

gjorte Rigsdagen ved den Beretning, som af Indenrigsministeriet er afgivet om Forhandlingerne angaaende den sydfste Jernbane, fremgaaer nu vel, at de Underhandlinger, som Regjeringen under Finantslovens Behandling i Folkethinget i sidste Foraar blev opfordret til at indlede med Sir S. M. Peto, ei blot ikke have kunnet bringes til at aabnes paa Grundlag af det fordeelagtige Tilbud, som gjordes i Vinteren 1852—1853, men at de endog, forsaavidt angaaer Banens Anlag, maae ansees afbrudte. Da det imidlertid har været Gjensstand for saa megen Dmtale, at Betingelser, gunstigere end de, der fra Sir Petos Side bleve meddeelte Regjeringen som Basis for den

i sidste Sommer tilstgittede Underhandling, skulde kunne erholdes, og Sir Petos Befuldmægtigede Etatsraad Westenholtz for Tiden opholder sig her i Byen for at underhandle med Regjeringen om Udførelse af Nivellement m. v. af en Jernbanelinie i Sjælland, har Udvalget anset det som rigtigt at opfordre Hr. Westenholtz til at meddele, hvorvidt han har været bemyndiget til at gaae ind paa saadanne andre Betingelser, og ved Skrivelse af 17de dennes til Udvalgets Ordfører har han derefter fremsendt 2 Skrivelser fra Sir Peto daterede 20de September og 20de October 1855. Disse Skrivelser anseer Udvalget det rigtigt her at meddele Folkethinget.

Great George Street,
Westminster, 20. Septbr. 1855.

My dear Mr. Westenholtz!

The subject of the North line had my best consideration during my recent visit to Denmark and since my return, and I have been endeavouring to see, if I could not frame a proposition more acceptable to the government than the one discussed with His Excellency the Danish Minister in London and on which I wrote you, which was

£ 6,500 per mile, preference capital 5 (five) per Cent.

£ 3,500 Danish Bonds 4 (four) per Cent. The last capital not to receive interest till the £ 6,500 gets 5 per Cent.

Now instead of this I would propose two other modes for consideration,

First: The £ 10,000 per mile to be found equally by the Danish government and my friends, each £ 5,000.

I to work the line for 10 (ten) years for 50 (fifty) per Cent, and the other 50 (fifty) per Cent to be equally divided between the government and my friends.

You will see that in the old proposition there must be a net earning of £ 325 per mile per annum before the government will get any interest.

Now in this proposition £ 325 per mile per annum net will give the government and the other shareholders $3\frac{1}{4}$ per Cent (three and a quarter per Cent) each that is

In this the government will lose only $\frac{3}{4}$ (three quarters) per Cent when at the same net take on the old proposition they would only be in a position to begin to receive

Or, if preferred, I would do this — namely —

The government and my friends to find the £ 10,000 (ten thousand) in equal moieties,

I to rent the line for 10 (ten) years, at 4 (four) per Cent per annum, The rent to begin on the opening of any part of the line at the mileage rate opened.