

CHIEF EXECUTIVES OF BIG FOUR BANK ARE ALL MARITIME MEN

(Halifax Chronicle.)

The appointment of Mr. Sidney H. Logan, recently of New York, but a native of Springhill, Nova Scotia, to the position of General Manager of the Canadian Bank of Commerce, illustrates anew the primacy of the Maritime Provinces in the banking leadership of the Dominion. It is a noteworthy fact that the executive heads of the "Big Four" of Canadian Banks; namely, the Bank of Montreal, the Royal Bank of Canada, the Canadian Bank of Commerce and the Bank of Nova Scotia, now are all gentlemen who were born and bred in the Maritime Provinces and received their early banking training down by the sea.

Sir Frederick Williams-Taylor, the General Manager of the Bank of Montreal, is a native of Moncton, who, after a distinguished career in the service of the Bank in London as well as in Canada, has become its chief executive. Similarly New Brunswick may also boast the birthplace of Mr. C. E. Neill, the brilliant young General Manager of the Royal Bank of Canada, who hails Fredericton as his birthplace, and at a very early age has risen to one of the most important banking positions in the Dominion. The Bank of Nova Scotia maintains also the traditions of its name and

history, for Mr. J. A. MacLeod, who succeeded another Maritime man in the chief executive post of that great institution, is a native of Prince Edward Island, and now Mr. Sidney H. Logan, of Springhill, completes the list by being called to the chief administrative post in the Canadian Bank of Commerce, in a line of very eminent Canadian bankers.

From the days of early beginning of banking in Canada at Halifax we have been sending Nova Scotians and other Maritime men who got their early training in the old Halifax Banking Company, the Bank of Nova Scotia, the Merchants Bank of Halifax, the Union Bank of Halifax, the Peoples Bank and other institutions, to fill places of prominence and leadership in banking institutions all over Canada and the United States. Notable among these may be mentioned three outstanding leaders in the banking world, the late Mr. Thomas Fyche and Mr. H. C. MacLeod, both of whom became outstanding banking leaders in Montreal and Toronto respectively, and Mr. James B. Forgan, of Chicago who became one of the greatest financiers and strongest banking executives in the United States, having risen to the Presidency of the First National Bank of Chicago, one of the

PANTELETTES MAY COME BACK

London, Jan. 14—Victorian pantelettes, frilled and beribboned and extending to the ankles are offered by fashion arbiters as a spring style for women who are daring enough to dress modestly.

Models are wearing the pantelettes at fashion shows. The new modes differ from the "longies" in Victorian days only in that, instead of being made of muslin, they are of the same material as the dresses with which they are worn. The spring dresses are to be stiff, fluted and shorter than ever.

London, Jan. 13—In the house of commons the postmaster-general stated the other day that 3,500,000 letters were redirected in the post office every month and 1,250,000 were returned to the senders. This means about 40,000,000 letters annually to be readdressed by post-office clerks and about 15,000,000 to be returned. It is said, however, that the public is improving in the matter of addressing letters and that in proportion to the increase of postoffice business the number of returned letters has decreased. Say the postoffice officials: "We handle 3,340,000,000 letters, 470,000,000 postcards, 1, 165,000,000 circulars and printed papers and 126,000,000 parcels in a year, so the figures for redirected and returned letters are not abnormal."

most powerful financial institutions in the Republic.

It is gratifying to Maritime pride that the younger generation of bankers are carrying on the tradition of leadership in the great financial institutions of the country. It is particularly gratifying that a young Nova Scotian, for Mr. Logan is only forty-five years old, should have won by sheer merit so distinguished a place in the banking world of the Dominion, and in the service of a Bank whose direction is centred in Toronto.

PROVINCIAL COMMAND G. W. V. A. SUPPORTS MOVE AGAINST MYER'S HISTORY

The Provincial Command, Great War Veterans' Association, was in regular quarterly session here Thursday afternoon meeting in the quarters of the Fredericton G. W. V. A. All members were present. They were, President, J. S. Scott, Fredericton; Vice-president, J. G. Hart, Saint John; E. Hill, St. Stephen; E. W. Watling, Chatham; J. J. Bull, Woodstock; Rev. Father F. N. Lockary, Woodstock; Secretary, H. Priestman, McAdam.

The presentation of the financial statement showed a satisfactory balance to the credit of the Provincial Command.

The sum of \$200 was voted the Dominion Command.

The installation of a radio set by the Carleton Command at the Lancaster Hospital was approved and financial backing was assured.

It is expected that the ratifying convention for the formation of the new unifying organization will be held late in March.

Myer's History Condemned.

Myer's History textbook was considered and the resolution of the St. Stephen Branch condemning the textbook was endorsed. Further action in regard to this matter is to be taken at an early date by the Provincial Command. The objection is insufficient mention of Canada's part in the war.

To Provide Relief.

The general condition of the G. W. V. A. in New Brunswick was reported good. Steps are being taken for relief activities to be made more extensive and it is probable that the funds will be much more depleted than formerly by attendance to cases needing relief.

Presentation to Rev. Father Lockary.

A pleasing part of the proceedings was the presentation to Rev. Father Lockary who ranked as a major in the Chaplain Service, of past President's badge. The presentation was made by President Scott, Rev. Father Lockary replying.

TUNA FISHING AN ATTRACTION FOR TOURISTS

The tuna fish, closely related to the mackerel, has for years been plentiful along the coast of Nova Scotia. For years it was looked upon as a nuisance by the in-shore fishermen as it became tangled in nets and gear and caused considerable damage. However, a market for tuna was opened in the United States, where it is highly favored by people of Italian and Portuguese extraction.

The fish are caught in trap-nets and a "spiller" net is used to draw the fish within killing distance, after which they are despatched and then landed. The head and tail fins are removed from each fish, and it is packed whole in individual boxes and shipped. These fish vary in size from 450 pounds to 1,000 pounds and their value as a food fish compares favorably with only of the large fish. The steak portions are, in appearance, not unlike a good quality of beef, while other parts closely resemble veal and are greatly relished by epicures.

Fishermen for sport are drawn each season in large numbers from other parts of Canada and from the United States to the coastal waters of Nova Scotia by the tuna fishing; and catches weighing from 600 to 750 pounds frequently reward their efforts and skill with rod and line. Zane Grey, the novelist, is said to hold the record for the largest catch. He landed a 75-pound tuna after a battle that lasted three and a half hours. During the trip in which he secured his record catch, Mr. Grey's party also accounted for two smaller tuna weighing 734 and 684 pounds respectively. The smaller of these battled six hours before it was landed. The thrills of "playing" these immense fish are manifold and as the fame of tuna fishing off the Nova Scotia coast spreads, increasing throngs of tourists and anglers will be attracted to our Atlantic sea-board.

Krueger—I guess my poker luck is no good tonight, old man. Here's my I. O. U. for what I owe you.

Marsten—Sorry, but my wife insists upon cash.

which would be only natural.

"The engineer and conductor stated that had I not slowed them up, and then stopped them, they would have been at the east switch at seven, and the other train would have been waiting. That was all in your eye, but under the circumstances, I thought it best to let it go at that."

SHAUGHNESSY MISSED A HEAD ON COLLISION IN ROCKY MOUNTAINS

That Lord Shaughnessy, former president of the C. P. R., missed being involved in a head-on collision in a tunnel in the Rocky Mountains by a few seconds, is recorded in one of the hitherto unwritten stories of Canadian railway life told by Sir George Bury in his fascinating memoirs, now being published in MacLean's Magazine. The following is from the Jan. 15 issue:

"The incident occurred during a presidential inspection trip, and is all the more interesting by reason of the fact that at the time, Sir George was hoping for an appointment as a vice-president of the great railway."

"I had arranged for the presidential train to lie over-night at Crows Nest, a divisional point, but the track I had directed to be made ready so that it would be away from the noise of the switch engines was not in proper shape, and I immediately decided that the train should be moved to The Loop, about five miles further west," writes Sir George. "I told the conductor to hurry into the telegraph office and secure the necessary train orders, as I did not want any delay to the train and questions to be answered."

"There is a tunnel through a gravel

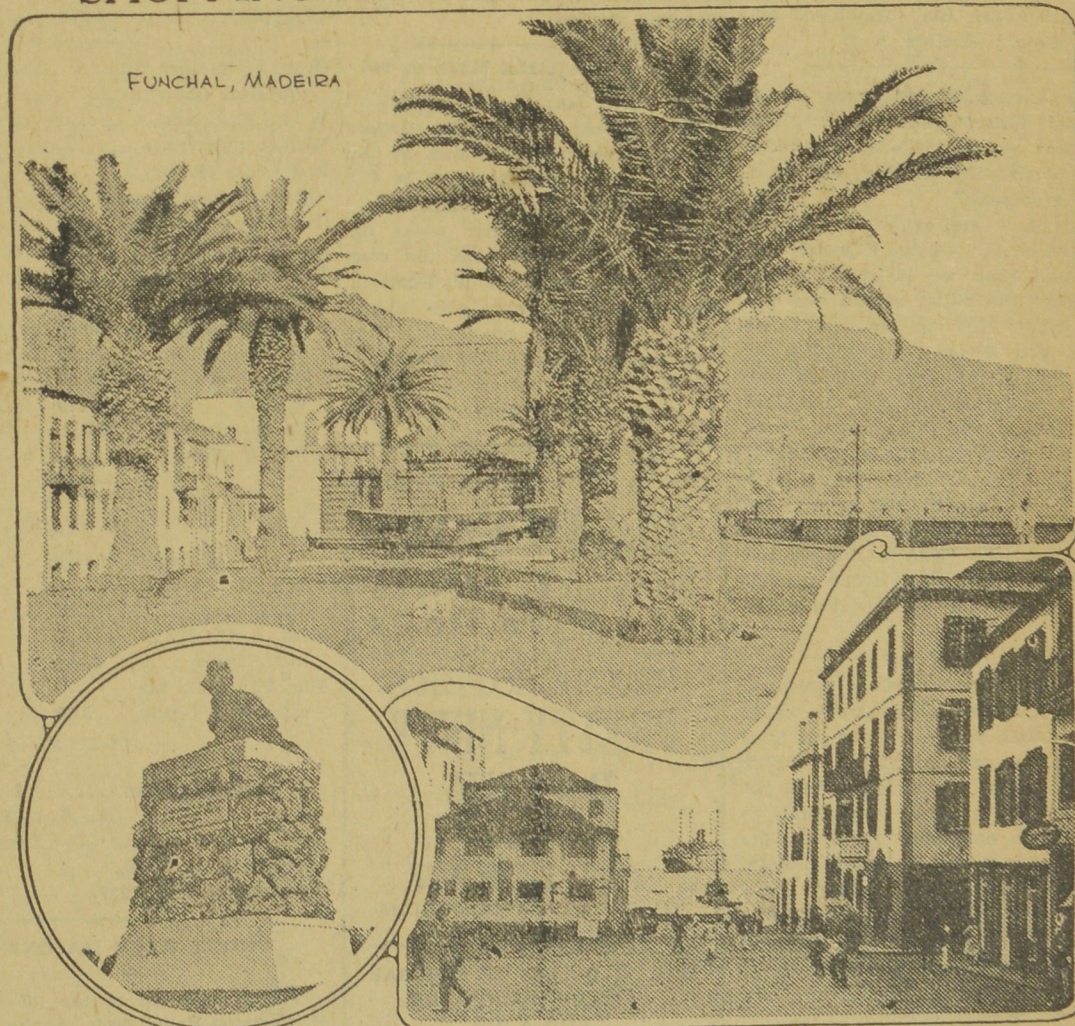
mountain just east of The Loop, which tunnel is timbered, and about one thousand feet in length. The curves between Crows Nest and The Loop are rather sharp, and a swift-moving train swinging around them oscillates quite a bit, so slipped up to the baggage car where the train conductor was and told him to send a brakeman over to the engineer to tell him to slow down. Then, as was my custom, I said to the conductor, 'Let me see your orders.'

"These stated that he had until seven to make The Loop."

"Looking at my watch, I said, 'Good heavens, it is seven now,' and pulled the airbrake, stopping the train."

"I was running ahead with the brakeman to flag a train, if one should be coming when out sprang a freight train from the tunnel. The two engines stopped a few feet apart, just at the east end of the tunnel. Jumping on the freight engine, I had the engineer reverse his engine and back up his train quickly, while the presidential train came right along. There was only one director who knew what had happened, and he never said a word. Had he done so, he would have created a degree of nervousness

SHOPPING AT THE MADEIRA ISLANDS



Statue of Zargo, Funchal

Empress of Scotland in Madeira Bay

To buy, or not to buy,—that is the question. 'Tis a simple question to answer at the Madeira Islands, where cruise boats usually make their first stop, because everyone knows the fineness of the embroideries which have done so much to advertise the pretty little islands where Columbus chose his wife! The difficulty is, which pieces of the thousands displayed should be selected. Madeira lace-sets, pillow cases, tea cloths and doilies are both attractive and practical, and if you have tiny friends or petite nieces at home, you will not be able to resist the adorable little baby dresses of the sheerest linen and daintiest embroidery.

At Funchal, first stop of the Canadian Pacific liner "Empress of Scotland" on its Mediterranean cruise, there are dozens of shops where this embroidery is sold. The natives also make intricately woven baskets and reed furniture, but furniture is not easy to carry round on a cruise, and even baskets are somewhat cumbersome, although there is scarcely any limit to the amount of luggage long suffering steamship companies allow their passengers. It is in the narrow streets of Funchal, paved with small, round topped stones laid in geometrical designs, that the tourist usual purchases. Sometimes, if luck is with you, you may be able to buy an exquisite piece of handwork from a pretty woman em-

brodering in her fragrant garden. But if you are a bachelor, remember the fate of Columbus and beware the fair maids of Madeira.

It is not even necessary to set foot on the soil of Madeira to buy the tempting native products, for hundreds of small boats, with natives vociferously displaying their wares, come dancing over the waves to meet the cruise steamers. But the prices are not so reasonable and the handwork not so fine as in the shops along the narrow, queerly paved streets. Then, too, it would be a pity to miss a ride in the peculiar toboggan sleds which are the chief means of transportation down Funchal's big mountain, Terreiro da Lucta.

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