

documents, sealed  
submitted and

Date of Sealing

5. December 1899  
do

7. December  
16. December

do  
19. December  
23. December

29. December

do.  
9. January 1899  
16. do

Chairman.

Minutes of Meeting

held at 16. Great George Street, Westminster S.W., on  
Wednesday, 16<sup>th</sup> 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.  
M<sup>rs</sup>. Algernon H. Mills.  
Lord Rathmore  
Henry Tennant Esq.

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

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.

Appointment  
of Chairman.  
Vote for 148  
130

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

The following Financial Statement was submitted  
and ordered to be recorded.  
Financial Statement at February 13<sup>th</sup> 1899.

Receipts on Shares &c	£ 2038 7/2 - 11-4
Expenditure	1981 6/7 - 9-8
<u>Available Balance</u>	£ 87095 - 1-8
Less	
Manner House Deposit	£ 30000
Amount on Deposit of Bankers.	42000
<u>Credit Balance</u>	72000 0 0
	£ 15095 - 1-8



219.

Amount due to Traction Company for January  
Cash £22.6.6

Debitures 27.6.6

50.2.6

Total Cash paid to December 1898. £222.3.8.1

Debitures debited. 175.2.0

Financial  
Arrangements  
with the Electric  
Traction Company  
viz folios 215 & 214

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

Central London Railway Company.

16 Great George Street  
27<sup>th</sup> January 1899.

Dear Sir,

I understand from our Chairman, who saw  
Mr Cassel on Tuesday last, that the Electric Traction Co.  
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  
W. R. Graham

I The Secretary  
Electric Traction Company.

Electric Traction Company Limited

16 Great George Street  
27<sup>th</sup> February 1899

Dear Sir,

With reference to the payment of future  
Certificates by your Company, I am instructed by  
my Board to say that the Company is prepared to



2. January

Financial

Arrangements

1. 1897 (and)

2/23/81

175200

Letter with

Great George St.  
27 January 1897

man, who saw  
Electric Traction Co.  
amount of the  
interest to be  
of 3 per cent  
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defer all cash payment 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,  
W. H. Egleston

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 <sup>1897</sup> ~~Business~~ Certificates,  
and that it be accepted, interest to be charged at Bank Rate,  
the Central London Company reserving the right to pay off any  
portion of the Certificates if they have funds available.

Called in  
arrears  
14/12/81  
+ 230

The Secretary reported that the following  
shareholders were in arrears with the payment of the call  
due on January 13<sup>th</sup> last, and was instructed to issue  
a further reminder and report the result at the next Board  
Meeting

Name	Amount	Name	Amount
Amey Clark	£ 2	L. Kemaby	£30
Robert R. Clark	2	J. A. Kings	6
James Coulthay	20	Robt. C. Mason	20
St. Richard Tarnant	1972	J. W. Phillips	20
Baron A. Gerscht	4	George R. Whitlock	100
Edgspandl	8	R. H. Vague	2
A. Cunningham	£20, J. S. Woodhouse	£2	W. R. Makins £200
W. Tarnant	£6.	M. M. M. £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.



221

Suggested extension  
of line to Acton, made  
by the Urban  
District Council  
of Acton.  
vide p. 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,  
 W. Alex. Henckley

To the Secretary  
 Central London Ry. Co.,

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 Shepherd's 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.

Account  
 Special  
 10/10/99

Account  
 10/10/99

Document  
 sealed



22.  
 16. January 1899

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traffic  
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 defer

Accounts  
specifically passed  
for payment  
and approved

The following list of accounts specially passed for payment since last meeting of the Board was submitted

Name	Particulars	Amount
Electric Traction Company	Payment on 1/4	£ 82 0 0
Herwood & Coy	Parliamentary Fees	250
J. Lowe	Cheque to replace lost	
	Interest Warrant.	13 1
Secretary & Clerks	January Salaries	70 8 4
Petty Cash		10
		£ 82.343 9 4

Accounts for  
payment.

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

Name	Particulars	Amount
Stratford Station	Low Rate	31 10 2
J. Mowlem & Sons	Subway at Bank	292
Electric Traction Co	Repairs at	263 13 4
Mead Kent Coy	Stationary	43 5 4
Waters & Sons Ltd	Stationary & Stamps.	47 17 6
Island Revenue	Income Tax	411 15
Commissioners		
L. Mowlem & Coy	Interest on payment	25 16
	in full	
		£ 1,115 17 4

Documents  
passed

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
Mayor & Corporation of London.	Conveyance of land.	27 do
	Share Certificates	1 February 1899
		3 do
		8 do
Register of Shareholders	Half Year to Dec 31, 1898.	15 do



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

The Company 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 the Engineer.

II. North West London Railway. This line comes up to the south end of Edgware Road where the same joins the Regent 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 Regent 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

Report on  
Private Bills  
(Contd.)

Petitions  
to be lodged  
vide p. 229



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Regulation

Private Bills

(Contd)

Petitions to

be lodged

via Pt. 229

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 undergrounds 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 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 26<sup>th</sup> instant.

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. D. Oakley  
Chairman.