

ACC/1297/CLR/01/001/032

Minutes of Meeting.

held at 16. Great George Street, Westminster S.W. on
Wednesday 3rd November 1897 at 3 o'clock p.m.

Present.

Henry Tennant Esq. in the Chair.
Lord Colville of Culross, K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Lord Rathmore,
Sir Benjamin Baker, Engineer; Frank Dawes, Solicitor;
and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No 16 was read and ordered to be recorded.

2 Queens Square Place.
Queen Annes Mansions. S.W.
3. November 1897.

Engineers Report No 16.

To the Chairman & Directors
of the Central London Railway.

Engineers Report.

Gentlemen.

At Shepherds Bush Station 409 yards of 12 ft. [feet] 7 in. [inch] tunnel to the Depot, 1664 yards of 11 ft. 6 in. Main Line Tunnel and 33 yards of 21 ft. Station Tunnel have been driven. The two 25 ft. tunnels for Crossover Road are finished, and about 80% of the station passages from Lifts to Platforms have been completed.

At Holland Park the Down Station Tunnel is finished and work has been started in the Up Station Tunnel. Both of the 11 ft. 6 in. Main Line Tunnels have been completed as far as Notting Hill Gate Station, a distance of 625 yards. About 60% of the Station Passages from lifts has been constructed.

At Notting Hill Gate, both the Station Tunnels are finished, and 385 feet of 11 ft. 6 in. tunnel driven eastwards. All brick passages from lifts are finished.

At Queens Road 66 yards of Station Tunnel and 1320 yards of 11 ft. 6 in. tunnel have been completed. Two 25 ft. tunnels for Crossover Roads are finished, and an 11 ft. 6 in. siding tunnel has been started. About 55% of the passages from lifts is constructed.

At Westbourne 10 yards of 21 ft. Station Tunnel and 625 yards of 11 ft. 6 in. have been completed.

At Marble Arch 66 yards of 21 ft. Station Tunnel and 974 yards of 11 ft. 6 in. tunnel have been constructed. About 25% of the passages from lifts is constructed.

Davies Street Station. Possession has not yet been obtained of this site.

At Oxford Circus both the Up and Down line Station tunnels are finished, 4 small shields are at work and 863 yds [yards] of 11 ft. 6 in. tunnel have been completed. About 70% of the passages from lifts have been constructed.

At Tottenham Court Road the Up Station Tunnel is finished, and a large shield is being erected to construct the down station tunnel. 567 yds of 11 ft. 6 in. tunnel have also been completed. About 75% of the station passages is finished.

At British Museum, 28 yards of 25 ft. tunnel for Crossover Roads, 32 yards of 21 ft. station tunnel, and 1,090 yards of 11 ft. 6 in. tunnel have been constructed. About 50% of station passages is finished.

At Chancery Lane 2. 25 ft. Shield Chambers have been constructed and 1793 yds of 11 ft. 6 in. tunnel driven. The small tunnels approaching Holborn Viaduct from this station have been stopped in order that the necessary plant may be erected for carrying out the work under the succeeding 150 yards of the Viaduct in compressed air. With the exception of a few junction lengths all station passages are completed.

At Post Office Station two small shields have started work and 190 yards of 11 ft. 6 in. tunnels have been driven. About 20% of the passages from lifts to platforms has been completed.

At the Bank Station, with the exception of the permanent roof, tiling, &c., the passenger and pipe subways round the station are complete, and 75% of the sewer diversion is finished. Work has also been started on the steps to the subway at the corner of Walbrook and Queen Victoria Street and permission has been obtained from the Commissioners of Sewers to construct the steps at Mappin & Webb's corner. In order to proceed as rapidly as possible with the tunnels at this station a temporary 12 ft. shaft has been sunk in front of the Royal Exchange to the station level where a shield chamber will be constructed and

special arrangements have been made for pressing on with the permanent shafts and other work without waiting for the diversion of water and gas mains. Exclusive of the Bank and Davies Street Station, 36% of the Station Tunnels and 63% of the Main line tunnels have been completed.

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

*Buildings over Station Sites

vide folios 119 & 130*

The Architect's Report and Plans for the utilisation of the Station Sites which had been prepared in accordance with the Minute of the Board dated 4th August were submitted, and the subject was deferred for further consideration.

*Working of Railway by British-Thomson-Houston Compy [Company]

vide folio 140*

The Chairman stated that in the Contract made between the Electric Traction Company and the British Thomson Houston Company, provision had been made for the working of the Central London Railway by the British Thomson Houston Company if the Central London Company should decide to enter into an agreement to that effect. The option is to be declared not later than the 1st January 1898,

* Extended to 15th Feby [February]: 1898 Vide letter from Wm. Morris. 30.11.97* and the subject was deferred for further consideration.

*Rates & taxes: - liability for payment during construction

vide folio 116*

Rates & Taxes. The following letter from the Electric Traction Company with reference to this question was read :-

17. Throgmorton Avenue E.C.
22. October 1897.

R.O. Graham Esq, Secy. [Secretary]

Central London Railway
Liability for Rates

Dear Sir.

I discussed this matter with the Directors of the Traction Company this morning, Mr Cassel also being present. Their view is that the rates are an incident to the ownership of the station sites, the freeholds of which have been conveyed to and are vested in the Railway Company; that the Railway Company have insisted upon taking what little profits there are arising from the land in the shape of rentals and that it is therefore right and just that they should pay the outgoings. They point out that the Traction Company have no ownership in these properties and merely occupy them for the purpose of carrying out the works under the Contract. The question, however, is purely a legal one depending upon the construction of the works Contract. Mr Kirby has advised us very strongly that the Traction Company are under no liability to pay any rates whatever; Mr Farwell, Q.C., on the other hand has advised the Railway Company that the Traction Company are liable to pay a portion of the Rates. In these circumstances, the Directors of the Traction Company and Mr Cassel suggest that the matter should be determined by arbitration; that Mr Farwell and Mr Kirby should agree upon some barrister who will settle the point between them and whose decision shall be binding upon both Companies.

Your truly
(sig.) Wm. Morris Jr. [Junior]
Solicitor to the Electric Traction Company Ltd.

“The Chairman was strongly against the issue being decided by arbitration as proposed, and he stated that as the Railway Company had and could have no beneficial occupation of the property during construction they were not liable for the payment of rates and taxes. The whole spirit of the Contract with the Electric Traction Company was that they were to receive a round sum of money and for that they were to pay everything connected with and during construction and hand over the Railway complete in every particular. The further consideration of this subject was also deferred.”

*Agreement with Traction Company as to unallotted shares

vide ffo. [folios] 138 & 147. and Inward Letters. 2222. also folio 154*

Attention has been drawn to the Agreement under which the Traction Company are required to take up 68,247 unallotted shares. It was stated by the Chairman that it was mutually understood that the time had arrived when that should be done, and that it had been arranged that the amount due from time to time according to the Engineers Certificates should be allowed to remain unpaid until an accumulation had taken place equal to £6 per share on the above mentioned number of shares, when such shares should be issued with £6 per share paid in

discharge of the amounts of Engineers Certificates so accumulated. When this had been done all the Share Capital would have been issued. Under this arrangement it will not be necessary to make a further call upon the shares already issued for some time to come. The arrangement was approved.

*Call in arrear.

vide folios 116 & 131*

The Secretary reported that the call of £20 due from Mr R.G. Mason on 1st February last had not been paid. He was instructed to make a further effort to obtain the money and report at the next Board Meeting.

Financial Statement

The Secretary submitted a Financial Statement which was ordered to be recorded

Financial Statement at 1st November 1897.

Receipts :-

On shares.	£1,418,454,16,,11	
sundries, calls &c	12,808,,3,,9	
		1,431,,263,,0,,8

Expenditure :-

To June 30th as per Half Yearly Report.	1,146,220,,11,,1	
Further sums for land, works &c. to date.	<u>225,954,,18,,9</u>	
		<u>1,372,175,9,10</u>
		£59,087,,10,,10

Add.

Mansion House £70,000

Deposit

Amount on loan 84,709,,16,,3

£154,709,,16,,3

Less

Loans repaid 83,865,,8,,2

Amount advanced 25,000,,0,,0

by Bankers

108,865,,8,,2

45,844,,8,,1

Available Credit Balance

£13,243,,2,,9

as per Pass Book.

Account overdrawn

£11,756,,17,,3

Agreements sealed by the Company

The following list of Agreements sealed by the Company was submitted by the Secretary and approved.

Name	Description	Date of Sealing
Vicar of Christ Church, Newgate Street,	Agreement.	31. July 1897
V [-]	Share Certificates	21. July
A. & W. T. Richardson	Conveyance of land	4. August
V [-]	Share Certificates	20. August 1897
J. Hawkins	Warrant to sheriff	[20. August 1897]
V [-]	Share Certificates	31. August
V [-]	[Share Certificates]	17. September.
Electric Traction Coy: [Company]	Supplemental Agreement.	20. September.

V [-]	Share Certificates	2. October
V [-]	[Share Certificates]	14. October
V [-]	[Share Certificates]	3. November
Corporation of London.	Appointmt. [Appointment] of Arbitration	[3. November]

Cheques specially passed for payment.

The following list of Accounts specially passed for payment since last Meeting of the Board was submitted and approved :-

Name	Particulars	Amount.		
Street & Company.	Advertising	2		
Great George Street Chambers Coy.	Rent	119	1	
Holborn Vestry	Rates	34	13	11
[Holborn Vestry]	[Rates]	7		3
Farringdon Ward within	[Rates]	49	12	
Secretary & Clerks	Salaries	54	3	4
[Secretary & Clerks]	[Salaries]	54	3	4
The Times	Advertising	1	4	
The Daily Telegraph	[Advertising]	1	1	6
The Daily News.	[Advertising]	1	1	6
The Financial News	[Advertising]	1		
E. Cassel	Commission	5	3	
Holborn Vestry	Rates.	34	14	11
Electric Traction Coy	City Subway	1060	10	
Westminster Union	Rates	143		
Paddington Vestry	[Rates]	66	6	8
Holborn Vestry	[Rates]	8	12	2
[Holborn Vestry]	[Rates]	7		3
Electric Traction Coy.	Contract	79,123	18	1
Wm. B. Peat	Audit fee	12	13	9
Wm. H. Pannell	[Audit fee]	12	13	9
Railway Times	Advertising	1	11	6

Financial Times	[Advertising]	5	5	
Waterlow & Sons Ltd	Stationery	17	9	3
Secretary & Clerks	Salaries	54	3	4
Hammersmith Vestry	Rates	73	3	
Petty Cash		10		
Electric Traction Coy:	Contract	61,403	19	
Henry Tennant	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
Secretary & Clerks	Direction	<u>54</u>	<u>3</u>	<u>4</u>
		<u>£143,265</u>	<u>4</u>	<u>6</u>

Accounts for payment.

The following list of Accounts for payment was submitted by the Secretary and ordered to be paid :-

Waterlow & Sons Ltd	Stationery	7	8	6
Mead Burt & Coy:	[Stationery]	4	11	3
Waterlow Bros: & Layton	[Stationery]	4	12	6
Income Tax Commsnrs [Commissioners]	Income Tax	666		4
Fowler Baker & Mott	Engineering	6,500		
Parish of St Giles	Rates.	49	6	8
Commissioners of Sewers	[Rates]	<u>124</u>		
		<u>£7,355</u>	<u>19</u>	<u>3</u>

H. Tennant [signed]
Chairman.