

Minutes of Meeting.

held at 16, Great George Street, Westminster SW, on
Wednesday 3rd November 1897 at 3 o'clock pm.

Present.

Henry Tennant Esq. in the Chair.

Lord Colville of Culross, K.T.

Sir Francis Knollys, KCB, KC, LL.M.

Lord Rathmore.

Sir Benjamin Baker, Engineer; Frank Davies, Solicitor;
and Mr. R. C. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report N^o 16 was read and ordered
to be recorded.

2. Queens Square Place.

Queen Anne's Mansions, S.W.

3. November 1897.

Engineers Report N^o 16.

To the Chairman & Directors
of the Central London Railway.

Gentlemen,

Engineers Report.

At Shepherds Bush Station 409 yards of 12 ft. 7 in. ~
tunnel to the Depot, 1664 yards of 11 ft. 6 in. Mainline Tunnel
and 53 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. Mainline 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

Engineers Report
(Cont.)

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 Grosvenor Roads are finished, and an 11 ft. 6 in. ^{passage} 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. Succession 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 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 Grosvenor Roads, 32 yards of 21 ft. station tunnel, and 1090 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. tunnel have been driven. About 20% of the passages from lifts to platforms has been completed.

At the Bank Station, with the exception of the

Building
over Station
Sides
Vide folios 119

Working
Railway
British Museum
Museum Camp
Vide folios 150

* Extended to
15th Feb: 1894
Vide letter from
Mr. Morris, 20th

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Engineers Report
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122.

permanent roof, tiling, &c., the passages 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 the water and gas mains.

Each one of the Rank and Davies Street Station, 36% of the Station tunnels and 63% of the Main line tunnels have been completed.

We are, Gentlemen,
Yours faithfully,
(sgd) Fowler & Baker.

Buildings
over Station

Sites

vide folios 119 & 120

Working of
Railway by
British-Thomson
Houston Comp^y

vide folios 140

* Extended to
15th Feb^y 1898
vide letter from
Wm Morris, 20.11.97

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

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, and the subject was deferred for further consideration.

123.

Rates & taxes in

liability for payment of the Electric Traction Company with reference to this question was read in

side folio 116

Rates & Taxes.

The following letter from the Electric Traction Company with reference to this question was read in

17. Throgmorton Avenue St.
22. October 1897.

Robt Graham Esq, Secy

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 freeholders 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 balances 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, AG, on the other hand has advised the Railway Company that the Traction Company are liable to pay a portion of the Rates. In view of 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.

Yours truly

(sig) W. H. Morris J.

Solicitor to the Electric Traction Company

"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

Rates & Taxes (cont)

Agreed with the Traction Company

side folio 116 and side folio 22

Call in arrears side folio

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Nov 1897.

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Rates & taxes

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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 pp. 138 & 147.

and dividend

vide pp. 2222.

vide pp. 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 Certificate 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
arrears.

vide folios 16 & 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.

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

P.J.O

125.

Financial Statement

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. 225,954.18.9

1,372,175.9.10

Add

£ 59,087.10.10

Mansion House Deposit £70,000

Amount on loan 84,709.16.3

£ 154,709.16.3

Less

Loans repaid 83,865.8.2

Amount advanced by

Bankers. 25,000.0.0

108,865.8.2

45,844.8.1

Available Credit Balance
 as per Pass Book

£ 13,243.2.9

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.	21. July 1897
A. & W. Richardson.	Share Certificates Conveyance of land	21. July 14 August

Cheques
 specially for
 the purpose

Nov 1897.

431.263-0.8

372.175-9-10

59.087-10-10

45,844 " 8-1

13,243 " 2-9

11.751

14
August

Name	Description	Date of Sealing.
J. Hawkins	Share Certificates	20. August 1897
"	Warrant to Sheriff	do.
"	Share Certificates	31. August
"	do.	17. September.
Electric Traction Coy.	Supplemental Agreement.	20. September.
"	Share Certificates	2. October
"	do.	14. October
"	do.	3. November
Corporation of London.	Appointment of Arbitrator	do.
<p><u>Cheques</u> The following list of Accounts specially passed for specially passed payment since last Meeting of the Board was submitted and approved.</p>		
Name	Particulars	Amount.
Street & Company.	Advertising	2
Great George Street Chambers Coy.	Rent	119 1
Holborn Vestry	Rates	34 13 11
do	do.	7 3
Farringdon Ward within	do.	49 12
Secretary & Clerks	Salaries	54 3 4
do	do	54 3 4
The Times	Advertising	1 4
The Daily Telegraph	do.	1 1 6
The Daily News.	do.	1 1 6
The Financial News	do.	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	do	66 6 8
Holborn Vestry	do	8 12 2
do.	do	7 3
Electric Traction Coy.	Contract	79.12.3 18 1
	Carriage forward	80,774 5 11

127.

Cheques specially passed
for payment (cont.)

Name	Particulars	Amount.
Wm. P. Peat	Brought forward £	80,774 5 11
Wm. H. Parnell	Andst fee	12 13 9
Railway Innes	do.	12 13 9
Financial Innes	Advertising	1 11 6
Waterslow & Sons L ^o	do.	5 5
Secretary & Clerks	Stationery	17 9 3
Hammererich & Co.	Salaries	524 3 4
Petty Cash	Rates	73 3
Electric Traction Co.	10	10
Mervyn Tennant	Contract	6403 19
Lord Colville of Culross	Direction	604 3 4
Sir Francis Knollys	do.	60 8 4
Mrs. A. H. Mills	do.	60 8 4
Lord Rathmore	do.	60 8 4
Secretary & Clerks	do.	54 3 4
		£ 143,265 4 6

Accounts for
payment.

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

Waterslow & Sons L ^o	Stationery	7 8 6
Head Rent & Co.	do.	44 11 3
Waterslow Bros. & Co.	do.	4 12 6
Income Tax Commission	Income Tax	666 4
Fowler Baker & M ^o	Engineering	6500
Parish of St. Giles	Rates.	49 6 8
Commissioners of Sewer	do.	124

£ 7355 19 3

M. Tennant
Chairman.

Engineer
Ref.