

Mr. Napier died at his residence adjoining the works in Lambeth on the 23rd of March, 1895, at the age of seventy-one, death being due to an affection of the throat. Springing from a family of engineers, he did much to maintain and increase the reputation of the name he bore. He was elected a Member on the 2nd of December, 1884.

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JAMES CRAWFORD PARK was born in Liverpool on the 1st of July, 1838. In 1856 he entered the locomotive works of the London and North Western Railway Company at Crewe. After serving his time as an apprentice he remained engaged in the drawing office until 1866, in which year he left Crewe and took charge of the drawing office of the Great Northern Railway at Doncaster, at first under Mr. Sturrock and subsequently under Mr. Patrick Stirling, Locomotive Superintendents. In 1873 he was transferred to the Company's New England Works at Peterborough, at which place he remained as Assistant Shop-Manager until his appointment as Locomotive Superintendent to the Great Northern Railway of Ireland in January, 1881. From that time until his death Mr. Park had charge of all the locomotives, carriages, wagons and rolling-stock of this line, 523 miles in length.

The Great Northern Railway of Ireland consists of several lines amalgamated together, or purchased under agreement, each of which possessed rolling-stock of its own special description. Great care and organisation were required to work to the best advantage this mixed stock, which varied considerably. New and more suitable stock had to be added every year. Many of these engines, carriages and wagons were constructed from Mr. Park's designs in the Company's works at Dundalk, and others were obtained from builders elsewhere. All the repairs of engines and rolling-stock were effected at Dundalk, or at the branch works in Belfast, Dublin, and Londonderry. Mr. Park designed and constructed several handsome saloon-, drawing-room, and dining-cars.

For some months before his death Mr. Park was afflicted with a serious internal complaint, which rapidly assumed an aggravated form and terminated fatally on the 27th of May, 1895. He was most energetic and took a deep interest in his duties to the last. He was elected a Member on the 3rd of May, 1887.

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