

ENGINEER JAMES,
Canadian Pacific - Deposed of a Valued
Official - A Much Lamented Death -
No Pain Disease.

The *Winnipeg Free Press* says: "When it was announced that the naval superintendent of the engineering department of the C. P. R. had committed suicide in the madly which he had been struggling for the last two weeks, the expressions of regret were universal. Mr. James had made friends without number among the employees of the road and public generally. He was first taken ill about two months with an organic disease of the brain, but recovered sufficiently to go about. Two weeks ago he was taken worse while at the residence of Assistant Manager Baker and expressed his conviction that he was going to have a stroke. He grew rapidly worse from that time until death came to his relief. He suffered very much during his last illness, and was dolorous the greater part of the time. An autopsy disclosed the fact that death was caused by the formation of an abscess in the brain. He remains were sent to Chicago by Col. DeWinton, who came to the Governor General, who is a relative of Mr. James. Telegrams of condolence have been received by deceased friends from Mr. Hickson, General Manager of the Grand Trunk, and from officials of several of the leading railways throughout the United States and Canada."

John Colley James was born in 1846 at Otterburne, Northumberland, Eng. and. He came to Canada in 1864 and immediately entered the service of the Grand Trunk Railway. He was appointed Assistant Engineer of the International Bridge. In 1871 he was appointed Assistant Engineer of the G. T. R. between Montreal and Toronto, and also of the Montreal & Champlain Railway. In 1879 he was appointed Chief Engineer of the Chicago and Grand Trunk, and completed the building of the road from Valparaiso to Blue Island. Mr. James took charge at a time when the road was in a very poor condition and before leaving had raised it to a high state of efficiency. In June, 1882, he was appointed Chief Engineer and Superintendent of Construction of the P. R. Western Division. Between that time and Dec. 1884 he built and equipped 400 miles of road, afeatred in the history of railroading—all the stations, section houses and tanks being in good working order, and the road in first-class condition. Although removed from his sphere of usefulness on earth, the name of Mr. James will be inseparably connected with the Canadian Pacific Railway, Canada's greatest enterprise.

DEATH OF W. WALSH.
Our contemporary says that the Reformers will be guilty of patricracy and of a breach of duty if they do not expose the iniquities of their opponents in court and hold up the brutes to shame and reprobation. In a subsequent issue he said the one who accused the Tories of corruption was a liar and slanderer. Such obnoxious language has not been heard for the first time under similar circumstances. Our memory is not so short nor defective as that of a certain journalist who, when Sir John's election was postponed on the ground that it had been won by grossly improper and illegal means, became virtuously indignant, called the Grims a lot of bad names, and challenged them to make good their accusations in court. This was but a bit of fun, and it became the more apparent as the trial by the humiliating admissions that the man who most promoted, patricracy had been honest as an election agent and had received and dispensed a sum of money in the most unaccountable way. The Reformers have not intimated their purpose in regard to the Local election. We have no authority for saying that they will take the case to court, or that they will not do so, but we can state this—that in the event of a judicial enquiry into the methods by which the Conservatives elect ed Mr. Mowat our contemporary may be amazed at his ignorance, and at the boldness with which he has reiterated the assertion that not a dollar was spent by his friends. There is already sufficient evidence to prove such a statement a falsehood of the basest kind.

HOSTILITY TO ONTARIO.
Conservative writers and stamp orators are endeavoring to defend their party from the charge of not regarding the interests of Ontario as the dictation of the Quebec Slave, retarding by asserting that the Brit party of Lower Canada attacked their political opponents for being "concerned parties to their ill-treatment at the hands of Sir John Macdonald and his Ontario supporters in that Mr. Mowat holds a position similar to Mr. Mowat with regard to the alleged hostility of the Dominion to the Province. They go on to show that the Brit party intends to demand better terms for Quebec than the Dominion, because "the Ontario Bank paid its Northern RR reduced, its C.C. RR, invested with a handsome grant though purely a local work, and its wild lands opened up for settlement and trade at the common expense, and because Quebec has been the only Province left out in the cold." Now, while it is possibly true that Quebec may not have received favours similar to those mentioned by Mr. Mowat, it is no less true that he had just cause to complain of the Dominion Government for their recklessness in connection with the above accusations, and Mr. Mowat is not alone in this respect. The Reformers of Ontario, both in and out of the House, strenuously opposed and condemned the granting of those favors. We, therefore, claim that the apparently opposite conclusions of the Reformers of Ontario and Quebec are neither anomalous nor contradictory. The course pursued by the Dominion Government had in view the promotion of the interests of the Conservative party, and the same course holds good in regard to the stand taken against Ontario on the Boundary Award, which was not ratified because the Marquis of Lansdowne and the Longueuil insisted that it should not be. The conclusion, therefore, that privileged corporations and individuals of Ontario have been favored as indicated is not true, but that the Province, as such, has received the benefits, affords no parallel whatever for the hostility to which Quebec at the polls of Quebec is subjected, and is in contradiction of the conclusions of Messrs. Mowat and Mowat.

ENTHUSIASM A COMRADE.
For ever and ever, Samuel, Compte! If we should meet again, we shall smile, not why that parting is well made.

Troop-Sgt. Major T. Lake, N.W.M., was entertained by the Staff Sergeant and Sergeants of "B" Battery, R.S.G., in the mess room, Te de Pont Barracks, on Friday evening at a farewell supper in view of his return to duty at Calgary, N.W.T. A party of about 30, including some civilian friends, sat down to the well-furnished table provided by the Can. Surgt. Pugs, and after doing justice to the good things provided toasts and songs were interwoven. The healths of the guests of the evening were proposed, after the loyal toast, by the Surgt. Major of R.S. Guardsmen and drunk with all the honors. Songs and speeches concluded until the "two o'clock" when the party broke up after singing "All Lang Syne" in the orthodox style. Surgt. Major Lake left on Saturday for the West being accompanied to the west by several of his family, who have during his three months stay on leave at Kingston won the hearts of his military friends by his frank personality and cordial nature, and he takes up to the North West with his mother best wishes for his future prosperity.

AN ALIVE.

Paris, March 6.—Two Irish members of Parliament have admitted that they saw Byrons in London on the date of the Phoenix Park murders.

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