

ALC/D/108

1833

LONDON AND BIRMINGHAM RAILWAY

CIRCULAR – General Board of Management announce their intention to reapply to Parliament in the next session after the defeat of the Bill by the Lords.

At a MEETING of the GENERAL BOARD of MANAGEMENT of the COMPANY for making a RAILWAY between LONDON and BIRMINGHAM, composed of Deputations from the respective London and Birmingham Boards which was held at No 69 Cornhill on 23rd January 1833.

ISSAC SOLLY, in the Chair;

It was ordered that the following Circular be published:-

The exclusive nature of the evidence in support of the Railway adduced before the Committees of both Houses of Parliament and the strong resolutions in its favour passed at the meeting of the Noblemen and Gentlemen at the thatched House Tavern, at which Lord Wharncliffe presided left no hesitation in the minds of the Directors as to the expediency of renewing their application to Parliament, provided they could remove to a sufficient extent that “opposition of dissentient Landowners and Proprietors”, which appeared to have been the sole cause of the failure of their Bill in the Last Session.

The Directors consequently adapted measures for this purpose as soon as possible after the prorogation of Parliament; in the prosecution of these, they have been engaged up to the present moment; and the negotiations with some most influential parties have only very recently been concluded. This explanation they hope will satisfactorily account to the Subscribers for the delay of “the statement of the affairs of the Company, and their recommendation as to future proceedings” which was proposed in their circular of the 13th July last.

The Directors have now the pleasure of announcing that their measures have been successful, even to a greater extent than they had ventured to anticipate. The sentiments of a few of their former opponents have not yet been ascertained, but nearly all those who were the most active and most formidable have been conciliated. The assents of last year have in most instances been renewed, and generally the progress made has been such as to afford the most confident expectations of success.

Their own continued enquires have strengthened the conviction of othe Directors of the high value and national importance of the great undertaking in which they are engaged. They have not been inattentive to the numerous plans suggested for the employment of Steam Carriages on the

Turnpike roads, nor to the great increase of speed said to have been attained in the navigation of some of the Scotch Canals; but they see no reason to apprehend from any of these projects such a rivalry as can interfere with the success of the Railway. Under these circumstances the Directors are persuaded they shall have the zealous concurrence of the Subscribers in their party for which they have resolved to apply at the very earliest period of the approaching Session of Parliament.

It was stated by the directors in their circular of the 31st January last, that “the Outlay for surveying, engineering, and canvassing the owners and occupiers of the line, and Parliamentary and other unavoidable expenses, up to that period was less than one-third of the deposits and that of the remainder £52,000 were invested in Exchequer Bills”. The various expenses since incurred, and especially those attendant on the protracted proceedings before the Parliamentary Committees, have necessarily caused a very considerable addition to these disbursements; but as will be seen by the annexed statement of Accounts, nearly one half of the deposits of £5 per share still remains; and of this amount £42,000 are invested in Exchequer bills. The sum, therefore, at the command of the Directors, would under any circumstances be far more than sufficient to meet the charges of the intended proceedings; but in their present favourable position the Directors have no doubt that the expenses of the further prosecution, and as they believe, the attainment of their object, will be small in comparison with those which attended their former efforts.

By Order of the Board,
 RICHARD CREED } Secretaries of the respective
 C R MOORSOM } Boards

London 23rd January, 1833

LONDON AND BIRMINGHAM RAILWAY COMPANY.

		CR.		
1832		£.	s.	d.
Oct. 31 st	By Deposits of five Pounds per Share on 20,472 Shares	102,360	0	0
	By Interest	<u>2,496</u>	<u>16</u>	<u>1</u>
		104,856	16	1
		DR.		
Oct 31 st	To Expenses as per Gen Abstract	<u>56,261</u>	<u>2</u>	<u>8</u>
	Balance in favour of the Company	48,595	13	5

GENERAL ABSTRACT

*Of the Expenses of the London and Birmingham Railway Company,
including all outstanding demands, from
11th September, 1830 to 31st October 1832:-*

	£	s	d
Expenses incurred before the Union of Companies On the 11 th September 1830	3,138	7	6
Advertising and printing Statements and Circulars	1,600	8	9
Engineering	4,945	0	7
Surveying	9,853	4	5
Canvassing and travelling Expenses	6,822	3	11
Solicitors Bills	14,784	18	2
Parliamentary Agents' Bills	676	4	0
Parliamentary Fees	1,386	12	11
Counsels Fees	1,982	14	2
Witnesses	4,967	15	2
Printing bills and documents for Parliament	696	15	6
Maps Plans etc. for the use of Parliament, the Directors			
Solicitors, Engineers, surveyors, etc.	544	18	10
Office Expenses consisting of Direction, Salaries to Secretaries And Clerks, Rent of Offices, Hire of Committee Rooms, Stationery, Postage and Incidental Expenses	4,861	18	9
	56,261	2	8

RICHARD CREED }
C R MOORSOM } Secretaries of the respective boards.