

nounced success, many more civil servants would be attracted to it; for the class consciousness born of being a civil servant is less compelling as a motive than the hope of reducing the cost of living through dividends from a paying concern.

E. D. EDDY.

Ottawa, September 24, 1913.

* * *

A Challenge.

To the Editors of *The Civilian*:

Dear Sir:—As a non-subscriber to *The Civilian* and who knows what help the inside service has been to the outside service, and seeing the inside service is strong in athletics, I hereby challenge any member of the inside service at Ottawa over fifty-five years of age to walk, heel and toe, ten, fifteen, twenty, or twenty-five miles for any trophy the challenger may suggest.

Yours truly,

KEITH A. BARBER,

Clearance Clerk.

Customs Dept.,

.St. John, N.B.,

Oct. 9th, 1913.

OBITUARY.

Mary Mitchell Hardie, widow of the late John Hardie, chief clerk of the Department of Marine and Fisheries, died in Ottawa on October 10th, aged seventy-seven years.

Michael Gerald Nagle, for many years connected with the Department of the Royal North-West Mounted Police, died at his home in Ottawa on October 8th, aged forty-nine years.

Arthur Bartlett Hudson, for twenty-seven years a clerk in the office of the Auditor General, died suddenly on September 30th. Mr. Hudson was born in Chelsea, Quebec, and was in his fifty-fifth year. He was a graduate of Toronto university. His demise leaves a regrettable gap in civil service, social, fraternal and church circles in Ottawa.

JOHN LAING WELLER.

The name of J. L. Weller, engineer in charge of the building of the new Welland ship canal, is to be suitably perpetuated in connection with that stupendous work. The company owning the town-site at the Lake Ontario terminus of the great waterway has decided that the place shall bear the name "Port Weller."

John Laing Weller was born at Cobourg, Ont., in 1862, his father having been widely known as the owner of the Toronto-Montreal stage line in the pre-railroad days. Once the elder Weller drove Lord Elgin from Toronto to Montreal in 36 hours, winning a large wager as well as a gold medal from his Excellency.

J. L. Weller wound up his education by graduating from the Royal Military College at Kingston in 1883 with first class honors in every subject and first prizes in civil engineering, physics and artillery. He was an engineer successively on the Trent valley canal, the Murray canal and the Cornwall and others of the St. Lawrence canals. In 1900 he was appointed superintending engineer of the Welland canal, which position he vacated to take charge of the building of the great ditch now being commenced. In 1908, when the embankment of the Cornwall canal gave way, Mr. Weller took charge of the reconstruction and had vessels passing again in a time which made the fact the talk of the engineering world.

Mr. Weller has found time, in his busy life to do considerable soldiering. He served in the North-West in 1885, winning rapid promotion and was senior major of the 59th Stormont and Glengarry regiment when he transferred to the reserve of officers.

When future generations inquire why "Port Weller" was so named, the interesting story of a brilliantly-successful and patriotic Canadian public servant will be told.

Mr. J. W. BEARDER

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