

4187ACC/1297/CLR/01/001/050

Minutes of Meeting

held at 16. Great George Street. Westminster S.W, on
Wednesday, 15th February 1899 at 4 o'clock p.m.

Present.

Sir Henry Oakley.
Lord Colville of Culross K.T.
Sir Francis Knollys, K.C.B., K.C.M.G.
Hon: Algernon H. Mills.
Lord Rathmore
Henry Tennant Esq:
Mr. Basil Mott, Engineer; Mr. Frank Dawes, Solicitor
and Mr. R.O. Graham, Secretary.

*Appointment of Chairman

vide fol: [folio] 148 & 301*

It was proposed by Lord Rathmore,
Seconded by Lord Colville of Culross,
and resolved That Sir Henry Oakley, be, and he is hereby re-elected Chairman of
the Central London Railway Company for the Current year.

Sir Henry Oakley having taken the Chair, the Minutes of last Meeting were read and
confirmed.

Financial Statement.

The following Financial Statement was submitted and ordered to be recorded.

Financial Statement at February 13th 1899.

Receipts on Shares &c	£ 2,038,712,,11,,4
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Expenditure	<u>1,951,617,,9,,8</u>
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<u>Available Balance</u>	£ 87,095,,1,,8
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Less

Mansion House Deposit	£ 30,000
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Amount on Deposit at Bankers.	<u>42,000</u>	72,000,,0,,0
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Credit Balance £ 15,095,,1,,8

Amount due to Traction Company for January

Cash £22,616

Debentures 27,645
 50,261

Total cash paid to December 1898. £ 2,123,381
Debentures debited. 175,200

*Financial arrangements with the Electric Traction Company

vide folios 215 & 254*

The Secretary read the following letter with reference to Financial arrangements.

Central London Railway Company.

16. Great George Street S.W.

27th January 1899

Dear Sir,

I understand from our Chairman, who saw Mr. Cassel on Tuesday last, that the Electric Traction Coy [Company] are prepared to continue advancing the amount of the monthly certificates until further notice, interest to be charged on the cash proportion at the rate of 3 per cent per annum. Mr Cassel, I believe, does not wish another call to be made this half year, so that at any rate the arrangement, if confirmed, would be in force until the payment of the June Certificate is due. Will you please lay this matter before your Directors and let me have a confirmatory letter setting forth the terms upon which they are prepared to continue the arrangement.

Yours faithfully
sig [signed] R.O.Graham

To the Secretary
Electric Traction Company.

Electric Traction Company Limited

16. Great George Street S.W.

3rd February 1899.

Dear Sir

With reference to the payment of future certificates by your Company, I am instructed by my Board to say that this Company is prepared to defer all cash

payments due up to and including the next June certificate, charging you interest at the Bank rate for the time being.

I shall be glad if you will let me know whether your Board agree to this, and if so, will you please confirm the arrangement.

Yours faithfully
sig H.E. Upton

To the Secretary
Central London Railway.

It was resolved that the thanks of the Board be conveyed to the Electric Traction Company for their offer to continue deferring the payment of the Engineers Certificates, and that it be accepted, interest to be [crossed out – charged] paid at Bank Rate, the Central London Company reserving the right to pay off any portion of the Certificates if they have funds available.

*Calls in arrear

vide folios 131 & 230*

The Secretary reported that the following shareholders were in arrear with the payment of the Call due on January 13th last, and was instructed to issue a further reminder and report the result at the next Board Meeting.

Name	Amount	Name	Amount
Amy Clark	£ 2	G. Kennaby	£ 30
Robert R Clark	2	J.A. Kaye	6
James Couldrey.	20	Robt. G. Mason	20
Sir Richard Farrant	1972	F.W. Phillips	20
Barnet A. Fersht.	4	George E.B. Pritchett	100
E. Gspandl	8	R.H. Vague [?]	2

A. Cunningham £20, T.S. Woodhouse £2 W.R. Makins £200

W. Tarrant £6. M. Urbe £20

The Secretary read the following further letter which had been received from the Urban District Council of Acton suggesting an extension of the Central London Railway to Acton and Ealing.

Suggested extension of line to Acton, made by the Urban District Council of Acton.

vide fol: 81.

Urban District Council of Acton.

242. High Street. Acton.
16. January 1899

Dear Sir,

I am directed again to Call your attention to the benefit which would be likely to accrue to the Central London Railway if they were to place Acton in direct communication with London, and I am also directed to enclose a copy of a resolution which was passed by this Council last Tuesday upon the subject, and shall be glad if you will give them a favorable answer.

I remain
Yours very faithfully
sig. Alex Hemsley

To the Secretary
Central London Rly Coy:

Copy of Resolution

“That considering the great benefit likely to accrue to Acton if brought into direct railway connection with London, the Central London Railway Company be urged to extend their line from Shepherds Bush to this Parish.”

It was resolved that as the Board is devoting all its energies to the completion of the line as planned, no extension can at present be considered, and the Secretary was instructed to write to the Clerk of the Acton Urban Council accordingly.

Traffic Superintendent.

The question of advertising for a traffic superintendent was considered, but as the matter was not immediately pressing, it was agreed to defer it until next meeting of the Board.

Accounts specially passed for payment.

The following list of payments specially passed for payment since last meeting of the Board was submitted and approved.

Name	Particulars	Amount.		
Electric Traction Company	Payment on a/c	£ 82,000		
Sherwood & Coy	Parliamentary Fees	250		
S. Loewe	Cheque to replace lost Interest Warrant.	13	1	
Secretary & Clerks	January Salaries	70	8	4
Petty Cash	V [-]	10		

		£ 82,343	9	4
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Accounts for payment.

The following list of accounts for payment was submitted and ordered to be paid.

Name	Particulars	Amount.		
Paddington Vestry	Poor Rate	31	10	2
J. Mowlem & Sons	Subway at Bank	292		
Electric Traction Coy	Payment on a/c	263	13	4
Mead Burt & Coy	Stationery [Stationery]	43	5	4
Waterlow & Sons Ltd	Stationery & Stamps.	47	17	6
Inland Revenue Commissioners	Income Tax	411	15	
L. Messel & Coy	Interest on payment in full	25	16	
		£ 1,115	17	4

Documents sealed

The following list of documents which had been sealed since last meeting of the Board was submitted and approved.

Name	Particulars	Date of Sealing
	Share Certificates	24. January 1899
	[Share Certificates]	27 [January 1899]
Mayor & Commonalty of London.	Conveyance of land.	1. February 1899
	Share Certificates	3 [February 1899]
	[Share Certificates]	8 [February 1899]
Register of Shareholders	Half Year to Dec 31. 1898.	15 [February 1899]

Report by the Solicitor on Private Bills in Parliament 1899 affecting the Central London Railway.

The Companys Solicitor submitted the following Report dealing with the Bills which have been deposited for this Session, and which will affect the Central London Railway.

Report on Private Bills.

We have with the assistance of Mr. Mott looked through the several Bills which seem likely to affect this railway and the only Bills which appear to do so are the following:-

1. Great Northern & Strand Railway
2. North West London Railway
3. London Improvement Bill. (Holborn to Strand) New Street.

- I. With regard to the first of these, – the Great Northern & Strand – the Bill promoted in effect by Directors of the Great Northern Railway Company is projected to pass under Holborn by Little Queen Street and will there cross the Central London Railway and the usual clauses ought to be inserted in this Bill for the protection of the Central London Railway Company so as to ensure that their tunnels and works are not in any way affected and to provide for plans being submitted to, and the works so far as the Central London Railway may be affected being carried out to the approval of their Engineer.
- II. North West London Railway. This line comes up to the south end of Edgware Road where the same joins the Bayswater Road close to its junction with Oxford Street. The Bill provides for a subway under the Central London Railway crossing to the south side of the Central London line, coming back again close by where Park Lane joins Oxford Street. In this case it seems to us the usual clauses ought to be inserted for the protection of the Central London line and to provide for plans being submitted and work being done to the approval of, and under the supervision of the Engineer of the Central London line so far as it may in any way affect that line.
- III. The London Improvement Bill affects the Central London Railway in this way. A portion of the Central London Railway under High Holborn near Little Queen Street is included within the limits of deviation for the proposed new Street from Holborn to the Strand, and as such is included within the so called Improvement area and the railway is therefore liable to have an improvement charge placed upon it.

It will be within recollection that a similar provision was inserted in the Improvement Bill of 1897. The Central London Railway petitioned against the Bill on the ground that their tunnels being underground ought not to be in any way the subject of an Improvement charge or “betterment” and the London County Council, after putting the Railway Company to the expense of petitioning and

fighting the case ultimately made an alteration in their plan so as to exclude the Central London Railway, but although every pressure was brought to bear upon them in the first instance they would not exclude the railway until the matter was fought out before the Committee. The Bill provides that water, gas, electric pipes, mains and apparatus shall not be subject to betterment, but it does not similarly [similarly] exclude the property of the railway Company even though it be underground.

We think that in this case a petition should be presented so as to obtain exclusion from the improvement or betterment area of any property of the railway Company underground.

We would also submit that for the purpose of ensuring clauses in the first two cases a short petition should be presented.

Petitions would probably have to be deposited not later than Saturday 25th instant.

*Petitions to be lodged

vide fol: 229*

It was resolved that petitions should be presented, and that the Solicitor should communicate with the other Companies concerned with a view to protective clauses being inserted in their Bills.

H. Oakley [signed]
Chairman.