

ACC/1297/CLR/01/001/049

Minutes of Meeting

held at 16. Great George Street, Westminster. S.W. on
Tuesday. 17th January 1899 at 12 o'clock p.m.

Present.

Sir Henry Oakley in the Chair

Lord Colville of Culross. K.T.

Hon: Algernon H. Mills.

Lord Rathmore.

Henry Tennant Esq.

Mr. Basil Mott, Engineer; Mr. Frank Dawes, Solicitor and
Mr. R.O.Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 26 was read and ordered to be recorded.

Engineers Office.
8. Queen Annes Gate. S.W.
Jany [January]. 16. 1899

Engineers Report No. 26

To the Chairman & Directors of the
Central London Railway.

Engineers Report.

Gentlemen,

Good progress has been made with the buildings at the Depot. The Ironwork of the Main Engine House roof is complete, and the slating has been started. The walls and roof of the Carriage Shed are finished and the roofs of the Engine and Carriage Repair Shops are being constructed. The Boiler House Walls are finished and the Bunkers for Coal Storage are being erected. The excavation for the Economisers is out and the two Chimneys, each 200 feet high are finished.

The permanent way for sidings is being laid at the Depot and about 1,000 tons of Main Line Rails have been delivered.

Of the Generating Plant, 3 main engines have been delivered and the remaining three are ready for shipment from America, and our Inspector reports that good

progress has been made with the Transformers and Rotary Converters and that 4 locomotives are ready for shipment.

The construction of the Station Buildings is proceeding at Shepherds Bush, Holland Park, Notting Hill Gate, Queens Road. Westbourne, Marble Arch, Oxford Circus, Tottenham Court Road, and British Museum Stations.

At the Bank Station, Shafts Nos. 2. 3. 4. and 5 are finished, No. 1 is nearly finished and the Staircase Shaft has been started.

Work has been commenced on the roof of the Public Subway round the Booking Hall and a length of about 80 ft. x 20 ft. of the roadway has been removed & replaced by a temporary timber road to enable the steel roof to be fixed in position. Good progress has been made with the work under air pressure and the Shield Chambers for the 21 feet Station Tunnel and the 25 feet Cross Over Road are finished and both shields are being erected. 60 yards of the Down Station have been constructed.

The post office authorities are diverting the pneumatic tubes and telegraph wires, but their progress is slow.

We are, Gentlemen,
Yours faithfully
(sig [signed].) Fowler & Baker.
p.p. Basil Mott

*Progress of Works at the Mansion House and Bank

vide folios 206 & 240*

[[illegible]] Mott explained that he had recently made arrangements with Mr Ross, the City Engineer, for the necessary facilities for the construction of the roof of the Bank Station Subways. A considerable portion of the roadway had been taken up and temporary timbering laid down. Some delay had been caused by the non-delivery of the steel work which was being supplied by the Phoenix Iron Company of Derby, but they were being strongly pressed and a portion of the roofing was expected to be received in the course of a few days.

*Half Yearly Report

vide folios 187 & 252*

*Date of Half Yearly Meeting.

vide folios 179 & 251*

The Secretary submitted a draft of the Half Yearly Report and Statement of Accounts for the Half Year ending 31st December 1898 which was approved, and it was arranged that the Half Yearly Meeting should be held on the 15th February 1899 at 16. Great George Street Westminster S.W at 3 o'clock p.m., the business

of the Extra-Ordinary Meeting to be transacted immediately after the conclusion of the General Meeting.

*Alleged damage to the Bank of England premises
vide folio 253.*

The Secretary read the following letter which had been received from the Bank of England with reference to alleged damage to the Bank premises.

Bank of England. E.C.
7th January 1899

Sir,

I am directed by the Governors of the Bank to inform you that since the commencement of your Company's works in the neighbourhood of the Bank's premises, several new cracks and subsidences have been observed in portions of the structure of the Bank. In certain instances, the cracks and subsidences are still under observation and their cause is receiving careful consideration, in one case however there can be no reasonable doubt that the injury is caused by the operations of your railway in Threadneedle Street.

It is the desire of the Bank to give you the earliest notice of what has happened and what is happening, so that your Company may take every precaution against a further extension of the damage. I am to add that your Company must expect to be called upon by the Bank to bear the cost of the repairs of the damage already done as well as of any steps that it may be necessary to take to prevent further subsidence.

I am, Sir
Your obedient servant.
K. Grahame,
Secretary.

Mr Mott reported that Sir Benjamin Baker had been in consultation with Sir Arthur Blomfield, the architect to the Bank of England, and in Sir Benjamin's opinion the damage was not at all serious. The matter was having close attention and a further report would be made.

*Death of Sir John Fowler, Bart. Letters to and from Lady Fowler.
vide folio 205*

The Secretary read the following letter which had been sent to Lady Fowler by the Chairman in connection with the death of her husband the late Sir John Fowler, Bart, and the reply thereto:-

16. Great George Street. S.W.
9. December 1898.

Dear Lady Fowler,

I am requested by my colleagues on the Board of the Central London Railway to express their deep sympathy with you and your family in the irreparable loss which you and they have so recently suffered.

Sir John was well known to the Members of the Board, and several of them had been honoured with his friendship, and we all deplore the death of an eminent member of his profession, and of a kind and manly friend.

It is a cause of sincere regret to all that he was not spared to see the completion of the work in which he was deeply interested – the Central London Railway.

Assuring you of our sincere sorrow.

I have the honour to be,

Dear Lady Fowler,

Yours very sincerely,

(sig.) Henry Oakley.

Thornwood Lodge
Campden Hill. Kensington. W
10. December 1898

Dear Sir Henry,

Lady Fowler begs me to convey to you and to the Board of the Central London Railway her sincere thanks for the warm expression of sympathy with her and her family contained in your letter of December 9th.

Sir John was indeed deeply interested in the construction of the Central London Railway which will be of the greatest benefit to the public, when completed.

Yours faithfully.

(signed) Alice Fowler.

*Call of £2 per share due 13. Jany. 1899

vide folio 208 & 254*

The Secretary reported that a Call had been made on the Shareholders on January 13th and £440,660 had been received up to the 16th inst.

*Payments to the Electric Traction Company.

vide folios 208 & 219*

The Secretary reported that the amount owing to the Contractors, the Electric Traction Company, for work done to the 30. November last as certified by the

Company's Engineers together with Interest to January 13th was £422,759,,12,,11, and in discharge of this sum the following cheques had been drawn:-

On Jan'y 13th £ 95,000 in favour of Messrs Glyn Mills Currie & Company, being the amount advanced by them to the Electric Traction Company by arrangement.

[On Jan'y 13th] 205,000 in favour of the Electric Traction Coy:

[On Jan'y] 14th 60,000 [in favour of the Electric Traction Coy:]

£ 360,000 - leaving a balance of £62,759,,12,,11

This together with the Cash Amount of the December Certificate viz:- £19,504 will be paid out of the proceeds of the Call.

*Members of Parliament to back the C.L.R. Bill for 1899

vide folio 303.*

The Secretary submitted a letter which had been received from the Company's Solicitors asking for the names of two members of Parliament who would back the Central London Railway Bill of 1899. The matter was left in the hands of the Chairman to arrange.

Cheques specially passed for payment

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

Name	Particulars	Amount		
J. Mowlem & Coy [Company]	Subway at Bank	1,900		
Petty Cash.	V [-]	10		
Sir Henry Oakley	Direction	604	3	4
Lord Colville of Culross.	[Direction]	60	8	4
Sir Francis Knollys.	[Direction]	60	8	4
Hon. A.H. Mills	[Direction]	60	8	4
Lord Rathmore	[Direction]	60	8	4
Henry Tennant Esq:	[Direction]	60	8	4
Secretary & Clerks.	December Salaries	70	8	4
Glyn Mills Currie & Coy	Loan to Electric Traction Coy:	95,000		

Electric Traction Coy	Payment on account of deferred Engineers Certificates	265,000		
		£362,886	13	4

Accounts for payment

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

Name	Particulars	Amount		
Fowler & Baker.	Engineering	7,000		
Electric Traction Coy	Proportion of amount recvd. from Waterloo & City Coy:	4,547	5	
Great George Street Chambers Coy	Rent	120	17	
Inland Revenue Commsrs [Commissioners]	Income Tax	63	7	6
Street & Coy.	Advertising	36	7	6
Mead Burt & Coy	Printing	12	14	2
H.B. Measures.	Architects Fee	220		
Westminster Union	Poor Rate	67	18	6
Fulham Union	[Poor Rate]	85	10	
		£12,153	9	8

Documents sealed

The following list of documents, sealed since last Meeting of the Board was submitted and approved

Name	Description.	Date of Sealing
V [-]	Share Certificates	5. December 1898
V [-]	Apportionment of Tithe Rent Charge at Hammersmith	[5. December 1898]
V [-]	Share Certificates	7. December

V [-]	Petition to House of Commons to introduce Bill for 1899.	16 December
V [-]	Share Certificates	[16 December]
V [-]	[Share Certificates]	19. December
John Mowlem & Sons.	Contract for construction of Subway at the Bank	23 December
Duke of Westminster	Conveyance of 381 & 383 Oxford Street and 87. 89. 91. & 93. Davies St.	29. December
[Duke of Westminster]	Memorial of Deed	[29. December]
	Share Certificates	9. January 1899
	[Share Certificates]	16 [January 1899]

H. Oakley [signed]
Chairman.