

G. Hurst in their very sad bereavement. The death of a man who combined social qualities of no common order with all the qualities essential to the good management of large collieries is, in the opinion of this meeting, not only a terrible blow to those most closely related to him, but a loss to the coal trade of this district. This meeting would willingly testify that it has long been the boast of the Seaton Delaval workmen that while the management of their collieries was, as regards progressiveness, efficiency and economy, quite a model even among Northumberland collieries, there was not displayed anywhere in the coal trade a greater solicitude on the part of the management for the safety and health of the workmen. Some of the credit due to this state of affairs undoubtedly belongs to the staff of officials who ably supported Mr. Hurst in the management, and who were to a great extent men after his own heart. But in the treatment of his workmen Mr. Hurst was, in the opinion of this meeting, unrivalled by any one occupying a similar position. He gave to his employees that security of employment which enables workmen to perform their work with the greatest efficiency, and which makes it possible for them to cultivate their intellectual and moral faculties. At the same time he carried into practice in the most thoroughgoing manner, the doctrine of the equality of men. He never failed at any time or in any place to recognise his own workmen, and to address to them a kindly word. Though not able at all times to comply with the request of his workmen for higher wages or the redress of grievances, he never failed to meet the workmen's representatives and to discuss with them in the most courteous and thorough manner such matters. He was, in the opinion of this meeting, a great force in favour of industrial conciliation in this county."

Mr. Hurst was a Fellow of the Geological Society. He was elected a Member of the Institution on the 21st of May, 1867. He died on the 21st of July, 1890.

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THOMAS JOSEPH was born at Merthyr Tydvil on the 2nd of March, 1819. His education was received at the school of Mr. Taliesin Williams of that town, until at fourteen years of age he left in order to learn colliery management under his father, Mr. Morgan Joseph, who was then manager of the Plymouth Iron-works Collieries, Merthyr Tydvil. Having served his articles, he was entrusted, at the age of eighteen, with the sole management of the clay-ironstone mines, which then supplied all the ironstone used in the eight blast furnaces of these works, and in addition was engaged in the laying of railways in connection with them.

In 1843 he left this place, and in partnership with his brother-in-law, Mr. Samuel Thomas, of Merthyr Tydvil, opened a colliery a few miles below Merthyr, which developed a few years afterwards into a considerable coke-manufacturing works, and is now

being re-started by Mr. S. Thomas's sons, after being unworked for some years.

In 1845, under Mr. I. K. Brunel, he made the surveys, and prepared the parliamentary plans, for the Vale of Neath Railway from Merthyr station to opposite Aberdare, on which there is a tunnel a mile and a half long through the hill which lies between these towns.

Early in 1846 he undertook the management of the coal and clay ironstone mines of the Hirwain Ironworks, then in active operation, belonging to Mr. William Crawshay, of Cyfarthfa.

Towards the end of 1848, in partnership still with Mr. Samuel Thomas, he commenced the Sguborwen Collieries and Ironstone mines, and a few years afterwards the Bwlfa Dare steam coal-pits, both in the Aberdare valley. In 1856 the partnership between him and Mr. Thomas was dissolved, and he soon afterwards opened up for himself collieries on the No. 2 Rhondda bituminous seam in the Rhymney Bargoed and Rhymney valleys, and the Dunraven steam-coal collieries and pits near the head of the Rhondda valley. He also came to be the proprietor of the Blaenclwydach colliery in that valley, on the No. 3 Rhondda bituminous seam. These collieries he sold one after the other in the course of years, and most of them, as well as those he won and opened up with Mr. Thomas, have been successful and profitable, and are not yet exhausted. Dunraven has been unsuccessful during the last period of depressed prices, but is now being worked to considerable advantage.

He introduced the edge-rail into use at Danyderi in 1843, instead of the tram-plate, which was before universally employed in the collieries and ironstone mines of South Wales. He contributed several papers to the South Wales Institute of Engineers on mining-subjects, and was much consulted in South Wales on these matters throughout his life; but his own colliery business kept him from following up mining engineering actively as a profession. He was an excellent surveyor and draughtsman, and his knowledge of geology, both general and local, was extensive and accurate.

Mr. Joseph was of a sociable, lovable disposition, and very generous. His eyesight failed very much a few years before his death; but he could see his way about, although he was not able to read. Although suffering from no organic disease, the hard work he had done for many years told upon his constitution. Early in June, 1890, he became ill, and growing weaker and

weaker, passed away on the 10th of July following, in the seventy-second year of his age.

Mr. Joseph was elected a Member of the Institution on the 25th of May, 1880.

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SAMUEL KEEFER was born in Thorold, Province of Ontario, Canada, on the 22nd January, 1811. He was of German extraction, his grandfather, George Kieffer, a native of Alsace, born not far from Strasburg, having emigrated about the middle of the last century to America, and settled in the then British Province of New Jersey at Paulinskill, near Newton, the capital of Sussex County. His brother Jacob went on to Pennsylvania, establishing himself near Harrisburg. On the breaking out of the Revolution in 1776, George Kieffer espoused the cause of the House of Hanover, was mustered in the Royalist ranks, and died of army fever upon Staten Island. His son George, born in 1773, was a child at his father's death, and remained at the New Jersey home until his eighteenth year. The family property, consisting of two farms and a distillery, was confiscated by the United States, and George as the son of a "United Empire Loyalist" was offered a home in Canada by the British Government. He followed an Indian trail from New Jersey to the Niagara river at Buffalo, and crossing over, selected a home in Canada about 7 miles from the Falls of Niagara. Returning to New Jersey he brought his mother and brother in 1792 over the same route by packhorses, the men marching on foot. In 1797 he married Catherine Lampman, a German and a Lutheran like himself, and of the five sons and four daughters of this marriage, Samuel Keefer, the subject of this notice, was the fourth son.

George Kieffer spoke German until his arrival in Canada; and here changed the spelling of his name to Keefer, to secure its proper pronounciation by his English neighbours. He served as a Captain in the Canadian Militia in the war of 1812, and was afterwards made a magistrate. When the Welland Canal Company was constituted he became its first President. That great work, commenced in 1824 and completed in 1829, was executed and managed until 1841 by a joint stock company; but upon the union of the Provinces of Upper and Lower Canada, it was taken over by the Government. The canal passed through George