

MR. SAMPSON LLOYD was born in Birmingham on the 7th of June, 1808. He was the seventh son of Samuel Lloyd, banker, of that town; and was brought up at schools connected with the Society of Friends at Kendal, his mother's native place, and afterwards at Tottenham. At a comparatively early age he was apprenticed to his brother at Stockton-on-Tees. Subsequently he was employed in his father's bank in Birmingham, until, on the death of one of his brothers, he took an interest in a colliery property at Wednesbury, which had belonged to the family for several generations. This led to the establishment of the firm of Lloyds, Fosters, and Co., in 1835, in which he held a fourth share. The object of the company, in the first instance, was to develop the colliery above referred to, by building blast-furnaces and introducing improved winding and pumping machinery. In connection with the furnaces was a small foundry and engineering establishment, of which Mr. Sampson Lloyd undertook the management. As the railway system began to increase, his attention was turned to the manufacture of railway material. In this he was assisted by the late Mr. John Joseph Bramah, to whom he always considered that he was indebted for his first start in this branch of the trade. Under his energetic management the business rapidly developed, and the Old Park Ironworks became one of the first establishments in the kingdom for the manufacture of wheels and axles, and other railway material. In 1856 large rolling mills were erected for the manufacture of tires and axles, and this for many years was a most successful branch of the company's business; to which was added, about the year 1867, works for the manufacture of Bessemer steel in all its branches. In January 1867 the business of Messrs. Lloyds, Fosters, and Co. was transferred to the Patent Shaft and Axletree Company, Limited, of which company Mr. Sampson Lloyd became vice-chairman, and he continued in the management till within a year of his death, which took place on the 26th of September, 1874, at Areley House, near Stourport, where he had recently gone to reside.

Mr. Lloyd was always foremost to adopt any invention which was sufficiently developed to be applicable to his business. The firm was among the first in the South Staffordshire district to introduce the hot blast in their furnaces, to utilise the waste gases for various purposes, as well as to introduce the improvements of the late Mr. Joseph Beattie, M. Inst. C.E., and Mr. Mansell, in the construction of railway wheels. Numerous important contracts for bridge-work were carried out under Mr. Lloyd's superintendence for the Indian, Spanish, and Australian railways. One of

the largest works with which he was immediately connected was the new Blackfriars Bridge, for which the firm supplied the iron-work. That part of the contract was executed without difficulty but being guarantors for the other contractors, and unusual difficulties being met with in forming the foundations, much anxiety and annoyance were experienced by Mr. Lloyd, to whose perseverance and energy it was mainly owing that the contractors were enabled to complete the work.

Mr. Lloyd was elected an Associate of the Institution on the 7th of April, 1857. He took a leading part in the establishment of the Institution of Mechanical Engineers, and was an active member of the council of that society for ten years, and was one of the vice-presidents from 1864 to 1872. He was chairman of the Darlaston Steel and Iron Company, and much interested in the development of the company's property during the latter years of his life; also chairman of the South Staffordshire Water-works Company and of the Swansea Wagon Company. Both of these companies were in a state of great depression when he took the office, and to his energy and perseverance their present prosperous position is chiefly due. During the greater part of his life Mr. Lloyd avoided public affairs, except in immediate connection with the town of Wednesbury; but after leaving that place, and taking up his residence at Wassell Grove, Hagley, he became a magistrate for the counties of Staffordshire and Worcestershire.

Mr. Lloyd was a man of great energy and perseverance, of a kindly disposition, ever ready to sympathise with the sorrows and difficulties of others, whether poor or rich. In public affairs, in business, and in private life, the same good traits were manifested in little things as well as in more important ones, always combined with characteristic warm-heartedness and cheerfulness. He was much esteemed and beloved by his family and workpeople, and all those connected with him in his various undertakings.

SIR HARRY STEPHEN MEYSEY-THOMPSON, Bart.,¹ late Chairman of the North-Eastern Railway Company, was the eldest son of Mr. Richard John Thompson, of Kirby Hall, near York, and was born at Newby Park, Yorkshire, on the 11th of August, 1809.

¹ A biographical sketch of Sir H. S. Meysey-Thompson, by Earl Cathcart, appears in "The Journal of the Royal Agricultural Society of England," Second Series, vol. x., pp. 519-541. From a pamphlet descriptive of his career "as a man of business" (printed for private circulation only in 1874, and of which a copy has been presented to the Library of the Institution), several passages have been extracted and incorporated in this notice.