKESBURY, N. S. 9.—Arr, schr Almeriana, London for St. John.

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for St. John; Two Sisters, Deep River (Conn) for Amherst, N. B.; Boston for Ingersport; Alma, from Arnold (Conn) for Sackville; Clavella, New Haven for do; Ida May, New York for St. John; Last Port Reading for Halifax; Crescent, New Haven for Montreal; Elizabeth M. Cook, from Perth Amboy (from Cuba); Cora May, St. John for Bridgewater; Carrie G. Ware, from St. John for do; Enu, Stonington for St. George; J. Kennedy, for Cuba.

SPOKEN.

Bark Trinidad, Wrenmouth, N. S. for Buenos Ayres, Oct. 12, lat 42, lon 24.

British ship Queen Elizabeth, from Antwerp for San Pedro, Cal, Oct 12, lat 40 S, lon 20 W.

British bark Clan Graham, from Hamburg for Santa Rosalia, Oct 16, lat 25, lon 33.

British bark Houghton, McNoll, Philadelphia for Melbourne, Oct 23, lat 3, lon 25.

British bark Kildallon, Jones, Liverpool for San Francisco, Oct 12, lat 45, lon 8.

British bark Lovina, from New York for Montevideo, Oct 27, lat 33, lon 43, all well.

Schr Republic, from Barbados for New York, Nov 3, lat 23, lon 70, all well.

REPORTS, DISASTERS, ETC.

LONDON, Nov. 8.—Bark Island (Nor), from Mandal Oct 23 for Newfoundland, is stranded off Goodwin lightship and abandoned full of water. Crew have been safely landed.

MONTREAL, Nov. 8.—Donaldson liner Athalia, which ran up Quebec, during a snow storm, early this morning, floated without assistance at 1:30 p.m. after noon and proceeded towards Quebec. The wrecking tug Lord Strathcona, sent from Quebec to assist the stranded vessel, but the liner floated before the tug reached her.

MOBILE, Nov. 5.—It is reported that Norwegian bark Annie was floated Saturday night. She was wrecked at Ship Island.

British bark Annie, from Pascagoula for Rosario, went ashore at Horn Island during a hurricane in October, and may be the vessel referred to.

7th—Schr Scotia, Patterson, from Scranton, Miss, for Havana, has put in here today.

Delicat bark Mirapora (Nor), before being wrecked, had been reported and towed to the city.

NANTUCKET, Mass., Nov. 8.—The lumber cargo of schooner Mansfield, which went ashore on Coast Plains last Saturday, will be transferred to schooner William J. Boggs tomorrow, in an effort to float the vessel.

The schooner is reported by her crew as not leaking and apparently not strained.

The Mansfield is a Nova Scotia vessel of about 90 tons and was recently bought by Maine parties for the lumber trade.

NEW YORK, Nov. 8.—Schr Vinita, Captain Himmelman, which arrived this morning from Yarmouth, N. S., with a cargo of laths, was in trouble while crossing the Bay of Fundy. The Vinita ran into rocks and was wrecked on Oct. 3, which blew with almost hurricane force, and the vessel was wrecked.

The vessel labored heavily and took in considerable water—50,000 of her deckload of 60,000 bushels were washed overboard, and the vessel was split to ribbons and it was impossible for 24 hours to keep sufficient head on her to steady the ship.

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