

SECRETARY'S OFFICE

G. S. & W. R.

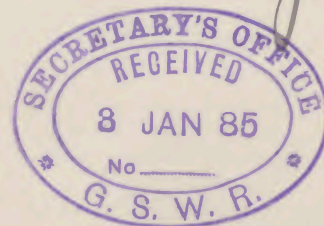
FRANCIS B. ORMSBY,  
*Secretary.*

*Reports of Irish Railways*

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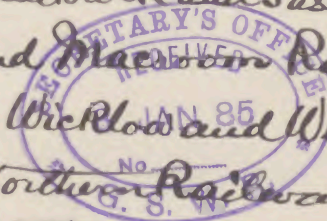
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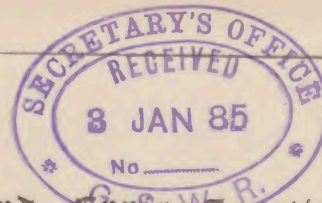
*Half-year ended 30<sup>th</sup> June 1884*



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FRANCIS B. ORMSBY,  
*Secretary.*

Athenry and ~~Ennis~~ <sup>W.R.</sup> Junction Railway  
Company.

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REPORT OF THE DIRECTORS,  
AND  
STATEMENT OF ACCOUNTS,  
To 30th JUNE, 1884,  
TO BE SUBMITTED AT THE  
*Forty-ninth Half-yearly General or Ordinary*  
MEETING OF PROPRIETORS,  
HELD IN  
*DUBLIN,*  
On FRIDAY, the 29th AUGUST,  
1884.

**Board of Directors:**

- (3) JAMES FITZGERALD LOMBARD, Esq., J.P., Rathmines, Dublin, *Chairman*.
- (4) H. EVANS, Esq., Wallbrook, London, E.C.
- (2) DAVID COFFEY, Esq., J.P., Roebuck, Co. Dublin.
- (2) THOMAS GREENE, Esq., J.P., Ennis.
- (3) THOMAS REDINGTON ROCHE, Esq., Ryehill, Monivea.
- (1) WILLIAM HENRY SIMPSON, Esq., 16, Kent-terrace, Regent's-park, London.

**Officers:**

JOHN FOWLER NICOLL, *Secretary*.

- (2) MICHAEL MACNAMARA, } *Auditors.*
- (1) A. BELLEW NOLAN, }

- (2) Retire February, 1884.                      (1) Retire February, 1885.
- (3) Retire February, 1886

**ATHENRY AND ENNIS JUNCTION RAILWAY COMPANY.**

*Incorporated by "The Athenry and Ennis Junction Railway Act, 1860."*

NOTICE IS HEREBY GIVEN, that the FORTY-NINTH HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will be held on FRIDAY, the 29th day of AUGUST, instant, at 10 30 o'clock a.m., at Brunswick Chambers, Dublin, for the general purposes of the undertaking.

*Dated at Dublin, this 14th day of August, 1884.*

By Order,

J. FOWLER NICOLL,  
*Secretary.*

**ATHENRY AND ENNIS JUNCTION RAILWAY  
COMPANY.**

*REPORT of the Directors to be submitted at the Forty-ninth Half-yearly  
General Meeting of the Proprietors.*

The following analysis of the Traffic for the Half-years ending 30th June, 1883 and 1884, will enable a comparison to be made under each head of the Traffic for the respective periods.

| DESCRIPTION                   | Half-year ended<br>June, 1884 |                  | Half-year ended<br>June, 1883 |                   | Increase<br>in 1884 |          | Decrease<br>in 1884 |                 |
|-------------------------------|-------------------------------|------------------|-------------------------------|-------------------|---------------------|----------|---------------------|-----------------|
|                               | No.                           | £ s. d.          | No.                           | £ s. d.           | No.                 | £ s. d.  | No.                 | £ s. d.         |
| 1st Class Subscribers         | —                             | —                | —                             | —                 | —                   | —        | —                   | —               |
| 2nd " "                       | —                             | —                | 2                             | 5 16 0            | —                   | —        | 2                   | 5 16 0          |
| 1st Class, Single             | 881                           | 174 0 1½         | 1012                          | 208 15 8          | —                   | —        | 131                 | 34 15 6½        |
| 2nd " "                       | 1052                          | 174 16 1½        | 1095                          | 192 6 2           | —                   | —        | 43                  | 17 10 0         |
| 3rd " "                       | 12264                         | 1028 15 4½       | 14404                         | 1290 17 4         | —                   | —        | 2140                | 282 1 11½       |
| 1st " Return                  | 842                           | 126 19 5         | 902                           | 143 8 4½          | —                   | —        | 60                  | 16 8 11½        |
| 2nd " "                       | 1218                          | 134 14 5         | 1078                          | 120 13 8½         | 140                 | 14 1 8½  | —                   | —               |
| 3rd " "                       | 16243                         | 672 8 1½         | 17291                         | 707 3 11          | —                   | —        | 1048                | 34 15 9½        |
| MILITARY:                     |                               |                  |                               |                   |                     |          |                     |                 |
| Officers                      | 36                            | 9 18 10          | 32                            | 8 12 3            | 4                   | 1 6 7    | —                   | —               |
| Soldiers                      | 1030                          | 133 19 2         | 764                           | 103 2 10          | 266                 | 30 16 4  | —                   | —               |
| Excess Fares, &c.             | —                             | 3 2 2            | —                             | 13 9 0            | —                   | —        | —                   | 10 6 11         |
| <b>Total of Passengers</b>    | <b>33566</b>                  | <b>2438 13 9</b> | <b>36580</b>                  | <b>2794 4 3</b>   |                     |          | <b>3014</b>         | <b>355 10 6</b> |
| Parcels                       | —                             | 322 19 3         | —                             | 237 8 2½          | —                   | 85 11 0½ | —                   | —               |
| Excess Luggage                | —                             | 3 4 8            | —                             | 7 3 0             | —                   | —        | —                   | —               |
| Horses                        | —                             | 140 19 0         | —                             | 104 16 6          | —                   | 36 2 6   | —                   | 3 18 4          |
| Carriages                     | —                             | 7 0 10           | —                             | 8 8 6             | —                   | —        | —                   | —               |
| Dogs                          | —                             | 6 2 6            | —                             | 4 9 0             | —                   | 1 13 6   | —                   | 1 7 8           |
| Mails                         | —                             | 15 0 0           | —                             | 15 0 0            | —                   | —        | —                   | —               |
| Goods                         | 6839                          | 1450 7 9½        | 7855                          | 1595 11 6         | —                   | —        | 1016                | 145 3 8         |
| Coals                         | 161                           | 22 16 6          | 108                           | 18 7 5            | 53                  | 4 9 1    | —                   | —               |
| Cattle                        | 28314                         | 1399 1 9         | 43351                         | 1991 11 2         | —                   | —        | 15037               | 502 9 5         |
| <b>Total Traffic Receipts</b> |                               | <b>5806 6 0½</b> |                               | <b>6686 19 6½</b> |                     |          |                     | <b>880 13 6</b> |

Half Tickets have been reckoned as whole, and Return Tickets doubled.

The above analysis shows a total decrease of £880 13s. 6d. on the Traffic Receipts for the past half-year, as compared with the corresponding period of the previous year. In Passengers there is a decrease of 3,014, representing a money decrease of £355 10s. 6d. In Goods there is a decrease of 1,016 tons, representing a money decrease of £145 3s. 8½d.; and there is a falling off in the number of Cattle of 15,037, representing a money decrease of £502 9s. 5d. The last is serious, and, in our opinion, is to be accounted for from the manner in which that important branch of your traffic has been conducted by the Waterford and Limerick Company. We, however, hope by contemplated action to bring about a better state of things in the future.

Since the date of their last Report your Directors have been endeavouring to obtain from the Waterford and Limerick Company a settlement of the Ennis Competitive Traffic for the years 1882 and 1883. The amount and division of such traffic was settled by the Arbitrator up to 31st December, 1881, and the award defined very clearly the course to be taken in the future as to its range and apportionment, and ordered payment of the receipts into a common fund.

The Waterford and Limerick Company having failed or neglected to pay over the receipts as directed by the award we have called upon them to prepare and render to this Company full returns of such traffic, but we regret to state that they have declined to do so, and we are by such refusal reluctantly compelled to seek again the assistance of the Arbitrator to obtain a settlement, and in the meantime we are kept out of the money which is really a portion of our rental and should be regularly paid.

We are also, in order to obtain payment, and in the protection of the Company's interests, put to heavy costs, as is shown in the Accounts, which would be altogether unnecessary if the business was fairly dealt with.

During the last few months your Directors have been much engaged in London in seeking the consent of the Treasury to a reduction of the large rate of interest (5 per cent.) charged upon the loan originally granted by the Public Works Loan Commissioners to complete the

Line, and a Memorial, setting forth the position of the Company and the conditions necessary to the improvement and settlement of its financial position, was sent to the Treasury in June last, and interviews were had with the Chancellor of the Exchequer and the Financial Secretary to the Treasury. The prayer of the Memorial was as follows:—

*“Your Memorialists therefore humbly pray your Lordships that the interest on the said loan of £59,000 may be reduced from the rate of £5 per cent. per annum to the rate of £4 per cent. per annum, calculated from the commencement of the loan to the 30th day of June instant, and that the repayment of the principal of the said loan and interest be received by the Loan Commissioners by annual or semi-annual payments extending over 35 years at the rate of £5 per cent. per annum on the principal in redemption of principal and interest, or that your Lordships will grant your Memorialists such further or other modification of, and relief from, the terms of the said loan, and of the payment of the said interest as to your Lordships may seem proper.”*

We regret that the Lords of the Treasury have not seen fit to give us the relief asked for. They have offered terms better than those now existing, but the Company has not the means to carry them out, and the offer is therefore useless.

We have, however, again appealed to the Treasury for a more favourable consideration of the prayer of our Memorial, which we confidently hope will yet be granted upon further consideration of all the circumstances of the case, and the more so as we cannot see that the Treasury could possibly suffer loss if we were granted the full measure of relief asked for. The reduction of interest on the loan to 4 per cent. from its commencement is equal to *more than* 3½ per cent. compound interest, and the terms asked for the liquidation of the principal are only about the same as the Midland Great Western Company of Ireland can now obtain on the public market.

J. FOWLER NICOLL, *Secretary.*

BOARD ROOM, BRUNSWICK CHAMBERS,  
DUBLIN, 19th August, 1884.

## ACCOUNTS.

# ATHENRY AND ENNIS JUNCTION RAILWAY COMPANY.

## Half-year ending 30th June, 1884.

No. I. *Statement of Capital authorized and created by the Company.*

| Acts of Parliament  | Capital authorized |          | Capital created or sanctioned |          | Balance          |          |
|---|--------------------|----------|-------------------------------|----------|------------------|----------|
|   | Stock and Shares   | Loans    | Stock and Shares              | Loans    | Stock and Shares | Loans    |
| Capital Powers are consolidated under Acts 28 Vic., cap. 18, 26th May, 1865; 31 & 32 Vic., cap. 144, 13th July, 1868, - - - - | £ 195,000          | £ 91,600 | £ 195,000                     | £ 91,600 | £ 195,000        | £ 91,600 |
|   |                    | 286,600  | 286,600                       | 286,600  |                  |          |
|   |                    |          |                               |          |                  |          |

No. II. *Statement of Stock and Share Capital created, showing the proportion received.*

| Description  | Amount Created   |       | Amount Received  |          | Calls in Arrear | Amount Unissued |
|--|------------------|-------|------------------|----------|-----------------|-----------------|
|  | Stock and Shares | Loans | Stock and Shares | Loans    |                 |                 |
| 10,000 Shares of £10 each (original Capital)   | £ 100,000        | -     | £ 99,190 5       | £ 809 15 | £ -             | £ -             |
| 7,500 Shares of £10 each, Class "A" Preference, entitled to a first Preferential Dividend of Five Pounds per centum per annum  | £ 75,000         | -     | £ 66,590 0       | -        | -               | £ 8,410         |
| 2,000 Shares of £10 each, Class "B" Preference, entitled to a second Preferential Dividend, after the said Class "A" Shares, at the rate of Five Pounds per centum per annum | £ 20,000         | -     | £ 20,000 0       | -        | -               | £ -             |
|  | £ 195,000        | -     | £ 185,780 5      | £ 809 15 | -               | £ 8,410         |

No. III. *Capital raised by Loans and Debenture Stock.*

|  | Raised by Loans |             | Raised by issue of Debenture Stock |                       | Total Raised by Loans and by Debenture Stock |
|--|-----------------|-------------|------------------------------------|-----------------------|--|
|  | At 5 per cent.  | Total Loans | At per cent.                       | Total Debenture Stock |  |
| Existing at 31st December, 1883,   | £ 85,100        | £ -         | £ -                                | £ -                   | £ 85,100                                     |
| Do. 30th June, 1884, - - - -   | £ 85,100        | £ -         | £ -                                | £ -                   | £ 85,100                                     |
| Increase, - - - -  | -               | -           | -                                  | -                     | -  |
| Decrease, - - - -  | -               | -           | -                                  | -                     | -  |
| Total Amount authorized to be raised by Loans in respect of Capital created, as per Statement No. I, - | -               | -           | -                                  | -                     | 91,600                                       |
| Total Amount raised by Loans, as above, - - - -  | -               | -           | -                                  | -                     | 85,100                                       |
| Balance, being available Borrowing Powers, at 30th June, 1884, - - - -                                 | -               | -           | -                                  | -                     | 6,500  |



| Dr. No. IV.            |  | RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |  |            |   |  | Tr.                                    |              |
|------------------------|--|--|--|------------|---|--|--|--------------|
| TO EXPENDITURE         |  | Amount expended<br>31st Dec.,<br>1883        | Amount expended<br>during<br>Half-year | Total      | BY RECEIPTS                                   | Amount received<br>to 31st Dec.,<br>1883 | Amount received<br>during<br>Half-year | Total        |
|                        |  | £ s. d.                                      | £ s. d.                                | £ s.       |   | £ s. d.                                  | £ s. d.                                | £ s. d.      |
| Line open for Traffic, |  | 306,285 14 9                                 | 85 0 0                                 | 306,370 14 | Shares, Ordinary, per Account No. 2,          | 99,190 5 0                               | —                                      | 99,190 5 0   |
|                        |  |  |  |            | Shares, Preference, per Account No. 2,        |  |  |              |
|                        |  |  |  |            | Class "A," Preference, £10, fully<br>paid up, | 66,590 0 0                               | —                                      | 66,590 0 0   |
|                        |  |  |  |            | Class "B," Preference, £10, fully<br>paid up, | 20,000 0 0                               | —                                      | 20,000 0 0   |
|                        |  |  |  |            | Loans, per Account No. 3,                     | £26,100<br>59,000                        |  |              |
|                        |  |  |  |            | Sundries as follows:—                         | 85,100 0 0                               | —                                      | 85,100 0 0   |
|                        |  |  |  |            | Interest received on Calls, .                 | 358 15 4                                 | —                                      | 358 15 4     |
|                        |  |  |  |            | Calls paid on Forfeited Shares, .             | 145 0 0                                  | —                                      | 145 0 0      |
|                        |  |  |  |            |   | 271,384 0 4                              | —                                      | 271,384 0 4  |
|                        |  |  |  |            | Balance, . . . . .                            |  |  | 34,986 14 5  |
|                        |  | 306,285 14 9                                 | 85 0 0                                 | 306,370 14 |   |  |  | 306,370 14 9 |

| No. V.  |  | DETAILS OF CAPITAL EXPENDITURE,<br>For the Half-year ending 30th June, 1884. |         |
|---|--|--|---------|
| Line open for Traffic:—   |  |  | £ s. d. |
| Construction of Way and Stations, Station Signals, Plant, Engineering &c., including Land,            |  |  | 31 10 0 |
| Law Expenses, Parliamentary Charges, Interest, &c.,   |  |  | —       |
| General Expenditure, including Travelling, Advertising, Printing Stationery, Stamps, Taxes, Salaries, |  |  | 53 10 0 |
|   |  |  | 85 0 0  |



No. X.

Half-year ended 30th June, 1883

£ s. d.  
30,973 8 6  
12 8 11  
1,475 0 0  
640 0 0  
575 0 0  
33,675 17 5

To Balance from last Half-year,  
To Interest on Temporary Loans and Bonds,  
Interest on Government Loan,  
To Interest on Debentures,  
To Interest on Lloyd's Bonds,

Half-year ended 30th June, 1884

£ s. d.  
32,770 11 4  
12 9 0  
1,475 0 0  
640 0 0  
575 0 0  
35,473 0 4

By Balance, Revenue Account, No. 9,  
By Interest, various,  
By Balance,

Half-year ended 30th June, 1883

£ s. d.  
851 3 5  
88 0 0  
32,736 14 0  
33,675 17 5

By Balance, Revenue Account, No. 9,  
By Interest, various,  
By Balance,

Half-year ended 30th June, 1884

£ s. d.  
2,121 6 11  
48 11 6  
33,303 1 11  
35,473 0 4

NET REVENUE ACCOUNT.

Dr.

No. XI.

PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

NIL

XII.—ABSTRACTS.

A. MAINTENANCE OF WAY AND WORKS.

NIL.

B. LOCOMOTIVE POWER.

NIL.

C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.

NIL.

D. TRAFFIC EXPENSES.

Half-year ended 30th June, 1883.

£ s. d.  
65 0 0  
10 0 0  
112 15 3  
15 8 2  
203 3 5

Salaries, -  
Rents, -  
Joint Stations Expenses—Ennis,  
" Athenyry, -  
Printing, Miscellaneous, &c., -

£ s. d.  
65 0 0  
10 0 0  
72 10 0  
42 17 6  
9 11 10

£199 19 4

E. GENERAL CHARGES.

10 0 0  
178 0 6  
—  
188 0 6

Directors, -  
Auditors, -  
Salaries, including Office Expenses,  
Postage, and General Office  
Charges, Advertising, &c., -  
Travelling and Special Expenditure,

10 0 0  
250 1 6

£260 1 6

No. XIII. **Bt.**

GENERAL BALANCE SHEET.

**Cr.**

|                                      | £ | s. | d. |   | £ | s. | d.          |
|--------------------------------------|---|----|----|---|---|----|-------------|
| To Liabilities on Lloyd's Bonds, -   | - | -  | 0  | By Capital Account, Balance to debit thereof, as per Account No. IV., -   | - | -  | 34,986 14 5 |
| " Interest due on Lloyd's Bonds, -   | - | -  | 8  | " Net Revenue Account, Balance to debit thereof, as per Account No. X., - | - | -  | 33,393 1 11 |
| " Interest due on Debentures, -      | - | -  | 6  | " Expenses of Arbitration with Waterford and Limerick Railway Company, -  | - | -  | 1,318 19 1  |
| " Interest due on Government Loan, - | - | -  | 16 | " Investment in Bank Stock, -   | - | -  | 2,100 0 0   |
| " Waterford and Limerick Railway, -  | - | -  | 18 | " Balance, Cash at Bankers, -   | - | -  | 3,232 14 7  |
|                                      |   |    | 0  |   |   |    | 74,941 10 0 |

No. XIV.

MILEAGE STATEMENT.

|                           | Miles authorized | Miles constructed | Miles constructing or to be constructed | Miles worked by Engines |
|---------------------------|------------------|-------------------|---|-------------------------|
| Lines owned by Company, - | 36               | 36                | Nil                                     | 36                      |

No. XV.

STATEMENT OF TRAIN MILEAGE.

|                 |   |                 |
|-----------------|---|-----------------|
| 30th June, 1883 |   | 30th June, 1884 |
| 37,203          | Passenger and Goods Trains mixed, including Specials, | 42,999½         |

8th August, 1884.

J. FITZGERALD LOMBARD, *Chairman of Company.*  
I. FOWLER NICOLL, *Secretary of Company.*

ATHENRY AND ENNIS JUNCTION RAILWAY.

We, the Auditors of the Athenry and Ennis Junction Railway Company, do hereby certify that the Accounts entered up to 30th June, 1884, proposed to be issued to the Shareholders of the Company, contain a full and true statement of the Financial position of the Company, and that the same have been carefully examined by us, and compared with the Vouchers and Papers produced, and found correct.

MICHAEL MACNAMARA, } *Auditors*  
A. BELLEW NOLAN, }

DUBLIN, 8th August, 1884.

2

FRANCIS B. ORMSEY,  
*Secretary*

**Athenry and Tuam Railway.**

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**REPORT OF DIRECTORS**

AND

**STATEMENT OF ACCOUNTS,**

*To 29th September, 1884,*

TO BE SUBMITTED AT THE

**FIFTY-THIRD**

Half-yearly Meeting of Proprietors,

TO BE HELD IN TUAM,

*On Saturday, 29th of November, 1884.*

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Printed by JOHN FALCONER, 53 Upper Sackville-street, Dublin.

### Board of Directors.

PERCY BERNARD, Esq., D.L., Castle Hacket, Tuam, *Chairman.*  
 CECIL ROBERT HENRY, Esq., Tohermore, Tuam.  
 DAVID RUTLEDGE, Esq., Barbersfort, Ballyglunin.  
 CHARLES KELLY, Esq., Q.C., Newtown, Ballyglunin.  
 COL. JAMES O'HARA, D.L., Leneboy, Galway.  
 COL. JOHN P. NOLAN, M.P., R.A., Tuam.

### Officers:

JOHN FOWLER NICOLL, *Secretary.*

EDWARD VAUGHAN,

DENNIS J. KIRWAN,

} *Auditors.*

### ATHENRY AND TUAM RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN, that the FIFTY-THIRD ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS of this COMPANY will be held, in Tuam, on Saturday, the 29th November, at Twelve o'clock noon, for the transaction of the business of a General Meeting.

The Transfer Books of the Company will be closed from the 22nd to the day of meeting, both days inclusive.

By Order,

J. FOWLER NICOLL, *Secretary.*

DUBLIN, 29th November, 1884.

### ATHENRY AND TUAM RAILWAY COMPANY.

*REPORT of the Directors, to be submitted at the Fifty-third Half-yearly Meeting of the Shareholders, to be held in Tuam, on Saturday, the 29th November, 1884.*

The following analysis of the Traffic for Half-years ended 30th June, 1883 and 1884, will enable a comparison to be made under each description of Traffic for the respective periods:—

| Description            | Half-year, June, 1884 |       |        | Half-year, June, 1883 |       |       | Increase in 1884 |    |       | Decrease in 1884 |    |       |
|------------------------|-----------------------|-------|--------|-----------------------|-------|-------|------------------|----|-------|------------------|----|-------|
|                        | No.                   | £     | s. d.  | No.                   | £     | s. d. | No.              | £  | s. d. | No.              | £  | s. d. |
| Passengers—            |                       |       |        |                       |       |       |                  |    |       |                  |    |       |
| 1st class subscribers  | —                     | —     | —      | —                     | —     | —     | —                | —  | —     | —                | —  | —     |
| 2nd class do.          | —                     | —     | —      | —                     | —     | —     | —                | —  | —     | —                | —  | —     |
| 1st class single       | 707                   | 94    | 12 10  | 639                   | 83    | 19 8  | 68               | 10 | 13 2  | —                | —  | —     |
| 2nd „ „                | 625                   | 64    | 9 8    | 591                   | 61    | 1 7   | 34               | 3  | 8 1   | —                | —  | —     |
| 3rd „ „                | 5,801                 | 338   | 9 1    | 7,106                 | 409   | 13 1  | —                | —  | —     | 1,305            | 71 | 4 0   |
| 1st „ return           | 1,161                 | 119   | 5 5    | 1,194                 | 126   | 14 9  | —                | —  | —     | 33               | 7  | 9 4   |
| 2nd „ „                | 982                   | 78    | 10 11  | 789                   | 61    | 2 8   | 193              | 17 | 8 3   | —                | —  | —     |
| 3rd „ „                | 8,181                 | 272   | 12 1   | 8,750                 | 282   | 7 2   | —                | —  | —     | 569              | 9  | 15 1  |
| Military—              |                       |       |        |                       |       |       |                  |    |       |                  |    |       |
| Officers               | —                     | —     | —      | 13                    | 1     | 14 8  | —                | —  | —     | 13               | 1  | 14 8  |
| Soldiers               | 160                   | 10    | 6 3    | 216                   | 14    | 6 10  | —                | —  | —     | 56               | 4  | 0 7   |
| Excess Fares, &c.      | —                     | 9     | 10 7   | —                     | 6     | 0 10  | —                | 3  | 9 9   | —                | —  | —     |
| Total of Passengers    | 17,617                | 987   | 16 10  | 19,298                | 1,047 | 1 3   | —                | —  | —     | 1,681            | 59 | 4 5   |
| Parcels                | —                     | 81    | 10 6   | —                     | 88    | 4 9   | —                | —  | —     | —                | 6  | 14 3  |
| Excess Luggage         | —                     | 0     | 16 0   | —                     | 0     | 17 6  | —                | —  | —     | —                | 0  | 1 6   |
| Horses                 | —                     | 24    | 18 2   | —                     | 18    | 18 9  | —                | 5  | 19 5  | —                | —  | —     |
| Carriages              | —                     | 3     | 1 0    | —                     | 9     | 6 0   | —                | —  | —     | —                | 6  | 5 0   |
| Dogs                   | —                     | 3     | 5 6    | —                     | 3     | 6 0   | —                | —  | —     | —                | 0  | 0 6   |
| Mails                  | —                     | 25    | 0 0    | —                     | 25    | 0 0   | —                | —  | —     | —                | —  | —     |
| Goods . Tons           | 7,848                 | 1,170 | 13 5½  | 7,337                 | 1,076 | 3 0   | 511              | 94 | 10 5½ | —                | —  | —     |
| Coals „                | 255                   | 71    | 14 6   | 331                   | 86    | 9 2   | —                | —  | —     | 76               | 14 | 14 8  |
| Cattle . No.           | 9,408                 | 238   | 1 0    | 12,784                | 168   | 10 2  | —                | 69 | 10 10 | 3,376            | —  | —     |
| Total Traffic Receipts | —                     | 2,606 | 16 11½ | —                     | 2,523 | 16 7  | —                | 83 | 0 4½  | —                | —  | —     |

Half Tickets have been reckoned as whole and Return Tickets doubled.

The above return for the half-year ending June last shows an increase of £83 in the gross Traffic Receipts as compared with the corresponding period of the previous year.

In 3rd class passengers, single and return, there is a noticeable decrease of 1,874 in number, representing £59, while the money returns for Goods and Cattle are slightly larger.

Your Directors regret to say that the Traffic for the current six months does not promise well, the returns for the large Fair held in Tuam in October falling short of those of the previous years.

Since your last Half-Yearly Meeting Mr. Robert Henry, who has been associated with the Company since its foundation, and whose family have such a large financial stake in it, has resigned his place as one of your Directors, and it is unnecessary for the Board to state the regret which they feel at the withdrawal from a share in their deliberations of one who from his experience and ability was able to aid them so materially with his advice, and who had shown for many years such unremitting interest in the welfare of the line. The Board have selected his son, Mr. Cecil R. Henry, to fill the vacancy created.

The question of the train service has been the subject of communications between the officers of your Company and those of the Waterford and Limerick Railway. Certain proposals made by the latter were subsequently withdrawn, it being pointed out that neither public nor local convenience would be served by the suggested alterations, and it being further considered that the whole subject should remain in abeyance, pending the acceleration of the Mail Service to the West, which it is anticipated before very long will come into operation.

The Goods and Cattle Rates have been and are under discussion by the officers of the two Companies, to be brought subsequently under the consideration of your Board, who would be able to instruct your representatives on the Joint Committee as to their views in the matter. The details of these rates are of so voluminous and complicated a nature that your Directors feel that they could be only efficiently dealt with by this method.

In accordance with a resolution passed at your last General Meeting, your Chairman and Colonel Nolan, accompanied by Mr. Mitchell Henry, waited on the Secretary of the Treasury at the House of

Commons with reference to obtaining more favourable terms in the repayment of the Government Loan granted to this Company, but your Directors regret to say the deputation was unsuccessful in gaining any concession, the only offer made being to accept all or a portion of the money invested in Government Stock and reduce the annuity payable in proportion, a proposal which did not commend itself to your Board.

The money claimed by the Midland Great Western Railway Company for alterations of points and signals at Athenry has been paid, which amounted, as you are aware, to a considerable sum, but being advised by Counsel that your Company was liable in the first instance, and by an Engineer that the charges were reasonable and the work well executed, and moreover being aware that to postpone payment would involve a clam for interest, your Directors decided that the wisest course was to discharge a liability that they could not repudiate. This payment will appear in the accounts of the current half-year.

A question having been raised as to the manner in which the accounts of your Company were kept, the Secretary was instructed to consult the Board of Trade on the subject, and some trifling alterations suggested by that Body have been complied with, in order to comply strictly with the forms of account appended to the Regulation of Railways Act, 1868.

Your Directors recommend a dividend at the rate of  $1\frac{1}{2}$  per cent. be declared. Dividend warrants to issue on 23rd December next.

Two of your Directors Colonel Nolan and Mr. Charles Kelly, Q.C., and one of your auditors, Mr. Vaughan, retire by rotation. These gentlemen are eligible for re-election

By Order,

PERCY B. BERNARD, *Chairman.*

JOHN F. NICOLL, *Secretary.*

DUBLIN, 22nd Nov., 1884.

# ATHENRY AND TUAM RAILWAY.—Half-year ending 29th September, 1884.

**No. 1. Statement of Capital authorized and created by the Company.**

| Acts of Parliament  | Capital authorized |                 |  | Capital created or sanctioned         |          |           | Balance |       |
|---|--------------------|-----------------|--|---------------------------------------|----------|-----------|---------|-------|
|   | Shares             | Loans           | Total                                  | Shares                                | Loans    | Total     | Shares  | Loans |
| 21 & 22 Vic, cap. 112,  | £ 90,000           | £ 30,000        | £ 120,000                              | £ 90,000                              | £ 30,000 | £ 120,000 | —       | £ —   |
| <b>No. 2. Statement of Stock and Share Capital created, showing the proportion received.</b>  |                    |                 |  |                                       |          |           |         |       |
| Description   | Amount Created     | Amount Received | Amount in Arrear                       | Amount Unissued                       |          |           |         |       |
| 9,000 Shares (original capital) of £10 each Share,  | £ 90,000           | £ 61,828        | £ 122                                  | £ 28,050                              |          |           |         |       |
| <b>No. 3. Capital raised by Loans and Debenture Stock.</b>  |                    |                 |  |                                       |          |           |         |       |
| Description   | Raised by Loans    |                 | Raised by Debenture Stock at per cent. | Total by Loans and by Debenture Stock |          |           |         |       |
|   | At 4 per cent.     | Total Loans     |  |                                       |          |           |         |       |
| Existing at 25th March, 1884,   | £ 25,775 3 11      | £ 25,775 3 11   | £ —                                    | £ 51,550 6 11                         |          |           |         |       |
| Do. at 29th September, 1884,  | £ 25,071 6 1       | £ 25,071 6 1    | £ —                                    | £ 50,142 12 1                         |          |           |         |       |
| Increase,   | —                  | —               | —                                      | —                                     |          |           |         |       |
| Decrease,   | —                  | —               | —                                      | —                                     |          |           |         |       |
| Total Amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. 1, — — — — — 30,000 0 0 |                    |                 |  |                                       |          |           |         |       |
| Total Amount raised by Loans, as above, — — — — — 25,071 6 1  |                    |                 |  |                                       |          |           |         |       |
| Balance, being available Borrowing Powers, at 29th September, 1884, — — — — — 4,928 13 11   |                    |                 |  |                                       |          |           |         |       |

**NOTE.**—The original Loan stood at £30,000, and under arrangement with the Treasury "the repayment" was commuted into an annuity, which will redeem principal and interest, at 4 per cent., in thirty years from and June, 1886.

**No. 4. RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.**

| TO EXPENDITURE                      | Amount expended to 35th March, 1884 | Amount expended during Half-year | Total       | BY RECEIPTS                   |           |                | Amount received during Half-year | Total |
|-------------------------------------|-------------------------------------|----------------------------------|-------------|-------------------------------|-----------|----------------|----------------------------------|-------|
|                                     | £ s. d.                             | £ s. d.                          | £ s. d.     | £ s. d.                       | £ s. d.   | £ s. d.        | £ s. d.                          |       |
| On Lines open for Traffic, No. 5, - | 101,324 14 8                        | 35 10 0                          | 101,360 4 8 | 61,828 0 0                    | 703 17 10 | Dr. 61,828 0 0 | 25,071 6 1                       |       |
|                                     |                                     |                                  |             | 25,775 3 11                   |           |                |                                  |       |
|                                     |                                     |                                  |             | <i>Sundries, as follows:—</i> |           |                |                                  |       |
|                                     |                                     |                                  |             | 615 15 10                     |           |                | 615 15 10                        |       |
|                                     |                                     |                                  |             | 30 0 0                        |           |                | 30 0 0                           |       |
|                                     |                                     |                                  |             | 5,669 13 1                    |           |                | 5,669 13 1                       |       |
|                                     |                                     |                                  |             | 93,918 12 10                  |           |                | 93,214 15 0                      |       |
|                                     |                                     |                                  |             |                               |           |                | 8,145 9 8                        |       |
|                                     | 101,324 14 8                        | 35 10 0                          | 101,360 4 8 |                               |           |                | 101,360 4 8                      |       |





|  |  |                                  |                    |
|--|--|----------------------------------|--------------------|
| No. 11. <i>Proposed Appropriation of Balance available for Dividend.</i>   |  |                                  |                    |
| Balance available for Dividend as per Account No. 10, but retained, so far, to cover over-draft of Capital Account, of £8,145 9s. 8d., |  | £ s. d.<br>11,379 10 11          |                    |
| No. 12. <i>ABSTRACTS.</i>  |  |                                  |                    |
| A. MAINTENANCE OF WAY AND WORKS.—NIL.*   |  |                                  |                    |
| B. LOCOMOTIVE POWER.—NIL.*   |  |                                  |                    |
| C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.—NIL.*   |  |                                  |                    |
| D. TRAFFIC EXPENSES.—NIL.*   |  |                                  |                    |
| * Line worked by Waterford and Limerick Company under lease for 20 years, dating from 1st November, 1872.                              |  |                                  |                    |
| E. GENERAL CHARGES.  |  |                                  |                    |
| Half-year ended 29th Sept., 1883   |  | Half-year ended 29th Sept., 1884 |                    |
| £ s. d.<br>129 10 2  | General Expenditure, including Auditors and Secretary's Fees—Advertising, Printing, and Stationery—Traveling—Special Expenditure, including Office Rent, Postage, and Office Petty Expenses, | £ s. d.<br>—                     | £ s. d.<br>129 6 0 |

|  |                                     |  |  |   |                   |  |                         |                                       |  |                                 |  |
|--|-------------------------------------|--|--|---|-------------------|--|-------------------------|---------------------------------------|--|---------------------------------|--|
| Tr. No. 13.  |                                     | GENERAL BALANCE SHEET.                                       |  | Tr. No. 14.   |                   | MILEAGE STATEMENT.   |                         | Tr. No. 15.                           |  | STATEMENT OF TRAIN MILEAGE.     |  |
| To Net Revenue Account—Balance at Credit thereof as per Account No. 10,<br>Unpaid Dividends,<br>Public Works Loan Commissioners, |                                     | £ s. d.<br>11,379 10 11<br>326 2 4<br>565 12 6<br>12,271 5 9 |  | By Capital Account—Balance to Debit, per Account No. 4,<br>Investment in Government Securities,<br>Balance at Bank, |                   | £ s. d.<br>8,145 9 8<br>3,358 19 1<br>766 17 0<br>12,271 5 9 |                         | Half-year ended 29th September, 1884. |  | Half-year ended 30th June, 1884 |  |
| 15½  | Line owned by Company,              |  |  | Miles Authorized  | Miles Constructed | Miles Constructing or to be Constructed                      | Miles Worked by Engines |                                       |  |                                 |  |
| 20,686   | Passenger, Goods, and Mixed Trains, |  |  | 15½   | 15½               | —  | 15½                     |                                       |  | 20,448                          |  |

We, the AUDITORS of the ATHENRY and TUAM RAILWAY COMPANY, do hereby Certify that the Half-yearly Accounts, entered up to the 29th September, 1884, proposed to be issued to the Proprietors as above, contain a full and true Statement of the financial condition of the Company, and that the same have been carefully examined by us and compared with the vouchers and papers produced and found correct.

DUBLIN, 24th October, 1884.

PERCY B. BERNARD, *Chairman.*  
J. FOWLER NICOLL, *Secretary.*  
EDWARD VAUGHAN, *Auditors.*  
D. J. KIRWAN,

3

REPORT OF THE DIRECTORS,  
FRANCIS B. ORMSBY,  
AND  
Secretary.

STATEMENT OF ACCOUNTS

OF THE

Belfast and County Down Railway  
COMPANY,

*For Half-year ended 30th June, 1884.*

TO BE SUBMITTED TO THE

Seventy-seventh Half-yearly General Meeting of the Proprietors

TO BE HELD IN THE

BOARD-ROOM, AT BELFAST TERMINUS,

*On WEDNESDAY, the 6th August, 1884.*

AT THE HOUR OF ONE O'CLOCK AFTERNOON.

MEETING to be held on 6th August, 1884.

DIVIDENDS payable on 1st September, 1884.

BELFAST:

PRINTED BY ROBERT CARSWELL & SON, ROYAL AVENUE.

1884.

Printed by JOHN FALCONER, 53 Upper Sackville-street, Dublin.

## DIRECTORS.

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### CHAIRMAN.

R. W. KELLY, 13 & 14 Cope Street, Dublin.

### DEPUTY-CHAIRMAN.

JOSEPH RICHARDSON, Springfield, Lisburn

- 1 R. W. KELLY, 13 & 14 Cope Street, Dublin.
- 1 W. J. PIRRIE, Queen's Island, Belfast.
- 1 JOHN CAMPBELL, Lennoxvale, Belfast.
- 2 D. L. COATES, Clonallon, Strandtown, Belfast.
- 2 HENRY L. MULHOLLAND, J.P., Ballywalter Park,  
County Down.
- 2 THOMAS ANDREWS, Ardara, Comber.
- 3 JOSEPH RICHARDSON, Springfield, Lisburn.
- 3 JAMES BARBOUR, Ardville, Holywood.

1 *Vacates in February, 1885.*

2 *Vacates in February, 1886.*

3 *Vacates in February, 1887.*

## REPORT

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YOUR Directors beg to submit herewith the Accounts for the half-year ended 30th June last, duly certified by your Auditors.

### RECEIPTS.

The receipts from all sources show a decrease of £340 3s 2d on the half-year. The receipts from Passengers and Goods have decreased £172 3s 6d, and £210 18s 0d respectively; there is an increase of £42 18s 4d in receipts from other sources.

### WORKING EXPENSES.

The working expenses show a decrease of £563 13s 10d on the half-year. For particulars of the outlay on the Permanent Way and Works you are referred to the Engineer's Report annexed.

### CAPITAL ACCOUNT.

There has been no addition to the Capital Account during the past half-year.

### 4 % PREFERENCE STOCK, 1881.

£8,890 of this Stock has been issued during the Half-Year, the total issued up to date being £50,515.

## RESERVE FUND.

The amount at credit of this account is £5,000.

## REVENUE ACCOUNT.

After providing for Interest on Treasury Loan, Debenture, and "A" Preference Stocks, and balance due on account of Newcastle purchase money, there remains at credit of the Net Revenue Account a sum of £14,843 1s 5d, which your Directors recommend should be applied as follows:—

In payment of Dividends for the half-year ended  
30th June last, on the 5 per cent. Preference Stock, ... .. £6,203 10 6

In payment of Dividends for the half-year ended  
30th June last, on the 4 per cent. Preference Stock, 1881, issued on account of  
the Newcastle purchase ... .. £930 1 4

In payment of Dividends for the half-year ended  
30th June last, on the Original Shares  
of the Company, at the rate of 4 per cent.  
per annum ... .. 4,719 0 0

Leaving a balance to be carried forward to next  
half-year's Accounts of ... .. 2,990 9 7

£14,843 1 5

THE COUNTY DOWN LIGHT RAILWAY COMPANY,  
LIMITED.

This Company which has been incorporated for the purpose of constructing a Light Railway from Newtownards to Portaferry, having applied to the Grand Jury at the last Assizes for a Guarantee on the capital necessary for the construction of that Railway, the Grand Jury of the County of Down have made a presentment guaranteeing a Dividend at the rate of 4 per cent. on the capital, contingent on this Company agreeing to work and maintain the line. The agreement with respect to this when finally settled will be submitted in due course for approval to a Wharnccliffe Meeting of Shareholders of the Company.

## BELFAST, HOLYWOOD, AND BANGOR RAILWAY.

Your Directors beg to report that the Bill promoted by this Company, and the Belfast, Holywood, and Bangor Railway Company, for the purchase and transfer of that undertaking to this Company received the Royal Assent on the 14th July. The Act provides for the transfer taking effect on and from the 1st September next.

## SPECIAL MEETING.

After the transaction of the ordinary business the Meeting will be made Special for the following purposes, viz:—

To authorise the conversion of the Mortgages at present held by the Treasury into Debenture Stock, pursuant to the provisions of the Belfast and County Down Railway Amendment Act, 1860.

To authorise the creation and issue of Debenture Stock, pursuant to the provisions of the Belfast and County Down Railway (Newcastle Transfer) Act, 1881, and the Acts incorporated therewith, not exceeding £25,000.

To authorise the creation and issue of £100,000 of 4 % Preference Stock, pursuant to the provisions of the Belfast and County Down Railway (Newcastle Transfer) Act, 1881, and the Belfast and County Down Railway (Bangor Transfer) Act, 1884.

And to authorise the creation and issue of £138,000 of 3 % Debenture Stock, pursuant to the provisions of the Belfast and County Down Railway (Bangor Transfer) Act, 1884.

#### DIRECTORS.

Your Directors have to record with deep regret the death of their late colleague, Mr. John Patterson. Mr. James Barbour, Ardville, Holywood, has been elected to fill the vacancy thus caused.

#### AUDITORS.

One of your Auditors, Mr. W. B. Caughey, retires by rotation but is eligible for re-election.

(Signed by order of the Board),

R. W. KELLY, *Chairman.*

JOHN MILLIKEN, *Secretary.*

Board Room,  
23rd July, 1884.

BELFAST AND COUNTY DOWN RAILWAY,  
ENGINEER'S OFFICE,  
BELFAST, 22nd July, 1884.

*To the Chairman and Directors  
Belfast and County Down Railway*

GENTLEMEN,

During the past half-year your Permanent Way, Stations, and Works have been maintained in good order.

Over one-and-a-half miles have been relaid with steel rails and creosoted sleepers, and in addition 650 creosoted sleepers have been put into the line for repairs.

7,700 tons of ballast have been put out on the line.

Some alterations have been carried out at Dundrum, and the Station house has been thoroughly repaired and painted.

I am, Gentlemen,

Your obedient Servant,

BERKELEY D. WISE,  
*Engineer.*







No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|   | FURTHER EXPENDITURE.                   |                           | TOTAL.    |
|---|--|---------------------------|-----------|
|   | During Half year ending Dec. 31, 1884. | In Subsequent Half-years. |           |
|   | £ s. d.                                | £ s. d.                   |           |
| LINES OPEN FOR TRAFFIC—   |  | Not ascertained.          | £ s. d.   |
| Balance of Purchase of Downpatrick, Dundrum, and Newcastle Railway, under the provisions of the Belfast and County Down Railway (Newcastle Transfer) Act, 1881, .. .. . | 2,807 0 0                              |                           | 2,807 0 0 |
|   | 2,807 0 0                              |                           | 2,807 0 0 |

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER No. 7.

|  |             |
|--|-------------|
| Share Capital authorised not yet received (as per Statement No. 1) . . . . . | £15,000 0 0 |
| " " Created " ( " " No. 2 . . . . .  | 9,485 0 0   |
| Loan Capital authorised " " " " No. 3) . . . . .                             | 27,868 17 1 |
| Less per Account No 4 . . . . .  | 52,343 17 1 |
|  | 960 2 6     |
|  | 51,383 14 7 |

No. 9.—REVENUE ACCOUNT.

| Dr.   |                               | Cr.                                    |                               |
|---|-------------------------------|--|-------------------------------|
| Half-year ended June 30, 1883                       | Half-year ended June 30, 1884 | Half-year ended June 30, 1883          | Half-year ended June 30, 1884 |
| £ s. d.   | £ s. d.                       | £ s. d.                                | £ s. d.                       |
| To Maintenance of Way, Works, &c., (See Abstract A) | 4,383 18 7                    | By Passengers—                         |                               |
| " Locomotive Power, B)                              | 4,001 10 1                    | First Class, No. 34,000                | £2,100 10 4                   |
| " Carriage and Wagon Repairs C)                     | 871 5 3                       | Second " 51,600                        | 2,700 10 0                    |
| " Traffic Expenses, D)                              | 3,739 15 11                   | Third " 270,223                        | 10,850 9 11                   |
| " General Charges, E)                               | 1,376 17 10                   | Season Ticket Holders, 906             | 941 0 8                       |
| " Law Charges, .. .. .                              | 9 3 2                         | Parcels, Horses and Carriages, .. .. . | 16,220 16 11                  |
| " Parliamentary expenses, .. .. .                   | .. .. .                       | " Mails, .. .. .                       | 1,378 16 0                    |
| " Compensation—                                     | .. .. .                       | Merchandise, .. .. .                   | 250 0 0                       |
| { Personal Injury, .. .. .                          | 1,226 1 7                     | Less Cartage, .. .. .                  | 8,040 19 7                    |
| { Damage and Loss of Goods, .. .. .                 | 26 7 7                        | Live Stock, .. .. .                    | 458 13 11                     |
| " Rates and Taxes, .. .. .                          | 401 18 4                      | Minerals, .. .. .                      | 7,882 5 8                     |
| " Special Expenses, .. .. .                         | 60 16 1                       | Total Traffic Receipts .. .. .         | 11,017 13 4                   |
|   | 8,250 10 1                    |  | 28,877 6 3                    |
|   | 463 14 0                      |  |                               |
|   | 7,786 16 1                    |  |                               |
|   | 942 14 8                      |  |                               |
|   | 2,499 0 7                     |  |                               |
|   | 11,228 11 4                   |  |                               |
| Total Working Expenses, .. .. .                     | 14,871 7 10                   |  |                               |
|   | 29,260 7 9                    |  |                               |
| Balance carried to net Revenue Account. . . . .     | 14,202 11 3                   |  |                               |
|   | 11 16 0                       |  |                               |
|   | 29,133 19 1                   |  |                               |
|   | 23,474 2 3                    |  |                               |

No. 10.—NET REVENUE ACCOUNT

| Dr                             |                               | Cr.                            |                                |
|--------------------------------|-------------------------------|--------------------------------|--------------------------------|
| Half-year ended June 30, 1883. | Half-year ended June 30, 1884 | Half-year ended June 30, 1883. | Half-year ended June 30, 1884. |
| £ s. d.                        | £ s. d.                       | £ s. d.                        | £ s. d.                        |
| 1,564 8 8                      | 1,416 10 6                    | 1,042 11 2                     | 1,902 19 6                     |
| 1,093 1 0                      | 1,291 15 4                    | 14,080 0 7                     | 14,262 11 3                    |
| 1,125 0 0                      | 1,125 0 0                     | 281 5 0                        | 243 15 0                       |
| 76 14 11                       | 76 14 11                      | 1,500 0 0                      | 216 16 6                       |
| 96 4 0                         | 96 4 0                        | 171 2 5                        | 1,500 0 0                      |
| 100 4 6                        | 102 2 1                       |                                | 448 6 0                        |
| 123 7 1                        | 54 0 0                        |                                | 400 0 0                        |
| 12,904 18 4                    | 14,843 1 5                    |                                |                                |
| 17,102 18 6                    | 18,974 8 3                    | 17,102 18 6                    | 18,374 8 3                     |

To Interest on Treasury Loan, .. .. .  
 " 4 per cent. Debenture Stock .. .. .  
 " " 4½ per cent. A Preference Stock .. .. .  
 " " Unpaid Lead Claims .. .. .  
 " " Rent charges (Newcastle Branch) .. .. .  
 " " Interest on Newcastle Debentures authorised under the Best and County Down Railway (Newcastle Transfer) Act, 1881 .. .. .  
 " " Commission on Stocks issued .. .. .  
 " " Balance available for Dividend .. .. .

By Balance brought from last Half-year's Account .. .. .  
 " Balance brought from Revenue Account, No. 9, .. .. .  
 " Dividends on Shares in Forthpatrick Railway, .. .. .  
 " Interest on Current Account, .. .. .  
 " Rent of Holywood Line for 6 months, .. .. .  
 " Premium on issue of Stocks .. .. .  
 " Belfast, Holywood and Bangor Railway Co., received in settlement of Account furnished for Law Costs of Lease Act 1873 .. .. .

No. 11.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

| Half-year ended June 30, 1883 |            | Half-year ended June 30, 1884. |              |
|-------------------------------|------------|--------------------------------|--------------|
| Rate per Cent.                | Dividend.  | Rate per Cent.                 | Total.       |
| £ s. d.                       | £ s. d.    | £ s. d.                        | £ s. d.      |
| 5                             | 6,203 10 6 | 5                              | 6,203 10 6   |
| 4                             | 768 11 1   | 4                              | 690 1 4      |
| 4                             | 4,719 0 0  | 4                              | 4,719 0 0    |
|                               | 11,691 1 7 |                                | 11,652 11 10 |
|                               | 1,218 16 9 |                                | 2,090 9 7    |

Balance available for Dividend, as per Account No. 10 .. .. .  
 5 per Cent. Preference Stock .. .. . £248,141  
 4 per Cent. " " 1881 .. .. . 50,515  
 Ordinary Shares .. .. . 285,950  
 Balance to be carried forward to next half-year .. .. .

No. 12.—ABSTRACTS.

| A. MAINTENANCE OF WAY, WORKS, &c. |                                |                                |                                | C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.                       |                                |                                |                                |
|-----------------------------------|--------------------------------|--------------------------------|--------------------------------|--|--------------------------------|--------------------------------|--------------------------------|
| Half-year ended June 30, 1883.    | Half-year ended June 30, 1884. | Half-year ended June 30, 1883. | Half-year ended June 30, 1884. | Half-year ended June 30, 1883.   | Half-year ended June 30, 1884. | Half-year ended June 30, 1883. | Half-year ended June 30, 1884. |
| £ s. d.                           | £ s. d.                        | £ s. d.                        | £ s. d.                        | £ s. d.  | £ s. d.                        | £ s. d.                        | £ s. d.                        |
| 1,711 14 2                        | 1,743 10 3                     | 248 2 11                       | 279 8 8                        | 949 5 7  | 949 5 7                        | 438 7 1                        | 438 7 1                        |
| 1,856 3 2                         | 1,594 14 11                    | 167 10 11                      | 338 11 0                       | 179 1 6  | 179 1 6                        | 443 18 2                       | 443 18 2                       |
| 381 6 6                           | 266 0 5                        |                                |                                |  |                                |                                |                                |
| 423 10 3                          | 601 5 7                        |                                |                                |  |                                |                                |                                |
| 4,750 6 4                         |                                | 1,083 13 1                     |                                |  |                                | 871 5 3                        | 871 5 3                        |
| B. LOCOMOTIVE POWER.              |                                |                                |                                | D. TRAFFIC EXPENSES.   |                                |                                |                                |
| Half-year ended June 30, 1883.    | Half-year ended June 30, 1884. | Half-year ended June 30, 1883. | Half-year ended June 30, 1884. | E. GENERAL CHARGES   |                                |                                |                                |
| £ s. d.                           | £ s. d.                        | £ s. d.                        | £ s. d.                        | £ s. d.  | £ s. d.                        | £ s. d.                        | £ s. d.                        |
| 1,387 8 6                         | 1,339 18 11                    | 2,969 11 4                     | 3,726 9 5                      | Salaries and Public Accountant .. .. .                                 | 240 17 8                       | 2,980 4 1                      | 2,980 4 1                      |
| 1,255 12 9                        | 1,288 14 11                    | 360 0 1                        | 46 0 0                         | Auditors and General Manager .. .. .                                   | 240 17 8                       | 362 6 9                        | 362 6 9                        |
| 155 11 10                         | 172 13 7                       | 10 18 0                        | 807 16 10                      | Salaries of Secretary, General Manager, Accountant, and Clerks .. .. . | 51 17 4                        | 46 0 0                         | 46 0 0                         |
| 190 17 1                          | 179 17 2                       | 215 19 4                       | 100 11 9                       | Office Expenses, Stamps, Stationery, &c. .. .. .                       | 76 7 10                        | 897 13 4                       | 897 13 4                       |
|                                   |                                | 64 6 8                         | 98 12 5                        | Advertising .. .. .  | 28 2 8                         | 99 1 4                         | 99 1 4                         |
|                                   |                                | 51 0 2                         | 25 11 0                        | Fire Insurance .. .. .   |                                | 18 13 2                        | 18 13 2                        |
|                                   |                                | 24 13 10                       | 12 6 0                         | Telegraph Expenses .. .. .   |                                | 6 13 0                         | 6 13 0                         |
|                                   |                                |                                |                                | Railway Clearing House Expenses .. .. .                                |                                |                                |                                |
| 774 1 2                           | 832 8 0                        | 3,726 9 5                      | 4,001 10 1                     |  |                                | 1,876 17 10                    | 1,876 17 10                    |
| 440 3 2                           | 396 0 3                        |                                |                                |  |                                |                                |                                |
| 4,158 5 11                        |                                |                                |                                |  |                                |                                |                                |
| 411 17 6                          |                                |                                |                                |  |                                |                                |                                |
| 3,746 8 5                         |                                |                                |                                |  |                                |                                |                                |

Dr.

## No. 13.—GENERAL BALANCE SHEET.

Cr.

|   | £      | s. | d. |  | £      | s. | d. |
|---|--------|----|----|--|--------|----|----|
| To Net Revenue Account, Balance at Credit thereof as per Account No. 10 .. .. . | 14,843 | 1  | 5  | By Capital Account, Balance at Debit thereof, as per Account No 4 .. | 960    | 2  | 6  |
| " Sundry Outstanding Accounts due by the Company .. .. .                        | 5,668  | 7  | 4  | " General Stores —Stock of Materials on hand .. .. .                 | 4,107  | 0  | 7  |
| " Interest on Treasury Loan till 30th June, 1884. .. .. .                       | 699    | 16 | 2  | " Traffic Accounts due to the Company .. .. .                        | 1,248  | 19 | 9  |
| " Do. on Newcastle Debentures, till 30th June, 1884 .. .. .                     | 603    | 8  | 11 | " Sundry Outstanding Accounts due to the Company .. .. .             | 1,628  | 8  | 4  |
| " Solicitor's and Parliamentary Costs Reserve Account .. .. .                   | 111    | 13 | 10 | " Belfast, Holywood, and Bangor Railway Company .. .. .              | 750    | 0  | 0  |
| " Reserve Fund .. .. .  | 5,000  | 0  | 0  | " Bank Balance .. .. .   | 18,331 | 16 | 6  |
|   | 26,926 | 7  | 8  |  | 26,926 | 7  | 8  |

Examined and found to agree with the Books and Vouchers of the Company.

H. H. BOYD &amp; MAGILL, AUDITORS FOR DIRECTORS.

BELFAST 13th July, 1884.

## No. 14.—MILEAGE STATEMENT.

| Half Year ended June 30, 1885. | Half year ended June 30, 1884. |                      |                          |
|--------------------------------|--------------------------------|----------------------|--------------------------|
|                                | Miles Autho- rised.            | Miles Con- structed. | Miles Worked by Engines. |
| 55½                            | 55½                            | 55½                  | 55½                      |
| " Worked .. .. .               | .. .. .                        | .. .. .              | .. .. .                  |
| 55½                            | 55½                            | 55½                  | 55½                      |

## CERTIFICATE RESPECTING THE PERMANENT WAY, &amp;c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have during the past Half-year been maintained in good working condition and repair.

1st July, 1884.

## CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, have, during the past Half-year, been maintained in good working order and repair.

1st July, 1884.

## AUDITORS' CERTIFICATE.

We have examined the Accounts of the Belfast and County Down Railway Company for the half-year ended June 30th, 1884, and find that they contain a full and true Statement of the financial condition of the Company, and that the Dividends proposed to be declared on the Stock and Shares are *bona fide* due thereon, after debiting the Revenue of the Half-year with all expenses which in our opinion ought to be charged thereto.

Belfast, 19th July, 1884.

W. B. CAUGHEY,  
H. H. BOYD & MAGILL, }

} Auditors of the Company.

## No. 15.—STATEMENT OF TRAIN MILEAGE.

| Half-year ended June 30, 1883.            |                                     | Half-year ended June 30, 1884             |                                     |
|---|-------------------------------------|---|-------------------------------------|
| Belfast & County Down Railway & Branches. | Lines worked by B. & C. D. Railway. | Belfast & County Down Railway & Branches. | Lines worked by B. & C. D. Railway. |
| 106,184½                                  | .. .. .                             | 106,970½                                  | .. .. .                             |
| 30,716½                                   | .. .. .                             | 31,444                                    | .. .. .                             |
| 135,900½                                  | .. .. .                             | 137,414½                                  | .. .. .                             |
|   | Total.                              | Passenger Trains                          | Total                               |
|   | 105,184½                            | Goods & Mineral Trains                    | 105,970½                            |
|   | 30,716½                             | .. .. .                                   | 31,444                              |
|   | 135,900½                            | Total .. .. .                             | 137,414½                            |

R. W. KELLY, *Chairman of Company.*  
HUGH EVANS, *Accountant of Company.*BERKELEY D. WISE, *Engineer.*R. G. MILLER, *Loco. Supt.*

## Belfast and County Down Railway.

NOTICE IS HEREBY GIVEN, that the SEVENTY-SEVENTH ORDINARY GENERAL HALF-YEARLY MEETING of the Shareholders of this Company will be held at the OFFICE of the Company, QUEEN'S QUAY, Belfast, on WEDNESDAY, the 6th day of AUGUST, 1884, at the hour of ONE o'clock in the Afternoon, to transact the usual Business. After disposing of the Ordinary business, the Meeting will be made SPECIAL, for the following purposes, viz. :—

To authorise the conversion of the Mortgages at present held by the Treasury into Debenture Stock, pursuant to the provisions of the Belfast and County Down Railway Amendment Act, 1860.

To authorise the creation and issue of Debenture Stock, pursuant to the provisions of the Belfast and County Down Railway (Newcastle Transfer) Act, 1881, and the Acts incorporated therewith, not exceeding £25,000.

To authorise the creation and issue of £100,000 of 4 per cent. Preference Stock, pursuant to the provisions of the Belfast and County Down Railway (Newcastle Transfer) Act, 1881, and the Belfast and County Down Railway (Bangor Transfer) Act, 1884.

And to authorise the creation and issue of £138,000 3 per cent. Debenture Stock pursuant to the provisions of the Belfast and County Down Railway (Bangor Transfer) Act, 1884.

All parties interested are requested to take Notice that the "Registry of Transfers" of the Company will be Closed on and from THURSDAY, the 24th day of July, 1884, until such Ordinary Meeting shall have been held.

By order of the Directors,

(Signed)

JOHN MILLIKEN, Secretary.

Dated at the Company's Office

Belfast, 15th July, 1884.

4

Belfast, Holywood, and Bangor Railway Co.

FRANCIS B. ORMSEY,  
*Secretary*

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

For the Half-year ended 30th June, 1884,

TO BE SUBMITTED TO THE PROPRIETORS

AT

The Half-yearly General Meeting

TO BE HELD AT

THE COMPANY'S OFFICES, QUEEN'S QUAY TERMINUS, BELFAST,

On SATURDAY, the 30th day of AUGUST, 1884,

AT TWELVE O'CLOCK NOON.

Belfast:

PRINTED BY W. & G. BAIRD, 10 & 12 ARTHUR STREET.

1884.

Shareholders who have changed their Residence since the last Half-yearly Meeting, will please inform the Secretary, that the Dividend Warrants may be correctly addressed.

To

Registered Holder of

£50 Original Shares.

£ 5% Preference Stock.

£ 4% „ „ (1881.)

£ 4½% A „ „

## DIRECTORS.

---

SIR CHARLES LANYON, J.P., THE ABBEY, WHITEABBEY,

*Chairman.*

WM. VALENTINE, Esq., J.P., GLENAYNA, WHITEABBEY.

W. N. WALLACE, Esq., J.P., DOWNPATRICK.

W. A. ROBINSON, Esq., J.P., CULLODEN, CRAIGAVAD.

WM. CARSON, Esq., J.P., Kensington Villas, Bangor, Co. Down.

## DIRECTORS' REPORT.

---

THE Accounts of the Company for the Half-year which ended on 30th June last, duly certified by the Auditors, are now submitted for the approval of the Shareholders.

These Accounts shew that the Traffic Receipts for the period have been £9,557 Os. 4d., against £9,584 17s. 11d. for corresponding six months of 1883; and the Working Expenses have been £4,775 7s. 6d., against £4,641 Os. 8d.

The Directors beg to report that the Bill for the Transfer of your undertaking to the Belfast and County Down Railway Company received the Royal Assent on 14th July, and the Transfer is to take effect on and from the 1st day of September next.

CHARLES LANYON, CHAIRMAN.

JOSEPH NOBLE, SECRETARY.

No. 1—STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

| ACTS OF PARLIAMENT.                                | CAPITAL AUTHORIZED. |                              | CAPITAL CREATED OR SANCTIONED. |                              | BALANCE            |                              |
|--|---------------------|------------------------------|--------------------------------|------------------------------|--------------------|------------------------------|
|  | Shares and Stocks.  | Mortgages & Debenture Stocks | Shares and Stocks.             | Mortgages & Debenture Stocks | Shares and Stocks. | Mortgages & Debenture Stocks |
|  | Total.              | Total.                       | Total.                         | Total.                       | Total.             | Total.                       |
| Belfast, Holywood, and Bangor Railway Act, 1860 .. | £115,000            | £38,000                      | £115,000                       | £38,000                      | ..                 | ..                           |
| Belfast, Holywood, and Bangor Railway Act, 1863 .. | 46,000              | ..                           | 46,000                         | ..                           | ..                 | ..                           |
| Belfast, Holywood, and Bangor Railway Act, 1865 .. | 90,000              | ..                           | 90,000                         | ..                           | ..                 | ..                           |
| Belfast, Holywood, and Bangor Railway Act, 1876 .. | ..                  | 181,500                      | ..                             | 181,500                      | ..                 | ..                           |
| Belfast, Holywood, and Bangor Railway Act, 1881 .. | ..                  | 40,000                       | ..                             | 40,000                       | ..                 | ..                           |
| Total ..   | £251,000            | £259,500                     | £251,000                       | £259,500                     | ..                 | ..                           |

No. 2—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTIONS RECEIVED.

| DESCRIPTION.                            | Amount Created. |       | Amount Received. |       | Amount Unissued. |
|---|-----------------|-------|------------------|-------|------------------|
|   | £               | s. d. | £                | s. d. |                  |
| Ordinary £10 Shares ..                  | ..              | ..    | 156,860          | 0 0   | 4,140 0 0        |
| Preference Shares—£10 Five per cent. .. | ..              | ..    | 79,220           | 0 0   | 10,780 0 0       |
| Total ..                                | £251,000        | 0 0   | £236,080         | 0 0   | £14,920 0 0      |

**No. 3.—CAPITAL RAISED BY MORTGAGES AND DEBENTURE STOCKS.**

|  | RAISED BY MORTGAGES. |       |                 |       |                 |       |                |       | RAISED BY DEBENTURE STOCKS. |       |                 |       | TOTAL RAISED BY MORTGAGES AND DEBENTURE STOCK |         |       |
|--|----------------------|-------|-----------------|-------|-----------------|-------|----------------|-------|-----------------------------|-------|-----------------|-------|---|---------|-------|
|  | At 4 per cent.       |       | At 4½ per cent. |       | At 4¾ per cent. |       | At 5 per cent. |       | At 4 per cent.              |       | At 4½ per cent. |       |   |         |       |
|  | £                    | s. d. | £               | s. d. | £               | s. d. | £              | s. d. | £                           | s. d. | £               | s. d. |   |         |       |
| Existing at—   |                      |       |                 |       |                 |       |                |       |                             |       |                 |       |   |         |       |
| 31st Dec., 1883 ..   | 900                  | 0 0   | 29,930          | 0 0   | 230             | 0 0   | 6,940          | 0 0   | 122,043                     | 3 4   | 22,000          | 0 0   | 182,043                                       | 3 4     |       |
| 30th June, 1884 ..   | 900                  | 0 0   | 29,930          | 0 0   | 230             | 0 0   | 6,940          | 0 0   | 122,043                     | 3 4   | 22,000          | 0 0   | 182,043                                       | 3 4     |       |
| Increase ..  | ..                   | ..    | ..              | ..    | ..              | ..    | ..             | ..    | ..                          | ..    | ..              | ..    | ..  | ..      |       |
| Decrease ..  | ..                   | ..    | ..              | ..    | ..              | ..    | ..             | ..    | ..                          | ..    | ..              | ..    | ..  | ..      |       |
| Total amount authorized to be raised by Mortgages and Debenture Stocks in respect of Capital created, as per Statement No. 1 |                      |       |                 |       |                 |       |                |       |                             |       |                 |       |   | £       | s. d. |
|  |                      |       |                 |       |                 |       |                |       |                             |       |                 |       |   | 259,500 | 0 0   |
| Total amount raised by Mortgages and Debenture Stocks as above   | ..                   | ..    | ..              | ..    | ..              | ..    | ..             | ..    | ..                          | ..    | ..              | ..    | ..  | 182,043 | 3 4   |
| Balance  | ..                   | ..    | ..              | ..    | ..              | ..    | ..             | ..    | ..                          | ..    | ..              | ..    | ..  | *77,456 | 16 8  |

\* £63,816 16s 8d, part of the above balance, consisting of 4 per cent. Debenture Stock, has been deposited as security against loans amounting to £35,045 12s 1d, received from Bankers and others.

**No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.**

|   | Amount Expended to 31st Dec., 1883. |       | Amount Expended during Half year |       | TOTAL.  |       | By Receipts—<br>Shares, per Account No. 2 ..<br>Mortgages, per Account No. 3 ..<br>Debenture Stocks, per Account No. 3 .. | Amount Received to 31st Dec., 1883. |       | Amount Received during Half year |       | TOTAL.  |       |
|---|-------------------------------------|-------|----------------------------------|-------|---------|-------|---|-------------------------------------|-------|----------------------------------|-------|---------|-------|
|   | £                                   | s. d. | £                                | s. d. | £       | s. d. |   | £                                   | s. d. | £                                | s. d. | £       | s. d. |
| <i>To Expenditure—</i>  |                                     |       |                                  |       |         |       |   |                                     |       |                                  |       |         |       |
| On Lines open for Traffic (No. 5) ..  | 385,822                             | 10 8  | 418                              | 6 4   | 386,240 | 17 0  | Shares, per Account No. 2 ..  | 236,080                             | 0 0   | ..                               | ..    | 236,080 | 0 0   |
| Working Stock (No. 5) ..  | 54,111                              | 4 0   | ..                               | ..    | 54,111  | 4 0   | Mortgages, per Account No. 3 ..   | 38,000                              | 0 0   | ..                               | ..    | 38,000  | 0 0   |
| County Down Railway Company, redemption of £1,000 a-year of their rent-charge | 22,000                              | 0 0   | ..                               | ..    | 22,000  | 0 0   | Debenture Stocks, per Account No. 3 ..  | 144,043                             | 3 4   | ..                               | ..    | 144,043 | 3 4   |
|   | 461,933                             | 14 8  | 418                              | 6 4   | 462,352 | 1 0   | Balance carried to General Balance Sheet, No. 13 ..   | 418,123                             | 3 4   | ..                               | ..    | 418,123 | 3 4   |
|   |                                     |       |                                  |       |         |       |   |                                     |       |                                  |       |         |       |
|   | 461,933                             | 14 8  | 418                              | 6 4   | 462,352 | 1 0   |   |                                     |       |                                  |       | 44,228  | 17 8  |
|   |                                     |       |                                  |       |         |       |   |                                     |       |                                  |       | 462,352 | 1 0   |

**Dr.**

**Cr.**



No. 5—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 30TH JUNE, 1884.

|  | Parliamentary Expenses. |       | Land. |       | Way and Works. |       | Working Stock. |       | Total. |       |
|--|-------------------------|-------|-------|-------|----------------|-------|----------------|-------|--------|-------|
|  | £                       | s. d. | £     | s. d. | £              | s. d. | £              | s. d. | £      | s. d. |
| Extension Platforms at Carmalea Station... | ..                      | ..    | ..    | ..    | 18             | 6 4   | ..             | ..    | 18     | 6 4   |
| Expenses of Lease Act of 1873 ..           | ..                      | ..    | ..    | ..    | ..             | ..    | ..             | ..    | 400    | 0 0   |
|  | 400                     | 0 0   | ..    | ..    | 18             | 6 4   | ..             | ..    | 418    | 6 4   |

No. 6—RETURN OF WORKING STOCK.

|                              | LOCOMOTIVE.   |               |          |       |            |            | COACHING.  |                        |                              |                        |              |                  | MERCHANDISE.  |       |                |             |                |                |               |                |            |       |
|------------------------------|---------------|---------------|----------|-------|------------|------------|------------|------------------------|------------------------------|------------------------|--------------|------------------|---------------|-------|----------------|-------------|----------------|----------------|---------------|----------------|------------|-------|
|                              | Tank Engines. | Goods Engines | Tenders. | Total | 1st Class. | 2nd Class. | 3rd Class. | 1st and 2nd Composite. | 1st, 2nd, and 3rd Composite. | 2nd and 3rd Composite. | Horse Boxes. | Carriage Trucks. | Luggage Vans. | Total | Covered Wagons | Open Wagons | Timber Trucks. | Boiler Trucks. | Cattle Wagons | Ballast Wagons | Break Vans | Total |
| Stock on 31st Dec., 1883 ..  | 6             | ..            | ..       | 6     | 19         | 10         | 12         | 5                      | ..                           | ..                     | ..           | ..               | 3             | 49    | 3              | 10          | 4              | ..             | ..            | ..             | ..         | 17    |
| Do. 30th June, 1884 ..       | 6             | ..            | ..       | 6     | 19         | 10         | 12         | 5                      | ..                           | ..                     | ..           | ..               | 3             | 49    | 3              | 10          | 4              | ..             | ..            | ..             | ..         | 17    |
| Increase during half-year .. | ..            | ..            | ..       | ..    | ..         | ..         | ..         | ..                     | ..                           | ..                     | ..           | ..               | ..            | ..    | ..             | ..          | ..             | ..             | ..            | ..             | ..         | ..    |
| Decrease do. ..              | ..            | ..            | ..       | ..    | ..         | ..         | ..         | ..                     | ..                           | ..                     | ..           | ..               | ..            | ..    | ..             | ..          | ..             | ..             | ..            | ..             | ..         | ..    |

No. 7—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|  | FURTHER EXPENDITURE.                     |         | In subsequent Half-years. |
|--|--|---------|---------------------------|
|  | During Half-year ending 31st Dec., 1884. | £ s. d. |                           |
|  | Not ascertained                          | £ s. d. | Not ascertained           |
|  | ..                                       | ..      | ..                        |

No. 8—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE.

|  |    |    |    |        |       |
|--|----|----|----|--------|-------|
| Share Capital authorized or created, not yet received (per Account No. 2) ..                 | .. | .. | .. | £      | s. d. |
| Mortgage and Debenture Stock Capital Authorized, but not yet received (as per Account No. 3) | .. | .. | .. | 14,920 | 0 0   |
| Less Balance at debit of Capital Account (see No. 4) ..                                      | .. | .. | .. | 77,456 | 16 8  |
|  | .. | .. | .. | 92,376 | 16 8  |
|  | .. | .. | .. | 44,228 | 17 8  |
|  | .. | .. | .. | 48,147 | 19 0  |

## Dr.

## No. 9.—REVENUE ACCOUNT.

Cr.

| Half Year ended 30th June, 1883. | EXPENDITURE.   | Half-Year ended 30th June, 1884. |       | Half-year ended 30th June, 1883. |          | Half-year ended 30th June, 1884. |            |
|----------------------------------|--|----------------------------------|-------|----------------------------------|----------|----------------------------------|------------|
|                                  |  | £                                | s. d. | No.                              | Amount £ | No.                              | Amount £   |
| 4,641                            | To Maintenance of Works, &c. (See Abstract A)          | 877                              | 14 7  | 71,662                           | 2,131    | 65,418                           | 1,981 14 4 |
| 1,389                            | " Locomotive Power ( " B)                              | 1,582                            | 14 9  | 71,967                           | 1,659    | 70,626                           | 1,590 5 0  |
| 346                              | " Repairs and Renewals of Carriages & Wagons ( " C)    | 356                              | 1 9   | 143,484                          | 2,309    | 157,047                          | 2,527 13 2 |
| 1,303                            | " Traffic Expenses ( " D)                              | 1,268                            | 2 7   | 2,692                            | 2,476    | 2,464                            | 2,380 10 8 |
| 601                              | " General Charges ( " E)                               | 511                              | 7 10  | 288,805                          | 8,575    | 295,555                          | 8,480 3 2  |
| 10                               | " Law Charges .. ..                                    | 7                                | 16 10 |                                  |          |                                  |            |
| 80                               | " Compensation—Personal Injuries .. ..                 | 25                               | 0 0   |                                  |          |                                  |            |
| 144                              | " Rates and Taxes .. ..                                | 146                              | 9 2   |                                  |          |                                  |            |
| 4,641                            | " Balance carried to Net Revenue Account No. 10. .. .. | 4,775                            | 7 6   |                                  |          |                                  |            |
| 4,944                            |  | 4,781                            | 12 10 |                                  |          |                                  |            |
| 9,585                            |  | 9,557                            | 0 4   |                                  | 9,585    |                                  | 9,557 0 4  |

RECEIPTS.

By Passengers—  
 First Class . . . . .  
 Second Class . . . . .  
 Third Class . . . . .  
 Season Tickets . . . . .  
 By Parcels, Horses, and Carriages . . . . .  
 " Mails . . . . .  
 " Rent of Book-stalls, &c. . . . .  
 " Transfer Fees . . . . .

## Dr.

## No. 10.—NET REVENUE ACCOUNT.

Cr.

| Half-year ended 30th June, 1883. | EXPENDITURE.   | Half-year ended 30th June, 1884. |       | Half-year ended 30th June, 1883. |          | Half-year ended 30th June, 1884. |             |
|----------------------------------|--|----------------------------------|-------|----------------------------------|----------|----------------------------------|-------------|
|                                  |  | £                                | s. d. | No.                              | Amount £ | No.                              | Amount £    |
| 4,163 15 6                       | To Balance from last half-year's Account .. ..                 | 4,618                            | 4 9   | 4,943 17 3                       |          |                                  | 4,781 12 10 |
| 3,805 11 8                       | " Interest on Mortgages and 4½ per cent. Debenture Stock .. .. | 1,366                            | 10 3  |                                  |          |                                  |             |
| 914 3 5                          | " Interest due on 4 per cent. Debenture Stock .. ..            | 2,470                            | 15 10 |                                  |          |                                  |             |
| 1,500 0 0                        | " Interest on Temporary Loans and Banking Balances .. ..       | 926                              | 2 6   |                                  |          |                                  |             |
|                                  | " Rent of Holywood Branch .. ..                                | 1,500                            | 0 0   |                                  |          |                                  |             |
|                                  | " Balance carried to Account No. 11 .. ..                      | 10,881                           | 13 4  | 5,439 13 4                       |          |                                  | 6,100 0 6   |
| 10,383 10 7                      |  | 10,881                           | 13 4  | 10,383 10 7                      |          |                                  | 10,881 13 4 |

## No. 11.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

To Balance brought forward (as per Account No. 10) .. ..  
 " Balance carried forward to next Half-year .. ..

£ s. d.

NIL.



No. 14.—MILEAGE STATEMENT.

| Half-year ended 30th June, 1883 |                           | Half-year ended 30th June, 1884. |                      |                          |
|---------------------------------|---------------------------|----------------------------------|----------------------|--------------------------|
|                                 |                           | Miles Autho- rized.              | Miles Con- structed. | Miles Worked by Engines. |
| 12½                             | Lines owned by Company .. | 12½                              | 12½                  | 12½                      |
| ..                              | „ Worked .. ..            | ..                               | ..                   | ..                       |
| 12½                             |                           | 12½                              | 12½                  | 12½                      |

No. 15.—STATEMENT OF TRAIN MILEAGE.

| Half-year ended 30th June, 1883 |   | Half-year ended 30th June, 1884. |
|---------------------------------|---|----------------------------------|
| 54,676½                         | Passenger Trains and Mixed Passenger and Goods Trains | 55,223                           |

CHARLES LANYON, *Chairman of Company.*  
JOSEPH NOBLE, *Secretary of Company.*

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past half-year, been maintained in good working condition and repair.

JOHN SMITH, *Permanent Way Inspector.*

8th July, 1884.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, Machinery, and Tools, have, during the past half-year, been maintained in good working order and repair.

ALFRED ASHBY, *Locomotive Superintendent.*

8th July, 1884.

AUDITORS' CERTIFICATE.

We hereby certify that the above Half-yearly Accounts contain a full and true statement of the financial condition of the Company, after charging the Revenue of the Half-year, with all expenses, which ought in our judgment to be charged thereout.

WILLIAM H WARD, } *Auditors of the Company.*  
W. H. MALCOLM, }

15th August, 1884.

Belfast, Holywood, and Bangor  
Railway Company.

NOTICE IS HEREBY GIVEN, THAT THE ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS will be held at the Company's Offices, QUEEN'S QUAY TERMINUS, BELFAST, on SATURDAY, the 30th day of August, 1884, at the Hour of Twelve o'clock noon, to receive the Report of the Directors and a Statement of the Accounts for the half-year ended 30th June, 1884, and for the Transaction of General Business; and Notice is further given, that the Transfer Books will be closed from the 19th day of August, until after the Meeting.

(By order),

JOSEPH NOBLE, SECRETARY.

Belfast, 13th August, 1884.

5

Belfast and Northern Counties Railway.  
FRANCIS B. ORMSBY,  
Secretary.

REPORT OF THE DIRECTORS  
AND  
STATEMENT OF ACCOUNTS

*For Half-Year ending 30th June, 1884,*

TO BE

SUBMITTED TO THE PROPRIETORS,

AT THE

Seventy-eighth Half-Yearly General Meeting

TO BE HELD AT

YORK ROAD TERMINUS, BELFAST,

*On Monday, the 4th day of August, 1884,*

AT TWELVE O'CLOCK NOON.

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*Proxies are required to be lodged with the Secretary forty-eight hours  
before the time appointed for holding the Half-Yearly Meeting.*

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Belfast

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MDCCLXXXIV.

## LIST OF DIRECTORS.

### Chairman.

- 2 GEORGE J. CLARKE, Esq., D.L., J.P., The Steeple, ANTRIM.

### Deputy-Chairman.

- 3 SIR CHARLES LANYON, J.P., The Abbey, BELFAST.
- 3 EDMUND M'NEILL, Esq., J.P., ... Craigdunn, Craigs, Co. Antrim
- 3 WILLIAM VALENTINE, Esq., J.P., ... Glenavna, Belfast.
- 3 JOHN YOUNG, Esq., D.L., J.P., ... Galgorm Castle, Ballymena.
- 3 HENRY H. M'NEILE, Esq., J.P., ... Parkmount, Belfast.
- 1 The Right Hon. Viscount TEMPLETOWN, Templepatrick.
- 2 GEORGE CATHER, Esq., J.P., ... Carrichue, Londonderry.
- 1 JOHN B. GUNNING MOORE, Esq., J.P., Loymount, Cookstown.
- 1 HENRY E. CARTWRIGHT, Esq., J.P., Manor House, Magherafelt.
- 1 S. M. ALEXANDER, Esq., D.L., J.P., Roe Park Limavady.

*The figures opposite the names indicate the Order of Retirement—No. 1 retiring in August, when a Ballot of Shareholders will fill up the vacancies.*

## DIRECTORS' REPORT.

THE usual Comparative Statement of Receipts is as follows:—

|  | 1883.       |              | 1884.        |              |
|--|-------------|--------------|--------------|--------------|
|  | No.         | Amount.      | No.          | Amount.      |
| Passengers, 1st Class,                   | 46,326      | £5,317 14 3  | 47,261       | £5,437 5 1   |
| "    2nd    "                            | 98,172      | 8,702 7 2    | 100,279      | 8,844 2 9    |
| "    3rd    "                            | 570,856     | 21,783 18 7  | 586,125      | 22,026 7 7   |
| Total, .. .. .                           | 715,354     | £35,804 0 0  | 733,665      | £36,307 15 5 |
| Parcels, Horses, Carriages, and Dogs, .. |             | 8,610 3 3    |              | 3,318 17 9   |
| Mails, .. .. .                           |             | 2,650 0 0    |              | 2,650 0 0    |
| Merchandise, .. .. .                     | £35,111 4 9 |              | £33,433 6 11 |              |
| Less Collection & Delivery               | 2,835 3 6   | 32,276 1 3   | 2,743 0 3    | 30,690 6 8   |
| Cattle, .. .. .                          |             | 1,569 11 9   |              | 1,708 2 0    |
| Minerals, .. .. .                        |             | 5,926 11 5   |              | 5,043 5 6    |
| Iron Ore, .. .. .                        |             | 3,174 12 0   |              | 1,841 0 5    |
| Mileage & Demurrage                      |             |              |              | 18 16 1      |
| Rents, .. .. .                           |             | 722 11 10    |              | 762 11 5     |
| Transfer Fees, .. .. .                   |             | 16 0 0       |              | 17 17 6      |
|  |             | £85,749 11 6 |              | £82,958 12   |

An examination of the above will shew there has been an increase in Passenger Traffic—in first class, £119 10s 10d; second class, £141 15s 7d; and third class, £242 9s 0d; being a total of £503 15s 5d—there is also an increase in cattle, of £138 10s 3d, and rents, &c., £60 13s 2d; but in parcels and light traffic there is a decrease of £291 5s 6d; in goods, £1,677 17s 10d; iron ore, £1,333 11s 7d; coal and other minerals, £283 5s 11d; the result, after deducting £92 3s 3d saving in paid cartage, being a falling off in the total receipts of £2,790 18s 9d, as compared with the corresponding half of the year 1883, which, however much the Directors regret, they cannot consider exceptional, as your line is suffering by a decrease in traffic in common with other railways, and from a similar cause—the still continued depression in the general trade of the country.

The Working Expenses (59 per cent.) appear, at first sight, to shew only a small reduction; but it must be remembered they include the cost of working the new lines—the Limavady and Dungiven and the Draperstown Railways—opened in July last, and for which there was no expenditure in the corresponding half year's accounts, and besides this they are apparently £638 higher in consequence of the payments received from the Carrickfergus and Larne, and Derry Central Railway Companies being that much less, the decrease in traffic on these lines reducing the amount receivable for working them. But for these causes and the falling off on your own line, the result would have been satisfactory.

The Balance of Net Revenue, account No. 10, is £25,558 8s 2d, the Preferential Dividends amount to £17,453 10s 0d, leaving a balance of £8,104 18s 2d, out of which we recommend the payment of a Dividend on the Company's Ordinary Stock at the rate of 2 1/2 per cent. per annum, which will absorb £7,491 10s 0d, and carry forward the balance £613 8s 2d to credit of next half year's account.

The Capital Expenditure for the half year is shewn in statement No. 5. It is not intended to ask for any vote on account of new works for the next six months.

The Branch to Ballyclare is expected to be completed and ready for opening about 1st October next. Owing to some difficulties having arisen in regard to obtaining the land required for the further extension along the Doagh Valley, that portion of the line has not yet been commenced.


The Bill promoted in Parliament vesting the Cushendall Railway in this Company, received the Royal Assent on the 14th inst., and as the Act provides for the taking over of that railway within three months from the above date, it will be necessary to authorize the Directors to carry out the transfer, as well as to exercise the other powers contained in the said Act. A resolution for this purpose will be submitted to the Shareholders at a Special Meeting to be held immediately after the termination of the business of the Ordinary Meeting.

The Northern Counties Hotel at Portrush has been enlarged and much improved in the internal arrangements, and now affords ample accommodation for a large number of visitors. For so far the result of this undertaking has been satisfactory.

The following Directors retire at this time:—The Right Hon. Viscount Templetown, John B. Gunning Moore, Henry E. Cartwright, and S. M. Alexander, Esqs., also John Pim, Esq., Auditor. All are eligible and offer themselves for re-election.

GEORGE J. CLARKE, *Chairman.*  
CHARLES STEWART, *Secretary.*

Proprietors of £250 Ordinary Stock and upwards, desirous of attending the Meeting, can obtain Free Passes over the Company's Line on timely application to the Secretary.

 The Dividend Warrants will be posted on 16th August, and it is particularly requested that Shareholders will please notify to me any change in their Address before that date.

CHARLES STEWART, *Secretary.*

No. 1.—STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

| ACT OF PARLIAMENT.                           | CAPITAL AUTHORIZED OR SANCTIONED |                          |            | CAPITAL CREATED. |                          |            | BALANCE. |                          |          |
|--|----------------------------------|--------------------------|------------|------------------|--------------------------|------------|----------|--------------------------|----------|
|  | Stock                            | Loans or Debenture Stock | Total.     | Stock            | Loans or Debenture Stock | Total.     | Stock    | Loans or Debenture Stock |          |
| By Belfast and Ballymena Railway Act, 1845   | £285,000                         | £128,333                 | £413,333   | £285,000         | £128,333                 | £413,333   | ..       | ..                       |          |
| " Belfast and Ballymena " 1853               | 225,000                          | 40,000                   | 265,000    | 225,000          | 40,000                   | 265,000    | ..       | ..                       |          |
| " Ballymena and Portrush, " 1858             | 180,000                          | 60,000                   | 240,000    | 160,000          | 60,000                   | 220,000    | ..       | ..                       |          |
| " Belfast and Ballymena, " 1860              | 7,500                            | 62,500                   | 70,000     | 7,500            | 62,500                   | 70,000     | ..       | ..                       |          |
| " Carrickfergus and Larne, " 1860            | 12,500                           | ..                       | 12,500     | 12,500           | ..                       | 12,500     | ..       | ..                       |          |
| " Belfast & Northern Counties, " 1864        | 100,000                          | 33,000                   | 133,000    | 100,000          | 33,000                   | 133,000    | ..       | ..                       |          |
| " Londonderry and Coleraine, " 1871          | 135,000                          | 44,999                   | 179,999    | 135,000          | 44,999                   | 179,999    | ..       | ..                       |          |
| " Belfast & Northern Counties, " 1871 (Sale) | 150,000                          | 50,000                   | 200,000    | 150,000          | 50,000                   | 200,000    | ..       | ..                       |          |
| " Derry Central " 1877                       | 25,000                           | 10,000                   | 35,000     | ..               | ..                       | ..         | 25,000   | ..                       |          |
| " Belfast & Northern Counties, " 1877        | 18,000                           | 60,000                   | 78,000     | 18,000           | 60,000                   | 78,000     | ..       | ..                       |          |
| " Ballycastle " 1878                         | 18,000                           | ..                       | 18,000     | ..               | ..                       | ..         | ..       | ..                       |          |
| " Limavady and Dungiven " 1878               | 8,000                            | ..                       | 8,000      | ..               | ..                       | ..         | ..       | ..                       |          |
| " Drogheda " 1878                            | 60,000                           | 20,000                   | 80,000     | 60,000           | 20,000                   | 80,000     | ..       | ..                       |          |
| " Belfast & Northern Counties, " 1881        | 25,000                           | 8,000                    | 33,000     | ..               | ..                       | ..         | 25,000   | 8,000                    |          |
| " Do. " 1882                                 | 55,000                           | ..                       | 55,000     | ..               | ..                       | ..         | 55,000   | ..                       |          |
| " Limavady and Dungiven " 1882               | 10,000                           | ..                       | 10,000     | ..               | ..                       | ..         | 10,000   | ..                       |          |
| " Belfast & Northern Counties " 1883         | ..                               | ..                       | ..         | ..               | ..                       | ..         | ..       | ..                       |          |
| Total  | £1,714,000                       | £516,832                 | £2,230,832 | £1,476,520       | £508,882                 | £1,985,352 | £237,480 | £8,000                   |          |
|  |                                  |                          |            |                  |                          |            |          |                          | £245,480 |

No. 2.—STATEMENT OF STOCK & SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| DESCRIPTION.                 | Amount Created. |     | Amount Received. |     | Calls in Arrear. |     | Amount Uncalled. |     | Amount Unissued. |     |
|------------------------------|-----------------|-----|------------------|-----|------------------|-----|------------------|-----|------------------|-----|
|                              | £               | s d | £                | s d | £                | s d | £                | s d | £                | s d |
| Ordinary Stock               | 500,420         | 0 0 | 500,320          | 0 0 | 100              | 0 0 | ..               | ..  | ..               | ..  |
| 4 per cent. Preference Stock | 482,500         | 0 0 | 372,500          | 0 0 | ..               | ..  | ..               | ..  | 60,000           | 0 0 |
| 4 1/2 " " "                  | 444,600         | 0 0 | 444,000          | 0 0 | ..               | ..  | ..               | ..  | ..               | ..  |
| Total                        | £1,427,520      | 0 0 | £1,316,820       | 0 0 | £100             | 0 0 | ..               | ..  | £60,000          | 0 0 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

|   | RAISED BY LOANS. |     |                |     | Total Loans | Raised by issue of Debenture Stock. | TOTAL Raised by Loans and by Debenture Stock |             |
|---|------------------|-----|----------------|-----|-------------|-------------------------------------|--|-------------|
|   | At 4½ per cent.  |     | At 4 per cent. |     |             |                                     |  |             |
|   | £                | s d | £              | s d |             |                                     |  |             |
| Existing at 31st December, 1883, ..   | 60,000           | 0 0 | ..             | ..  | 60,000      | 0 0                                 | £ 487,824 0 0                                |             |
| 30th June, 1884, ..   | 60,000           | 0 0 | ..             | ..  | 60,000      | 0 0                                 | £ 487,824 0 0                                |             |
| Increase ..   | ..               | ..  | ..             | ..  | ..          | ..                                  | ..   |             |
| Decrease ..   | ..               | ..  | ..             | ..  | ..          | ..                                  | ..   |             |
| Total Amount authorized to be raised by Loans and Debenture Stock, in respect of Capital created, as per Statement No. 1 .. |                  |     |                |     |             |                                     |  | 508,832 0 0 |
| Total Amount raised by Loans and Debenture Stock, as above ..   |                  |     |                |     |             |                                     |  | 487,824 0 0 |
| Balance, being available Borrowing Powers, at 30th June, 1884, ..   |                  |     |                |     |             |                                     |  | 21,008 0 0  |

No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr.

|  | Amount Expended to 31st Dec., 1883.         | Amount Expended during Half-year to 30th June, 1884. | Total to 30th June, 1884.                    | By Receipts:—<br>Stock per Account No. 2 ..<br>Loans per Account No. 3 ..<br>Debenture Stock, per Account No. 3 ..<br>Balance .. | Amount Received to 31st Dec., 1883. | Amount Received during Half-year to 30th June, 1884. | Total to 30th June, 1884.       |
|--|---|--|--|--|-------------------------------------|--|---------------------------------|
|  | £ s d                                       | £ s d  | £ s d  |  | £ s d                               | £ s d  | £ s d                           |
| <i>To Expenditure</i> :—   |   |  |  |  |                                     |  |                                 |
| On Lines open for Traffic (No. 5), Working Stock, Subscriptions to other Railways, | 1,484,900 5 2<br>284,467 6 9<br>168,787 0 0 | 2,131 5 6<br>1,236 19 6<br>....                      | 1,487,091 10 8<br>285,764 6 3<br>168,787 0 0 |  | 1,416,420 0 0<br>60,000 0 0         | ....<br>....   | 1,416,420 0 0<br>60,000 0 0     |
|  | 1,938,154 11 11                             | 3,428 5 0  | 1,941,582 16 11                              |  | 427,824 0 0<br>1,904,244 0 0        | ....   | 427,824 0 0<br>1,904,244 0 0    |
|  |   |  | 1,941,582 16 11                              |  |                                     |  | 87,338 10 11<br>1,941,682 16 11 |

Cr.



No. 5—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 30th JUNE, 1884.

|   | Land.   | Way & Works.  | Working Stock. | Miscellaneous Stock. | Total.    |
|---|---------|---|----------------|----------------------|-----------|
|   | £ s d   | £ s d   | £ s d          | £ s d                | £ s d     |
| Land—Main Line, Renewals and Works—Derry Line, Rails and Chairs, Signals and Block Telegraph, Antrim—Extension of Goods Shed Ballymena do. Engine do. Automatic Vacuum Brake Shop Fixtures. Drilling Machines | 33 13 0 | 1,444 12 0<br>563 15 9<br>41 5 7<br>24 17 9<br>23 1 5 | 1,108 10 6     | 188 9 0              | 3,428 5 0 |
|   | 33 13 0 | 2,087 12 6  | 1,108 10 6     | 188 9 0              | 3,428 5 0 |

No. 6—RETURN OF WORKING STOCK.

|                            | LOCOMOTIVE.        |                |               | COACHING. |           |           |           |            |             | MERCHANDISE.    |                           |                      |                           |       |                 |              |                |                |                |                 |             |        |
|----------------------------|--------------------|----------------|---------------|-----------|-----------|-----------|-----------|------------|-------------|-----------------|---------------------------|----------------------|---------------------------|-------|-----------------|--------------|----------------|----------------|----------------|-----------------|-------------|--------|
|                            | Passenger Engines. | Goods Engines. | Tank Engines. | Total     | 1st Class | 2nd Class | 3rd Class | Composite. | Horse Boxes | Carriage Trucks | Post-Office Sorting Vans. | Fish and other Vans. | Passengers' Luggage Vans. | Total | Covered Wagons. | Open Wagons. | Timber Trucks. | Boiler Trucks. | Cattle Wagons. | Ballast Wagons. | Break Vans. | Total. |
| Stock on 31st Dec., 1882,  | 23                 | 15             | 6             | 40        | 8         | 7         | 65        | 56         | 14          | 8               | 2                         | 16                   | 20                        | 106   | 390             | 671          | 76             | 2              | 38             | 31              | 31          | 1,230  |
| " 30th June, 1884,         | 28                 | 15             | 6             | 49        | 7         | 7         | 65        | 56         | 14          | 8               | 2                         | 16                   | 20                        | 106   | 390             | 671          | 76             | 2              | 38             | 31              | 31          | 1,239  |
| Increase during Half-year, | ..                 | ..             | ..            | ..        | ..        | ..        | ..        | ..         | ..          | ..              | ..                        | ..                   | ..                        | ..    | ..              | ..           | ..             | ..             | ..             | ..              | ..          | ..     |
| Decrease do.               | ..                 | ..             | ..            | ..        | ..        | ..        | ..        | ..         | ..          | ..              | ..                        | ..                   | ..                        | ..    | ..              | ..           | ..             | ..             | ..             | ..              | ..          | ..     |

No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|      | During Half-year ending 31st Dec., 1884. | In subsequent Half-years. |
|------|--|---------------------------|
| NIL. | ..                                       | Not determined            |

No. 8—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No. 7.

|  | £       | s  | d. |
|--|---------|----|----|
| Balance of Capital (as per Account No. 1)                            | 245,480 | 0  | 0  |
| Share Capital created but not yet issued (as per Account No. 2)      | 60,000  | 0  | 0  |
| Loan Capital authorised, but not yet received (as per Account No. 3) | 21,008  | 0  | 0  |
|  | 326,488 | 0  | 0  |
| Less Balance at debit of Capital (as per Account No. 4)              | 37,83   | 16 | 11 |
| " New Works in progress, payments on account (per Account No. 13)    | 33,031  | 11 | 11 |
|  | 70,870  | 8  | 10 |
|  | 256,117 | 11 | 2  |





No. 14—MILEAGE STATEMENT.

| Half-Year ended 30th June, 1883. |                        | Half-Year ended 30th June, 1884. |                    |  |                         |
|----------------------------------|------------------------|----------------------------------|--------------------|--|-------------------------|
|                                  |                        | Miles Authorised.                | Miles Constructed. | Miles Constructing or to be Constructed. | Miles Worked by Engines |
| 136½                             | Lines owned by Company | 142½                             | 136½               | 6½                                       | 136½                    |
| 43½                              | „ worked .. ..         | 61                               | 61                 | „  | 61                      |
| 179½                             |                        | 203½                             | 197½               | 6½                                       | 197½                    |

No. 15—STATEMENT OF TRAIN MILEAGE.

| Half-Year ended 30th June, 1883.                  |                                     |         | Half-Year ended 30th June, 1884. |   |                                     |         |
|---|-------------------------------------|---------|----------------------------------|---|-------------------------------------|---------|
| Belfast and Northern Counties Railway & Branches. | Lines worked by B. & N. C. Railway. | Total.  |                                  | Belfast and Northern Counties Railway & Branches. | Lines worked by B. & N. C. Railway. | Total.  |
| 247,786   | 50,484                              | 298,270 | Passenger Trains                 | 249,938   | 63,020                              | 312,958 |
| 121,506   | 22,550                              | 144,146 | Goods and Mineral Trains .. ..   | 115,862   | 28,087                              | 143,949 |
| 369,382   | 73,034                              | 442,416 | Total ..                         | 365,800   | 91,107                              | 456,907 |

GEORGE J. CLARKE, *Chairman of the Company.*  
 FRANCIS J. HOPKIRK, *Accountant of the Company.*

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past Half-year, been maintained in good working condition and repair.

ROBERT COLLINS, *Engineer.*

19th July, 1881.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools have, during the past Half-year, been maintained in good working order and repair.

BOWMAN MALCOLM, *Locomotive Superintendent.*

19th July, 1884.

AUDITORS' CERTIFICATE.

We hereby certify that the above Half-yearly Accounts, contain a full and true statement of the financial condition of the Company, and that the Dividends proposed to be declared on the several Stocks are *bona fide* due thereon, after charging the Revenue of the Half-year with all expenses which ought in our judgment to be charged thereout.

24th July, 1884.

JOHN PIM,  
 HENRY ARCHER, } *Auditors.*

BELFAST AND NORTHERN COUNTIES  
RAILWAY COMPANY.

*Ordinary and Special General Meetings, 4th August, 1884.*

NOTICE IS HEREBY GIVEN THAT THE ORDINARY HALF-YEARLY GENERAL MEETING of the SHAREHOLDERS of this company will be held at the COMPANY'S OFFICE, YORK ROAD Belfast, on MONDAY, the 4th day of AUGUST, 1884 at the hour of TWELVE o'clock noon, for the transaction of the Ordinary business of the Company.

And Notice is further Given that the said Meeting will be made Special at the termination of the business of the above Ordinary General Meeting, to authorise the Directors to exercise the powers conferred on the Company by the "Belfast and Northern Counties Railway Act, 1884," viz. :—To authorise the Belfast and Northern Counties Railway Company, to construct tramways from Broughshane to Clonetrace, and from Retreat to Cushendall; to invest the undertaking of the Ballymena, Cushendall, and Red Bay Railway Company in the Company to authorize the Company to abandon Railways, to purchase Hotels, to make agreements with the Belfast Harbour Commissioners and the Londonderry Port and Harbour Commissioners, to raise additional capital, and for other purposes.

The Transfer Books will be closed from 17th July, till day of meeting inclusive.

(By Order)

CHARLES STEWART,  
*Secretary.*

BELFAST, 9th July, 1884.

FRANCIS B. ORMSBY,  
*Secretary.*

Clara and Banagher Railway Company  
(LATE MIDLAND COUNTIES AND SHANNON JUNCTION  
RAILWAY COMPANY).

REPORT OF THE DIRECTORS,

AND

STATEMENT OF ACCOUNTS,

*To 30th JUNE, 1884,*

TO BE SUBMITTED AT THE

*Half-yearly General or Ordinary*

MEETING OF PROPRIETORS,

TO BE HELD AT THE HARP HOTEL,

*BANAGHER,*

On WEDNESDAY, the 29th OCTOBER,

1884.

**CLARA AND BANAGHER RAILWAY**  
(LATE MIDLAND COUNTIES AND SHANNON JUNCTION RAILWAY  
COMPANY).

NOTICE IS HEREBY GIVEN, that the HALF-YEARLY  
MEETING of the SHAREHOLDERS of this COMPANY will  
be held at the HARP HOTEL, BANAGHER, on WEDNESDAY,  
the 29th OCTOBER, 1884, at 1 o'Clock, for the transaction  
of the ordinary business of the Company and the re-election  
of Directors.

By Order,

JAMES F. LOMBARD, *Chairman.*

ALEX. S. NICOLL, *Clerk to the Directors.*

14th October, 1884.

**Board of Directors :**

JAMES F. LOMBARD, Esq., Southhill, Co. Dublin,  
*Chairman.*

JOHN F. NICOLL, Esq., Monkstown, Co. Dublin,  
*Managing Director.*

DAVID COFFEY, Esq., Roebuck, Co. Dublin.

JOHN EYRE, Esq., Eyrecourt Castle, Eyrecourt.

JOHN HILL, Esq., C.E., Bindon-street, Ennis.

**DIRECTORS' REPORT.**

In submitting this Half-yearly Report, the Directors have to congratulate the Shareholders upon the opening of the Line for traffic on the 29th May last.

Since that day, three trains between Banagher and Dublin have been regularly run each way at convenient hours by the Great Southern and Western Railway, under the working agreement with that Company.

There are still matters of detail in the completion of the Line and Works which have been raised by the working Company, but which your Directors are of opinion can be easily arranged, as steps are being taken for such completion.

It would be premature at present to form an accurate estimate of the traffic receipts of your Company, as there are many matters of detail in connexion therewith that require arrangement and await development, but your Directors have so far ascertained that the traffic receipts from the opening to the end of last month amount, in round figures, to about £1,000.

That return is somewhat short of the sum due for the working of the traffic; but we are strongly of opinion that, with time for development, and as the advantages conferred on the district by the existence of the Line become known and appreciated, the receipts must increase steadily and a better financial position be secured.

The Directors have noticed that certain proceedings have taken place at a meeting of ratepayers in Banagher, proposals being made to add certain gentlemen to the present board on behalf of the ratepayers of the barony.

With regard thereto the Directors are of opinion that a taxed body have a claim, nay a right, to be represented, and as doubtless the barony will have for some time—it is to be hoped only a short time—to make up deficiencies in your revenues, and although no legal right is in existence to place representatives on the part of the barony on the board, the Directors will gladly view the introduction of shareholders who may act as representatives of the barony and assist in the development of your traffic, and thus lessen the liability of the barony to taxation.

We are, however, of opinion that until the present Board has obtained a release from its obligations under the Bond to the Board of Works, no change should be made in the existing arrangements.

By order,

JAMES F. LOMBARD, *Chairman.*

BRUNSWICK CHAMBERS,  
DUBLIN, 22nd October, 1884.

## ENGINEER'S REPORTS.

TO THE CHAIRMAN AND DIRECTORS OF THE CLARA AND BANAGHER  
RAILWAY COMPANY.

GENTLEMEN,—I have to report that since the Line was taken in charge by the Great Southern and Western Company, on 29th May, it has been maintained in good working order and repair.

The works provided for in your contract with Mr. Murphy are complete, except a cattle pass, cottages, deficiencies in trimming up, fencing and farm crossings, pitching slope of embankment at river side near Banagher, and some small matters about stations and bridge approaches. The necessity for building the cattle pass referred to, is disputed by Mr. Murphy, and he claims a set-off in consideration of having built another cattle pass at a place for which no provision had been made in the contract.

The last certificate given by me, dated 21st June, amounted to £51,416 14s. 3d., leaving an uncertified balance of £4,388 5s. 9d. to complete the original contract of £55,805. The uncertified balance is made up of £1,167 19s. 7d., value of unfinished works, and £3,220 6s. 2d. reserved to cover purchase of land and interest on loan.

I have the honour to be, Gentlemen,  
Your obedient Servant,  
JOHN H. BRETT, *Engineer.*

OFFICES, 49 DAME-STREET,  
DUBLIN, 18th August, 1884.

---

49 DAME-STREET, DUBLIN,  
22nd October, 1884.

I certify that the Company's permanent way, stations, buildings, and other works, have been maintained by the Great Southern and Western Railway Company in good working condition and repair since the opening of the Line on 29th May last.

JOHN H. BRETT, *Engineer.*

## ACCOUNTS.

## CLARA AND BANAGHER RAILWAY COMPANY.

(LATE MIDLAND COUNTIES AND SHANNON JUNCTION RAILWAY COMPANY).

*Half-year ending 30th June, 1884.*

| No. I. | Acts of Parliament  | Capital authorized |        |         | Capital created or sanctioned |        |         | Balance          |       |       |
|--------|---|--------------------|--------|---------|-------------------------------|--------|---------|------------------|-------|-------|
|        |   | Stock and Shares   | Loans  | Total   | Stock and Shares              | Loans  | Total   | Stock and Shares | Loans | Total |
|        | Capital Powers are consolidated under Acts 24 & 25 Vic., cap. 244; 29 & 30 Vic., cap. 182; 35 & 36 Vic., cap. 188; and 33 & 34 Vic., cap. 210 - - - | £                  | £      | £       | £                             | £      | £       | £                | £     | £     |
|        |   | 85,000             | 68,300 | 153,300 | 85,000                        | 68,300 | 153,300 | -                | -     | -     |

### No II. *Statement of Stock and Share Capital created, showing the proportion received.*

| Description   | Amount Created | Amount Received | Calls in Arrear | Amount Uncalled | Amount Unissued |
|---|----------------|-----------------|-----------------|-----------------|-----------------|
| 6,500 Shares of £10 each (original Capital) - - -                     | £ 65,000       | £ 60,219        | £ 4,781         | -               | -               |
| 2,000 Shares of £10 each (5 per cent. Preference Share Capital) - - - | 20,000         | 20,000          | -               | -               | -               |
|   | 85,000         | 80,219          | 4,781           | -               | -               |

### No. III. *Capital raised by Loans and Debenture Stock.*

| No. III. | Description  | Raised by Loans |             | Raised by issue of Debenture Stock |                       | Total Raised by Loans and by Debenture Stock |
|----------|--|-----------------|-------------|------------------------------------|-----------------------|--|
|          |  | At 5 per cent.  | Total Loans | At per cent.                       | Total Debenture Stock |  |
|          |  | £               | £           | £                                  | £                     |  |
|          | Existing at 31st December, 1883, - - -   | -               | -           | -                                  | -                     | -  |
|          | Do. 30th June, 1884, - - -   | £ 52,100        | -           | -                                  | -                     | £ 52,100                                     |
|          | Increase, - - -  | 63,270          | -           | -                                  | -                     | 63,270                                       |
|          | Decrease, - - -  | -               | -           | -                                  | -                     | -  |
|          | Total Amount authorized to be raised by Loans in respect of Capital created, as per Statement No. I, - - - | -               | -           | -                                  | -                     | 68,300                                       |
|          | Total Amount raised by Loans, as above, - - -  | -               | -           | -                                  | -                     | 63,270                                       |
|          | Balance, being available Borrowing Powers, at 30th June, 1884, - - -                                       | -               | -           | -                                  | -                     | 5,030  |





No. VII. ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|                                | FURTHER EXPENDITURE                         |                          |                      |
|--------------------------------|---|--------------------------|----------------------|
|                                | During the Half-year ending 31st Dec., 1884 | In subsequent Half-years | Total                |
| Line in course of construction | £ s. d.<br>5,000 0 0                        | £ s. d.<br>—             | £ s. d.<br>5,000 0 0 |

No. VIII. CAPITAL POWERS AND OTHER ASSETS TO MEET FURTHER EXPENDITURE AND LIABILITIES.

|   |       |    |    |       |    |    |
|---|-------|----|----|-------|----|----|
| Share and Loan Capital authorized but not received—         | £     | s. | d. | £     | s. | d. |
| Preference Capital, per Account No. II.,                    | 5,030 | 0  | 0  | 5,030 | 0  | 0  |
| Debentures, - - - - -                                       |       |    |    | 4,781 | 0  | 0  |
| Other Assets—   |       |    |    |       |    |    |
| Arrears of Calls (ordinary capital), as per Account No. II. |       |    |    | 9,811 | 0  | 0  |
| Total, - - - - -  |       |    |    |       |    |    |

Dr. No. XIII.

|  |        |    |    |        |    |    |
|--|--------|----|----|--------|----|----|
| To Liabilities on Sundry Outstanding Accounts and Bills, - - - - - | £      | s. | d. | £      | s. | d. |
| By Capital Account, Balance, - - - - -                             | 14,398 | 15 | 2  | 14,928 | 17 | 7  |
| „ Balance due Bankers, - - - - -                                   | 530    | 2  | 5  |        |    |    |
|  | 14,928 | 17 | 7  | 14,928 | 17 | 7  |

GENERAL BALANCE SHEET.

Cr.

The Statements Numbered as follow:—VI., IX., X., XI., XII., XIV., and XV., do not apply to this Company, and are, therefore, not inserted.

JAMES F. LOMBARD, *Chairman of Company.*  
ALEX. S. NICOLL, *Clerk to Directors.*

CLARA AND BANAGHER RAILWAY.

We, the Auditors of the CLARA AND BANAGHER RAILWAY COMPANY, do hereby certify that the Accounts entered up to 30th June, 1884, proposed to be issued to the Shareholders of the Company, contain a full and true statement of the Financial position of the Company, and that the same have been carefully examined by us, and compared with the vouchers and papers produced, and found correct.

THOMAS B. LAUDER, }  
GEORGE A. STEPHENS, } *Auditors.*

13th October, 1884.

Cork and Bandon Railway Company.

FRANCIS B. ORMSBY,

*S. P. 1884*

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

Six Months ending 30th June, 1884,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

SEVENTY-EIGHTH

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

Offices of the Company, Albert Quay, Cork,

ON WEDNESDAY, 27th AUGUST, 1884,

At One o'clock, p.m.

## DIRECTORS

### Chairman.

WILLIAM SHAW, M.P., Cork.

### Deputy Chairman.

WILLIAM L. PERRIER, J.P., Cork,

JOHN WARREN PAYNE, J.P., Bantry,

JOSEPH PIKE, J.P., D.L., Cork,

JOHN H. SUGRUE, J.P., Cork,

JOHN S. HAINES, J.P., Cork,

THEODORE F. CARROLL, Cork,

CAPTAIN A. PERRY, Kinsale,

THOMAS K. AUSTIN, J.P., Dublin,

WILLIAM M. MURPHY, Dublin.

### Secretary.

J. J. MAHONY.

Proprietors of Stock, to which voting power is attached, can by written application to the Secretary, obtain Passes over the Company's Line to attend the Half-yearly Meeting.

## REPORT OF THE DIRECTORS

*To be submitted to the Half-Yearly General Meeting of the Proprietors, to be held on Wednesday, the 27th day of August, 1884.*

Table showing the Increase and Decrease in the Traffic for the Half-years ended 30th June, 1884 and 1883:—

| Description of Traffic    | Half-year ended<br>30th June, 1884 |       | Half-year ended<br>30th June, 1883 |       | Increase | Decrease    |
|---------------------------|------------------------------------|-------|------------------------------------|-------|----------|-------------|
| Number of Passengers...   | 142,351                            |       | 142,441                            |       | —        | 90          |
| Passengers ... ..         | £                                  | s. d. | £                                  | s. d. | £        | s. d.       |
| Parcels, &c. ... ..       | 11,658                             | 5 5   | 11,727                             | 1 8   | —        | 68 16 3     |
| Horses, Carriages, &c.... | 705                                | 8 3   | 658                                | 13 4  | 46 14 11 | —           |
| Goods ... ..              | 108                                | 18 6  | 117                                | 2 5   | —        | 8 3 11      |
| Live Stock ... ..         | 13,277                             | 7 9   | 14,608                             | 6 7   | —        | 1,330 18 10 |
| Mails ... ..              | 2,407                              | 14 6  | 2,202                              | 3 11  | 205 10 7 | —           |
| Miscellaneous Receipts,   | 1,250                              | 0 0   | 1,250                              | 0 0   | —        | —           |
| Total ... ..              | 85                                 | 17 6  | 54                                 | 7 6   | 31 10 0  | —           |
|                           | 29,493                             | 11 11 | 30,617                             | 15 5  | 283 15 6 | 1,407 19 0  |
|                           |                                    |       |                                    |       |          | 283 15 6    |
| Decrease for Half-year... | —                                  |       | —                                  |       | —        | 1,124 3 6   |

The Receipts for the past Half-year show a net decrease of £1,124 3s. 6d., as compared with the corresponding period of 1883.

The Accounts submitted herewith show a balance available for dividend of £14,634 13s. 11d. (inclusive of amount brought forward from last account). After providing for Interest on Debenture Loans, and Dividends on Preference Stocks, a balance remains of £8,785 12s. 3d., out of which your Directors recommend a dividend on the Ordinary Stock of the Company at the rate of 3 per cent. per annum, less Income Tax, which will absorb £3,577 10s. od., leaving a balance of £5,208 2s. 3d. to be carried forward to next Half-year. The Dividend Warrants will be posted on 10th September.





No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|  | £     | £   | £   |
|--|-------|-----|-----|
| Two New Composite Carriages                  | 1,200 | ... | ... |
| Four Hopper Trucks                           | 320   | ... | ... |
| New Tools for Workshops, Cork                | 200   | ... | ... |
| Extra lands at Kucekrea, etc.                | 500   | ... | ... |
| Goods Store Desert                           | 100   | ... | ... |
| Ballinhasig Tunnel                           | 40    | ... | ... |
| Cattle Bridge and Viaduct, Bandon            | ...   | ... | ... |
| Additions to Chief Offices, Cork             | ...   | ... | ... |
| Farrangalway Viaduct                         | ...   | ... | ... |
| Subscription to Clonakilty Extension Railway | ...   | ... | ... |
| Less Amount previously estimated             | ...   | ... | ... |
| Total  | 7,150 | ... | ... |

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No. 7.

|   | £      | s. | d. |
|---|--------|----|----|
| Share Capital Authorized, but not yet created, per Account No. 1. | 20,000 | 0  | 0  |
| Stock and Share Capital Unissued and Call in arrear, " No. 2.     | 1,907  | 8  | 11 |
| Cork and Kinsale and West Cork Preference Stock, " No. 2.         | 29,789 | 0  | 0  |
| Borrowing Powers unexercised, " No. 3.                            | 600    | 0  | 0  |
| Less per Account No. 4.   | 52,296 | 8  | 11 |
|   | 23,751 | 19 | 3  |
|   | 28,544 | 4  | 8  |

Dr.

No. 9.—REVENUE ACCOUNT.

| Half-year ended 30th June, 1883 | EXPENDITURE  |        | RECEIPTS |       | Half-year ended 30th June, 1883 | 30th June, 1884 |       |              |
|---------------------------------|--|--------|----------|-------|---------------------------------|-----------------|-------|--------------|
|                                 | £  | s. d.  | £        | s. d. |                                 | £               | s. d. |              |
| 4,418                           | To Maintenance of Way, Works, and Stations, see Abstract A., do. B., | 4,423  | 15       | 7     | By Passengers, 1st Class        | 1,251           | 14    | 9            |
| 4,396                           | Locomotive Power, do. C.,  | 4,035  | 10       | 5     | Do. 2nd Class                   | 2,921           | 5     | 1            |
| 1,531                           | Carriage and Wagon Repairs, do. D.,                                  | 1,215  | 15       | 4     | Do. 3rd Class                   | 7,430           | 4     | 1            |
| 4,124                           | Traffic Expenses, do. E.,  | 4,268  | 12       | 11    | Do. Excess Fares...             | 55              | 1     | 6            |
| 365                             | General Charges,   | 615    | 8        | 0     | Parcels, Horses, and Carriages  | 814             | 6     | 9            |
|                                 | Compensation—  |        |          |       | Mails                           | 1,250           | 0     | 0            |
|                                 | Personal Injury  |        |          |       | Merchandise                     | 13,277          | 7     | 9            |
| — 8                             | Damage and Loss of Goods   | —      |          |       | Live Stock                      | 2,407           | 14    | 6            |
| 407                             | Rates and Taxes  | 485    | 13       | 1     | Transfer Fees                   | 28              | 7     | 6            |
| — 257                           | Law Expenses   | 174    | 10       | 3     | Miscellaneous Receipts          | 57              | 10    | 0            |
|                                 | Rent of Cork Station, Yards, &c.                                     | 258    | 11       | 4     |                                 |                 |       |              |
| 15,506                          |  | 15,472 | 16       | 11    |                                 |                 |       |              |
| 15,111                          | Balance carried to Net Revenue                                       | 14,020 | 15       | 0     |                                 |                 |       |              |
| 30,617                          |  | 29,493 | 11       | 11    |                                 |                 |       | 29,493 11 11 |

Cr.





No. 12.—ABSTRACTS.

| A. MAINTENANCE OF WAY, WORKS, &c. |   |            |                 |
|-----------------------------------|---|------------|-----------------|
| Half-year ended 30th June, 1883   |   | £ s. d.    | June, 1884      |
| £ 87                              | Salaries, Office Expenses, and General Superintendence ... .. | —          | £ s. d. 87 10 0 |
|                                   | Maintenance and Renewal of Permanent Way:—                    |            |                 |
| 2,202                             | Wages ... ..  | 2,001 10 8 |                 |
| 1,532                             | Materials ... ..  | 1,469 0 6  |                 |
|                                   |   |            | 3,470 11 2      |
| 179                               | Repairs of Roads, Bridges, Signals, and Works ... ..          | —          | 305 6 7         |
| 418                               | Repairs of Stations and Buildings ... ..                      | —          | 560 7 10        |
|                                   | MILES MAINTAINED:—  |            |                 |
|                                   | Single... .. 75½  |            |                 |
| 4,418                             |   |            | 4,423 15 7      |

| B. LOCOMOTIVE POWER. |   |             |            |
|----------------------|---|-------------|------------|
| £                    |   | £ s. d.     | £ s. d.    |
| 75                   | Salaries, Office Expenses, and General Superintendence ... .. | —           | 88 0 0     |
|                      | RUNNING EXPENSES:—  |             |            |
|                      | Wages connected with the working of Locomotive Engines ... .. | 1,256 6 4   |            |
| 1,207                | Coal and Coke ... ..  | 1,421 17 10 |            |
| 1,614                | Oil, Tallow, and other Stores ... ..                          | 215 1 11    |            |
| 285                  | Water ... ..  | 66 17 1     |            |
| 29                   |   |             | 2,960 3 2  |
|                      | REPAIRS AND RENEWALS:—  |             |            |
| 792                  | Wages ... ..  | 562 14 1    |            |
| 444                  | Materials ... ..  | 424 13 2    |            |
|                      |   |             | 987 7 3    |
| 4,396                |   |             | 4,035 10 5 |

No. 12.—ABSTRACTS Continued.

| C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. |   |          |                |
|--|---|----------|----------------|
| Half-year ended 30th June, 1883                  |   | £ s. d.  | June, 1884     |
| £ 42   | Salaries, Office Expenses, and General Superintendence ... .. | —        | £ s. d. 42 0 0 |
|  | CARRIAGES:—   |          |                |
| 380  | Wages ... ..  | 415 19 3 |                |
| 265  | Materials ... ..  | 133 7 4  |                |
|  |   |          | 549 6 7        |
|  | WAGONS:—  |          |                |
| 372  | Wages ... ..  | 309 19 6 |                |
| 472  | Materials ... ..  | 314 9 3  |                |
|  |   |          | 624 8 9        |
| 1,531  |   |          | 1,215 15 4     |

| D. TRAFFIC EXPENSES. |  |         |             |
|----------------------|--|---------|-------------|
| £                    |  | £ s. d. | £ s. d.     |
| 3,153                | Salaries and Wages ... ..                        | —       | 3,224 1 1   |
| 738                  | Fuel, Lighting, Water, and General Stores ... .. | —       | 635 10 5    |
| 12                   | Advertising and Office Charges ... ..            | —       | 61 12 4     |
| 112                  | Printing, Stationery, and Tickets ... ..         | —       | 180 15 11   |
| 9                    | Wagon Covers and Ropes ... ..                    | —       | 81 14 8     |
| 82                   | Miscellaneous Expenses ... ..                    | —       | 56 13 0     |
| —                    | Clothing ... ..                                  | —       | —           |
| 18                   | Horse Shunting Expenses ... ..                   | —       | 23 5 6      |
| 4,124                |  |         | 4,263 12 11 |

| E. GENERAL CHARGES. |                                     |         |         |
|---------------------|-------------------------------------|---------|---------|
| £                   |                                     | £ s. d. | £ s. d. |
| —                   | Directors ... ..                    | —       | 250 0 0 |
| 10                  | Auditors ... ..                     | —       | 10 0 0  |
| 211                 | Salaries ... ..                     | —       | 87 10 0 |
| 44                  | Office Expenses, Stamps, &c... ..   | —       | 37 0 1  |
| 1                   | Advertising ... ..                  | —       | 5 0 0   |
| 8                   | Fire Insurance ... ..               | —       | 84 16 6 |
| 14                  | Irish Railway Clearing House ... .. | —       | 12 2 2  |
| —                   | Travelling Charges ... ..           | —       | 4 6 0   |
| 47                  | Printing, &c. ... ..                | —       | 64 13 3 |
| 30                  | Officers' Superannuation ... ..     | —       | 60 0 0  |
| 365                 |                                     |         | 615 8 0 |

Dr.

## No. 13.—GENERAL BALANCE SHEET.

Cr.

|   | £      | s. | d. | £      | s. | d. |
|---|--------|----|----|--------|----|----|
| To Net Revenue Account, Balance at credit thereof as per Account No. 10 | 14,634 | 18 | 11 | 23,751 | 19 | 3  |
| Unpaid Dividends  | 1,552  | 18 | 2  | 625    | 0  | 0  |
| Interest  | 2,357  | 5  | 8  | 2,886  | 0  | 9  |
| Sundry Outstanding Accounts   | 3,900  | 17 | 2  | 5,626  | 15 | 1  |
| Bank of Ireland   | 10,444 | 0  | 2  |        |    |    |
|   | 32,889 | 15 | 1  | 32,889 | 15 | 1  |

By Capital Account at Debit thereof, as per Account No. 4...  
 „ Amount due by Post Office ...  
 „ „ Other Companies, &c. ...  
 „ General Stores, Stock of Materials on hand ...

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## No. 14.—MILEAGE STATEMENT.

|                         | Miles authorized | Miles Constructed | Miles to be Constructed | Miles Worked by Engines |
|-------------------------|------------------|-------------------|-------------------------|-------------------------|
| Lines Owned by Company  | 60               | 60                | —                       | 60                      |
| Lines worked by Company | 15½              | 15½               | —                       | 15½                     |
|                         | 75½              | 75½               | —                       | 75½                     |

## No. 15.—STATEMENT OF TRAIN MILEAGE.

|                  | Half-year ended 30th June, 1883 | Half-year ended 30th June, 1884 |
|------------------|---------------------------------|---------------------------------|
| Passenger Trains | 5,709                           | 6,176                           |
| Goods do.        | 25,837                          | 25,740                          |
| Mixed do.        | 89,231                          | 87,718                          |
|                  | 120,777                         | 119,634                         |

WILLIAM SHAW, *Chairman of the Company.*  
 J. J. MAHONY, *Secretary of the Company.*

## CERTIFICATE RESPECTING PERMANENT WAY, &amp;c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past Half-year, been maintained in good working condition and repair.

J. W. DORMAN, *Engineer.*

Cork, 12th August, 1884.

## CERTIFICATE RESPECTING ROLLING STOCK.

I hereby certify that the whole of the Company's Working Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, have, during the past Half-year, been maintained in good working order and repair.

THOMAS CONRAN, *Locomotive Engineer.*

Cork, 11th August, 1884.

## AUDITORS' CERTIFICATE.

We hereby certify that the above Half-yearly Accounts contain a full and true statement of the Financial condition of the Company, and that the Dividends proposed to be declared are *bonâ fide* due thereon, after charging the Revenue of the Half-year with all Expenses which ought, in our judgment, to be paid thereout.

FRANCIS SARGENT, } *Auditors.*  
 HENRY H. BEALE, }

Cork, 19th August, 1884.

15

Cork and Bandon Railway Company.

SEVENTY-EIGHTH HALF-YEARLY GENERAL MEETING.

NOTICE IS HEREBY GIVEN, that the next Half-yearly General Meeting of the Proprietors of this Company will be held at the Offices of the Company, Albert Quay, in the City of Cork, on WEDNESDAY, the 27th day of AUGUST, 1884, at the hour of One o'clock in the Afternoon, for the purpose of receiving the Report and Statement of Accounts from the Directors for the Half-year ended the 30th June, 1884, and of transacting the general business of the Company.

The Transfer Books of the Company will be closed from the 15th to the 27th August, both days inclusive.

By order of the Board,

J. J. MAHONY,  
*Secretary.*

CHIEF OFFICES, TERMINUS, ALBERT QUAY,  
Cork, August 8th, 1884.

Proprietors are requested, in case of change of address at any time, to notify the same in writing to the Secretary. The address at present registered in the Company's Books, is that to which this Report is now forwarded.

HALF-YEARLY MEETING ... .. 27th AUGUST.  
DIVIDENDS PAYABLE ... .. 11th SEPTEMBER.

CORK, BLACKROCK, AND PASSAGE RAILWAY  
COMPANY. FRANCIS B. ORMSBY,  
*Secretary.*

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS,

FOR

SIX MONTHS ENDED 30th JUNE, 1884,

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE SEVENTY-SIXTH

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

OFFICES OF THE COMPANY,

TERMINUS, ALBERT STREET, CORK,

On TUESDAY, 12th day of AUGUST, 1884,

AT ONE O'CLOCK IN THE AFTERNOON

CORK : PURCELL AND COMPANY, PUBLISHERS, PATRICK-ST.

## REPORT OF THE DIRECTORS

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

SEVENTY-SIXTH HALF-YEARLY GENERAL MEETING

to be held on TUESDAY, the 12th day of August, 1884,

at One o'clock, p.m.

### DIRECTORS.

JOHN H. SUGRUE, Esq., J.P., Cork, Chairman.

EDMUND BURKE, Esq., J.P., Cork.

TIMOTHY MAHONY, Esq., J.P., Cork.

JOSEPH H. CARROLL, Esq., Cork.

WILLIAM THOMAS BARRETT, Esq., Cork.

DENNY LANE, Esq., Cork.

JOHN CHINNERY ARMSTRONG, Esq., B.L., Dublin.

WILLIAM FOOT, Esq., Dublin, J.P.

W. W. HARRIS, Esq., Dublin, LL.D., J.P.

F. K. PARKINSON, *Secretary.*

The Directors are pleased to report that there has been an increase in the Traffic Receipts of £106 4s. 4d. This increase though small is satisfactory, seeing that decrease in Traffic has been the almost general rule in Irish Railways for the past half-year.

A glance at the Debtor side of the Revenue Account will shew that the Working Expenses have been reduced by a sum of £319 12s. 10d., as compared with the corresponding period last year.

The nett amount available for dividend is £1,730 9s. 8d., out of which the Directors recommend the following, viz:—At the rate of £5 per cent. per annum on the £5 per cent. Preference Shares, less Income Tax; at the rate of £4 10s. per cent. per annum on the £4 10s. per cent. Preference Shares, less Income Tax; and at the rate of £2 per cent. per annum on the Ordinary Shares, free of Income Tax, leaving a balance of £313 18s. 8d. to be carried forward to the credit of the next half-year.

JOHN H. SUGRUE, CHAIRMAN.

F. K. PARKINSON, SECRETARY.

Company's Offices,  
Terminus, Albert Street,  
Cork, August 1st, 1884.

# CORK, BLACKROCK, AND PASSAGE RAILWAY COMPANY.

HALF-YEAR ENDING 30TH JUNE, 1884.

## [No. 1.] Statement of Capital authorised and created by the Company.

| Acts of Parliament, or Certificates of the Board of Trade. | Capital authorised. |                           |         | Capital created or sanctioned. |                           |         | Balance. |                            |
|--|---------------------|---------------------------|---------|--------------------------------|---------------------------|---------|----------|----------------------------|
|  | Shares.             | Loans or Debenture Stock. | Total.  | Shares.                        | Loans or Debenture Stock. | Total.  | Shares.  | Loans or Debenture Stock.  |
|  | £                   | £                         | £       | £                              | £                         | £       | £        | £                          |
| 9 & 10 Victoria, 16th July, 1846...                        | 180,000             | 43,330                    | 173,330 | 118,340                        | 43,330                    | 161,670 | 11,660   | { Cancelled by Act of 1881 |
| Cork Improvement Act, 1868 ...                             | 2,000               | 2,000                     | 2,000   | 2,000                          | ...                       | 2,000   | ...      | 8,600                      |
| Steam Vessels' Act, 1881 ...                               | 26,000              | 8,600                     | 34,600  | 26,000                         | ...                       | 26,000  | ...      | 8,600                      |
| Total...   | 158,000             | 51,930                    | 209,930 | 146,340                        | 43,330                    | 189,670 | ...      | 8,600                      |

## [No. 2.] Statement of Share Capital created, showing the proportion received.

| Description.                     | Amount created. |         | Amount received. | Calls in Arrear. | Amount uncalled. | Amount emitted. |
|----------------------------------|-----------------|---------|------------------|------------------|------------------|-----------------|
|                                  | £               | Shares. |                  |                  |                  |                 |
| Preference Shares ...            | 26,000          | 8,140   | £                | £                | £                | £               |
| 5 per Cent. Preference Shares... | 2,000           | 2,000   | ...              | ...              | ...              | 17,860          |
| Ordinary Shares ...              | 118,340         | 118,340 | ...              | ...              | ...              | ...             |
| Total...                         | 146,340         | 128,480 | ...              | ...              | ...              | 17,860          |

## [No. 3.] Capital raised by Loans and Debenture Stock.

| Description.  | RAISED BY LOANS. |                 |        | Raised by issue of Debenture Stock. |                 |        | Total raised by Loans, and by Debenture Stock. |
|---|------------------|-----------------|--------|-------------------------------------|-----------------|--------|--|
|   | At 4 per Cent.   | At 4½ per Cent. | Total. | At 4 per Cent.                      | At 4½ per Cent. | Total. |  |
|   | £                | £               | £      | £                                   | £               | £      |  |
| Existing at 31st Dec., 1883 ...   | 2,100            | 10,900          | 13,000 | 22,700                              | 300             | 25,500 | 88,500   |
| " at 30th June, 1884 ...  | 4,500            | 5,300           | 9,800  | 22,800                              | 300             | 25,600 | 85,400   |
| Increase ...  | 2,400            | ...             | ...    | 100                                 | ...             | ...    | 3,100  |
| Decrease ...  | ...              | 5,600           | 3,200  | ...                                 | ...             | ...    | £43,330  |
| Total amount authorised to be raised by Loans, and by Debenture Stock, in respect of Capital created, as per Statement No. 1. | ...              | ...             | ...    | ...                                 | ...             | ...    | 35,400   |
| Total amount raised by Loans, and by Debenture Stock, as above  | ...              | ...             | ...    | ...                                 | ...             | ...    | £7,930   |

Balance, being available Borrowing Powers at 30th June, 1884

## [No. 4.] Dr. Receipts and Expenditure on Capital Account. Cr.

| To EXPENDITURE                  | Amount expended during Half-year ending 30th June, 1884. |         | TOTAL.  | Amount Received to 31st Dec., 1883. | Amount Received during Half-year, ending 30th June, 1884. | TOTAL.  |       |       |
|---------------------------------|--|---------|---------|-------------------------------------|---|---------|-------|-------|
|                                 | £  | s. d.   |         |                                     |   |         | £     | s. d. |
| On Lines open for Traffic ...   | 186,126  | 11 2    | 186,335 | 6 6                                 | 128,480   | 0 0     |       |       |
| Working Stock ...               | 13,323   | 11 5    | 13,323  | 11 5                                | 13,000  | 0 0     |       |       |
| Special Items ...               | 15,485   | 9 2     | 15,485  | 9 2                                 | 25,500  | 0 0     |       |       |
| Steam Vessels ...               | 10,710   | 3 2     | 10,710  | 3 2                                 | 339   | 0 0     |       |       |
| Gridiron for do. ...            | 368  | 14 3    | 368     | 14 3                                | 336   | 1 0     |       |       |
| Law & Parliamentary Charges ... | 596  | 17 8    | 596     | 17 8                                | 1,525   | 5 5     |       |       |
| 176,611                         | 6 10   | 176,820 | 2 2     | 171,580                             | 6 5   | 168,480 | 6 5   |       |
| TOTAL.                          | 176,611  | 6 10    | 176,820 | 2 2                                 | 176,820   | 2 2     | 8,339 | 15 9  |





**Certificate respecting the Permanent Way, &c.**

I hereby Certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Half-year, been maintained in good working condition and repair.

22nd July, 1884.

THOMAS WARRINER, *Engineer.*

**Certificate respecting the Rolling Stock.**

I hereby Certify that the whole of the Company's Plant, Engines, Carriages, Waggons, Machinery, Tools, and the Marine Engines and Steam Vessels, have, during the past Half-year, been maintained in good working order and repair.

22nd July, 1884.

THOMAS WARRINER, *Locomotive and Marine Superintendent.*

**Auditors' Certificate.**

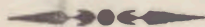
We hereby Certify that the above Half-yearly Accounts contain a full and true statement of the financial condition of the Company, and that the Dividends proposed to be declared on the Several Shares are "bona fide" due thereon, after charging the Revenue of the Half-year with all expenses, which ought, in our judgement, to be paid thereout.

*Company's Offices, 4th August, 1884.*

D. M'CARTHY MAHONY, }  
THOMAS EXHAM, } *AUDITORS.*



Cork, Blackrock, and Passage Railway  
COMPANY.



Notice is hereby given, that the next Half-yearly Ordinary General Meeting of the Shareholders of the above Company will be held in the Board Room at the Terminus, Albert Street, Cork, on TUESDAY, the 12th day of August, 1884, at one o'clock p.m., for the purpose of receiving a Report and Statement of Accounts from the Directors, and for the transaction of the General Business of the Company.

The Transfer Books will be Closed from Wednesday, the 30th day of July, 1884, until the 12th day of August, 1884, both days inclusive.

By Order of the Board,

F. K. PARKINSON, Secretary.

TERMINUS, ALBERT STREET,  
Cork, 18th July, 1884.

CORK & MACROOM DIRECT RAILWAY  
COMPANY. FRANCIS B. ORMSBY,  
*Secretary*

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

SIX MONTHS ENDED 30TH JUNE, 1884,

TO BE SUBMITTED TO THE SHAREHOLDERS,

AT THE

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT THE

COMPANY'S OFFICES, CAPWELL, CORK,

On Thursday, 21st August, 1884,

AT TWO O'CLOCK, P.M.

Cork & Macroom Direct Railway Company.

LENGTH, 25 MILES.

DIRECTORS.

W. HUTCHINSON MASSY, Esq., J.P., Mount Massy, Macroom,  
Chairman.

SIR JOHN ARNOTT, KNT., D.L., Woodlands, Cork.

CAPT. RICHARD TONSON RYE, D.L., Rye Court, County Cork.

TIMOTHY MAHONY, Esq., J.P., Sydney Place, Cork.

CHARLES RAYCROFT, Esq., J.P., Macroom.

E. RONAYNE MAHONY, Esq., J.P., Dunedin, Co. Cork.

DENNY LANE, Esq., South Mall, Cork.

WILLIAM HARRINGTON, Esq., J.P., Cork.

GEORGE PURCELL, *Secretary.*

F. L. LYSTER, *Traffic Manager.*

## REPORT.

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THE Directors herewith submit to the Shareholders the Accounts of the Company, duly audited, for the Half-year ending 30th June, 1884.

The Traffic Receipts shew a decrease of £247 as compared with the corresponding period of last year; but while a falling off in Traffic Receipts has extended over every Railway in Ireland, with one exception, it is a cause of satisfaction that the decrease on your line has been less in proportion than that sustained by any other Railway in Ireland. It is evident that the great depression in trade is not confined to any one locality, but has extended over the whole country.

After paying all expenses connected with the working of the line, and all interest due on Debentures, Debenture Stock, and Temporary Loans, there remains a balance of £1,617 4s. 5d., from which is to be deducted a *third* instalment of £200 in discharge of £916, payable for new wagons, referred to in previous Reports. The net balance of £1,417 4s. 5d., we have carried (as heretofore) to the credit of Suspense Account, reducing that item, which originally stood at £20,058, to £8,549 7s. 1d.

Reports of Locomotive Superintendent and Assistant-Engineer are annexed.

W. H. MASSY, *Chairman.*

GEORGE PURCELL, *Secretary.*



[No. 3.]

Capital raised by Loans and Debenture Stock.

| RAISED BY LOANS AND DEBENTURE STOCK  |                |     |                 |       |                |        |
|--|----------------|-----|-----------------|-------|----------------|--------|
|  | At 4 per Cent. |     | At 4½ per Cent. |       | At 5 per Cent. |        |
|  | £              | s.  | £               | s.    | £              | s.     |
| Existing at 31st December, 1883  | ...            | ... | 3,800           | 3,800 | 41,510         | 15,350 |
| Ditto at 30th June, 1884   | ...            | ... | 37,710          | 3,800 | 41,250         | 15,750 |
| Increase   | ...            | ... | 37,710          | 3,800 | 41,250         | 15,750 |
| Decrease   | ...            | ... | 260             | ...   | 260            | 400    |
| Total amount authorised to be raised by Loans and Debenture Stock, in respect of Capital created, as per statement No. 1 | ...            | ... | ...             | ...   | ...            | ...    |
| Total amount raised by Loans and Debenture Stock as above  | ...            | ... | ...             | ...   | ...            | ...    |
| Balance being available borrowing powers at June 30th, 1884  | ...            | ... | ...             | ...   | ...            | ...    |

[No. 4.]

Receipts and Expenditure on Capital Account.

| To EXPENDITURE ON LINE:<br>Line (No. 5)<br>On Cork Extension<br>Line ...<br>Working Stock ... | Amount Expended to Dec 31st, 1883. |       | Amount Expended during Half-year June 30th, 1884. |       | TOTAL.  |       |
|---|------------------------------------|-------|---|-------|---------|-------|
|   | £                                  | s. d. | £   | s. d. | £       | s. d. |
|   | 158,096                            | 5 4   | 10 19   | 9     | 158,107 | 5 1   |
|   | 20,249                             | 14 3  | ...   | ...   | 20,249  | 14 3  |
|   | 21,234                             | 8 4   | ...   | ...   | 21,234  | 8 4   |
|   | 205,580                            | 2 11  | 10 19   | 9     | 205,591 | 2 8   |

| BY RECEIPTS:                       | Amount Received to Dec. 31st, 1883. |       | Amount Received during Half year ending June 30th, 1884. |       | TOTAL.  |       |
|------------------------------------|-------------------------------------|-------|--|-------|---------|-------|
|                                    | £                                   | s. d. | £  | s. d. | £       | s. d. |
| Shares, per Account No. 2          | 138,000                             | 0 0   | 5  | 0 0   | 138,005 | 0 0   |
| Loans, per Account No. 3           | 41,510                              | 0 0   | ...  | ...   | 41,250  | 0 0   |
| Less Paid off                      | 260                                 | 0 0   | ...  | ...   | ...     | ...   |
| Debenture Stock, per Account No. 3 | 15,350                              | 0 0   | 400  | 0 0   | 15,750  | 0 0   |
| Premium on Debenture Stock         | 36                                  | 0 0   | ...  | ...   | 36      | 0 0   |
| Land Sold                          | 25                                  | 0 0   | ...  | ...   | 25      | 0 0   |
| Balance                            | ...                                 | ...   | ...  | ...   | 10,525  | 2 8   |
|                                    |                                     |       |  |       | 205,591 | 2 8   |

[No. 5.]

Details of Capital Expenditure, for Half-year ending 30th June, 1884.

|  |     |     |     |      |
|--|-----|-----|-----|------|
| Miscellaneous Expenses—New Tools, &c.              | ... | ... | £12 | 7 9  |
| Less Interest on Call in Arrear                    | ... | ... | 1   | 8 0  |
| Total Expenditure for Half-year, per Account No. 4 | ... | ... | £10 | 19 9 |

[No. 6.]

Return of Working Stock.

|                          | LOCOMOTIVE. |              |               | COACHING.  |              |            | MERCHANDISE AND MINERAL. |                       |         |
|--------------------------|-------------|--------------|---------------|------------|--------------|------------|--------------------------|-----------------------|---------|
|                          | Engines.    | First Class. | Second Class. | Composite. | Third Class. | Break Van. | Goods Waggon.            | Goods Waggon covered. | Trucks. |
| Stock on 31st Dec., 1883 | 4           | 2            | 2             | 1          | 8            | 3          | 10                       | 63                    | 10      |
| Ditto on 30th June, 1884 | 4           | 2            | 2             | 1          | 8            | 3          | 10                       | 63                    | 10      |

[No. 7.]

Estimate of further Expenditure on Capital Account.

| FURTHER EXPENDITURE.                        |       |                           |       |
|---|-------|---------------------------|-------|
| During the Half-year ending Dec 31st, 1884. |       | In subsequent Half-years. |       |
| £   | s. d. | £                         | s. d. |
| ...   | ...   | ...                       | ...   |
| ...   | ...   | ...                       | ...   |
| ...   | ...   | ...                       | ...   |
| TOTAL.                                      |       |                           |       |

[No. 8.]

Capital Powers and other Assets available to meet further Expenditure, as per No. 7.

|   |          |   |   |
|---|----------|---|---|
| Loan Capital authorised, but not raised (No. 3) .. .. .   | £ 2,985  | 0 | 0 |
| Share " calls in arrear (No. 2) .. .. .                   | £ 2,995  | 0 | 0 |
| Capital Expenditure over Receipts at date (No. 4) .. .. . | £ 2,995  | 0 | 0 |
| Excess of Expenditure over Assets .. .. .                 | £ 10,525 | 2 | 8 |
|   | £ 7,530  | 2 | 8 |

[No. 9.]

Revenue Account.

| Dr.  |                                 | Cr.                                |                                 |
|--|---------------------------------|------------------------------------|---------------------------------|
| Half-year ending June 30, 1883.                            | Half-year ending June 30, 1884. | Half-year ending June 30, 1883.    | Half-year ending June 30, 1884. |
| £  | s. d.                           | £                                  | s. d.                           |
| To Maintenance of Way, Works, Stations, &c. see abstract A | 2,004 19 6                      | By Passengers—                     | 2,985                           |
| " Locomotive Power .. .. .                                 | 1,061 1 1                       | First Class .. .. .                | 324 15 6                        |
| " Carriages and Waggon's .. .. .                           | 676 18 8                        | Second " .. .. .                   | 587 18 7                        |
| " Traffic Expenses .. .. .                                 | 1,359 12 2                      | Third " .. .. .                    | 2,721 18 11                     |
| " General Charges .. .. .                                  | 208 2 9                         | Military .. .. .                   | 49 17 3                         |
| " Compensation for personal injury, } .. .. .              |                                 | Excess Fares .. .. .               | 22 7 10                         |
| Law Charges, Expenses, &c. } .. .. .                       |                                 | Subscription Tickets .. .. .       | 93 6 2                          |
| Compensation, Damage & Loss of Goods .. .. .               | 708 12 2                        | Special Trains .. .. .             | —                               |
| " In reduction of Suspense Account .. £ 708 12 2           |                                 |                                    | 3,800 4 3                       |
| " Rates and Taxes .. .. .                                  | 263 11 4                        | Parcels, &c. .. .. .               | 173 3 9                         |
|  | 6,232 17 8                      | Horses .. .. .                     | 24 13 0                         |
|  |                                 | Carriages .. .. .                  | 4 19 0                          |
|  |                                 | Dogs .. .. .                       | 4 11 0                          |
|  |                                 | Mails .. .. .                      | 15 0 0                          |
|  |                                 | Merchandise .. .. .                | 3,309 5 8                       |
|  |                                 | Live Stock .. .. .                 | 578 10 3                        |
| Balance carried to Net Revenue Account .. .. .             | 1,678 9 5                       | Special and Miscellaneous Receipts |                                 |
|  | 7,961 7 1                       | Transfer Fees .. .. .              | 222 6 9                         |
|  |                                 |                                    | 3,887 16 4                      |
|  |                                 |                                    | 7,910 7 4                       |
|  |                                 |                                    | 48 12 3                         |
|  |                                 |                                    | 2 7 6                           |
|  |                                 |                                    | 7,961 7 1                       |

[No. 10.]

Net Revenue Account.

| Dr.  |                                 | Cr.  |                                 |
|--|---------------------------------|--|---------------------------------|
| Half-year ending June 30, 1883.                    | Half-year ending June 30, 1884. | Half-year ending June 30, 1883.                          | Half-year ending June 30, 1884. |
| £  | s. d.                           | £  | s. d.                           |
| To Interest on Debenture Stock .. .. .             | 300 12 1                        | By Balance brought from last Half-year's Account .. .. . | 5,886 1 1                       |
| " Interest on Mortgage and Debenture Loans .. .. . | 927 7 1                         | " Balance Revenue Account No. 9 .. .. .                  | 1,678 9 5                       |
| " Interest on Temporary Loans .. .. .              | 432 1 1                         |  |                                 |
| " Interest on Banking Balances .. .. .             | 18 9 2                          |  |                                 |
|  | 1,678 9 5                       |  |                                 |
| Balance (see No. 13) .. .. .                       | 5,886 1 1                       |  |                                 |
|  | 7,564 10 6                      |  |                                 |

[No. 11.]

Proposed Appropriation of Balance Available for Dividend.

| Half-year ended June 30, 1883.                        | £     | s. | d. |
|---|-------|----|----|
| Balance available for Dividend, as per Account No. 10 | 5,886 | 1  | 1  |
| Five per Cent. Preference Shares .. .. .              |       |    |    |
| Ordinary Shares .. .. .                               |       |    |    |
|   | 5,886 | 1  | 1  |



**Certificate respecting the Permanent Way.**

I hereby Certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Half-year, been maintained in good working condition and repair.

JAMES PRICE, Consulting Engineer.

**Certificate respecting Rolling Stock.**

I hereby Certify that the whole of the Company's Plant, Engines, Carriages, Waggon, &c., have, during the past Half-year, been maintained in good working order and repair.

CHARLES STORER, Locomotive Engineer.

**Auditors' Certificate.**

We, the Auditors of the Cork and Macroom Direct Railway Company, do hereby certify, that we have examined the Accounts of the Company for the Half-year ending 30th day of June, 1884, which are proposed to be issued to the Shareholders of the said Company; and we hereby certify, that said Half-yearly Accounts contain a full and true statement of the financial condition of the Company.

15th July, 1884.

EDWARD HARDING, } Auditors.  
HENRY COPPINGER, }



CORK AND MACROOM DIRECT RAILWAY  
COMPANY.

NOTICE is hereby given, that the next Half-yearly General Meeting of the Shareholders of this Company will be held at the Offices, Capwell, Cork, on THURSDAY, 21st August, 1884, at the hour of Two o'clock in the afternoon precisely, for the purpose of receiving the Directors' Report, and a Statement of the Company's Accounts made up to the 30th June, 1884, to elect Three Directors and One Auditor, and to transact such other business as is incidental to an Ordinary General Meeting.

The Transfer Books of the Company will be closed on the 8th instant, and will not be re-opened until after said Meeting.

BY ORDER,

GEORGE PURCELL,  
SECRETARY.

*Company's Offices, Capwell,  
Cork, 1st August, 1884.*

10  
FRANCIS B. ORMSBY,  
*Secretary.*

Dublin, Wicklow and Wexford Railway.

REPORT OF DIRECTORS  
AND  
STATEMENT OF ACCOUNTS

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

SEVENTY-SIXTH

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

COMPANY'S OFFICES, WESTLAND-ROW, DUBLIN,

AT TWELVE O'CLOCK, NOON,

ON MONDAY, THE 25TH DAY OF AUGUST, 1884.

Dublin, Wicklow, and Wexford Railway Company.

SHAREHOLDERS

HOLDING £2,000 AND UPWARDS OF ORDINARY STOCK.

| NAME   | DESCRIPTION                       | ADDRESS   |
|--|-----------------------------------|---|
| Armstrong, Richard Owen  | Esquire, J.P.                     | 5 Clifton-terrace, Monkstown, County Dublin         |
| Ball, John   | Esquire, LL.D.                    | 52 Lower Leeson-street, Dublin                      |
| Banking Company, The Ulster  |                                   | Belfast   |
| Barrington, Sir Croker, and John Orpin                                       | Baronet                           | 58 Fitzwilliam-square, Dublin                       |
| Bessborough,   | Solicitor                         | 47 Stephen's-green, Dublin                          |
| Blount, William  | Earl of                           | 3 Mount-street, London, W.                          |
| Margaret Grace   | Major                             |   |
|  | Wife of Major Percy Raymond Grace | 8 Merrion-square, North, Dublin.                    |
| and Eliza Browne   | Widow                             |   |
| Brady, Maziere John  | Accountant-Gen.                   | Supreme Court of Justice, Dublin                    |
| Burke, Edward Howe   | Esquire                           | Drum Park, Athlone                                  |
| Burke, John, and John Connolly   | Esquire                           | 8 Eblana-terrace, North Circular-road, Dublin       |
| Cairnes, Thomas Plunket  | Esquire                           | 6 Charlemont-terrace, North Circular-road, Dublin   |
| Colles, Graves Chamney   | Esquire                           | Drogheda  |
| Copland, Charles   | Solicitor                         | 81 Fitzwilliam-square, W., Dublin                   |
| and Frederick William Niven  | Esquires                          | Royal Bank of Ireland, Dublin                       |
| Corrigan, Wm. Joseph (deceased)  | Esquire, D.L.                     | 81 Merrion-square, South, Dublin                    |
| Probate to Richard Martin and Charles Martin                                 | Esquire                           | 12 Fitzwilliam-place, Dublin                        |
| Courtenay, William   | Esquire, J.P.                     | Knocklow, Tulloo, County Carlow                     |
| Cramsie, James (deceased)  | Esquire                           | Drogheda  |
| Probate to James Moore   | Esquire                           | Drogheda  |
| Alexander Murray   | Esquire                           | Drumadoon, Cloughmills, County Antrim               |
| and William Moore  | M.D.                              | 67 Fitzwilliam-square, Dublin                       |
| Cranfield, Thomas  | Esquire                           | The Turrets, Fitzjohn's-avenue, London, N.W.        |
| Dillon, Michael  | Esquires                          | Munster Bank, Dublin                                |
| and Robert Farquharson   |                                   |   |
| Edward, Thomas (deceased)  | Widow                             | Clonhastoy, Ennisorthy                              |
| Probate to Emily Edwards   |                                   | Calry Glebe, Sligo                                  |
| Rev. Thomas Heany and William L. Payne                                       | Esquire                           | 15 Adelaide-road, Dublin                            |
| Fegan, Thomas  | Merchant                          | Geashill, King's County                             |
| Findlater, William   | Solicitor, M.P.                   | 22 Fitzwilliam-square, Dublin                       |
| Foot, William  | Esquire, J.P.                     | 10 Raglan-road, Dublin                              |
| Frewen, Mary Clare   | Spinsters                         | Presentation Convent, Cashel                        |
| Margaret Heffernan   |                                   |   |
| Mary Kate Quinn  |                                   |   |
| M. X. J. Carroll   |                                   |   |
| and Bridget Cleary   | Major, J.P.                       | Boley, Monkstown, County Dublin                     |
| Grace, Percy Raymond   |                                   | College-green, Dublin                               |
| Hibernian Joint Stock Co., Lim.  |                                   |   |
| Hoey, Charles  | Esquire                           | 59 Fitzwilliam-square, Dublin                       |
| Hoey, Eliza  | Widow                             | 59 Fitzwilliam-square, Dublin                       |
| Hoey, John   | Esquire                           | 86 Lower Leeson-street, Dublin                      |
| Hone, Brindley   | Esquire                           | Vevay, Ballybrack, County Dublin                    |
| Howard, Hon. Sarah   | Widow                             |   |
| and Hon. Cecil Ralph Howard  | Captain                           | 8 Chesham-street, County Middlesex                  |
| Hunt, William Ogle (deceased), Probate to Caroline Margaret Hunt (deceased), |                                   |   |
| Edmund D'Arcy Hunt   | Lieut.-Col.                       | Senior United Service Club, Pall Mall, London, S.W. |
| and George Maxwell Good  | Esquire                           | 25 Eaton-square, London                             |
| Irwin, Rev. William  | P.P.                              | St. Audoen's, High-street, Dublin                   |
| Jameson, James   | Esquire                           | Glencormac, Bray                                    |
| Jephson, Robert Holmes   | Esquire                           | 30 Lansdowne-road, Dublin                           |
| Johnson, William   | Esquire, J.P.                     | Prumplestown House, Carlow                          |
| Johnston, Francis, and Thomas Manifold Craig                                 | Esquires                          | Bank of Ireland, Dublin                             |
| Kehoe, Laurence  | Esquire                           | 100 Francis-street, Dublin                          |
| Kelly, Richard Wood  | Esquire                           | Cope-street, Dublin                                 |
| Kinahan, Edward Hudson   | Esquire                           | 11 Merrion-square, Dublin                           |
| King, Julia Maria  | Spinster                          | 64 Fitzwilliam-square, Dublin                       |
| Langan, Christopher  | Esquire                           | 29 North King-street, Dublin                        |
| Leonard, Thomas  | Esquire                           | 39 Merrion-square, East, Dublin                     |
| M'Cutchen, James   | Merchant                          | 11 Castle-street, Nenagh                            |
| M'Dermott, Robert Joseph   | Esquire                           | 3 Connaught-place, Kingstown                        |
| M'Quinn, John  | Esquire                           | 47 Arbutnot-street, Dublin                          |
| MacSwiney, Stephen Myles   | Esquire, M.D.                     | 9 Upper Merrion-street, Dublin                      |
| Mahony, William Augustus, and Patrick Joseph Kirwan                          | Esquires                          | National Bank, Dublin                               |
| Mahony, William Augustus, and Patrick Joseph Kirwan, and James Mullin        | Esquires                          | National Bank, Dublin                               |
| Martin, Charles, and Wm. Joseph Corrigan (deceased)                          | Esquire                           | National Bank, Rathmines                            |
| Martin, Charles Edward, and Richard Martia                                   | Merchant                          | North Wall, Dublin                                  |
|  | Esquire                           | North Wall, Dublin                                  |
|  | Esquire, D.L.                     | 81 Merrion-square, South, Dublin                    |

SHAREHOLDERS

HOLDING £2,000 AND UPWARDS OF ORDINARY STOCK.

Directors.

RICHARD MARTIN, Esq., D.L., J.P., *Chairman.*

RICHARD OWEN ARMSTRONG, Esq., J.P.

WILLIAM FOOT, Esq., J.P.

MAJOR PERCY RAYMOND GRACE, J.P.

BRINDLEY HONE, Esq.

MICHAEL MURPHY, Esq., J.P.

LIEUT.-COL. JAMES STEWART TIGHE, D.L., J.P.

SHAREHOLDERS—continued.

| NAME   | DESCRIPTION     | ADDRESS  |
|--|-----------------|--|
| Martin, Mary Teresa, and Richard Martin                                    | Spinster        | 18 Mountjoy-square, Dublin                         |
| Martin, Richard  | Esquire, D.L.   | 81 Merrion-square, South, Dublin                   |
| Martin, William James  | Esquire, D.L.   | 81 Merrion-square, South, Dublin                   |
| Richard Martin, and Charles Edward Martin                                  | Esquire, D.L.   | 69 Harcourt-street, Dublin                         |
| Meath  | Esquire         | 81 Merrion-square, South, Dublin                   |
| and Countess of Meath  | Earl of         | North Wall, Dublin                                 |
| Moore, William   | His Wife        | Kilruddery, Bray                                   |
| Murphy, Michael  | Esquire, M.D.   | 67 Fitzwilliam-square, North, Dublin               |
| Nolan, Thomas  | Esquire, J.P.   | 17 Eden-quay, Dublin                               |
| O'Ferrall, Dominic More  | Merchant        | Great Britain-street, Dublin                       |
| Orpin, John  | Esquire         | Kildangan Castle, Monasterevan                     |
| Payne, John Warren   | Solicitor       | 47 Stephen's-green, Dublin                         |
| The Viscount Berhaven and Charles Garth Fullerton                          | Esquire         | Beach House, Bantry                                |
| Pim, James, jun.   | Clerk           | Bantry House, Bantry                               |
| Ross, William  | Esquire         | Boothby, Graffoe, Co. Lincoln                      |
| and Hussy Ross   | Esquire         | 11 Burgh-quay, Dublin                              |
| Sexton, Robert   | his Wife        | 4 Breffni-terrace, Sandycove, County Dublin        |
| Shannon, Joseph  | Esquire         | Dawson-street, Dublin                              |
| Shannon, William (deceased), Probate to Joseph Shannon and William Hopkins | Merchant        | Camden-street, Dublin                              |
| Shepard, Henry   | Grocer          | 57 Lower Camden-street, Dublin                     |
| Smith, James   | Watchmaker      | 33 Nassau-street, Dublin                           |
| Spring, James  | Esquire         | Oatlands, Wicklow                                  |
| Stanley, George, and Thomas Stanley, jun.                                  | Esquire         | Little Moyle, Carlow                               |
| Stephens, John Clapham, and Wm. Robert Stephens (deceased)                 | Esquire         | 65 Eccles-street, Dublin                           |
| Synnot, Thomas   | Esquires        | 17 Lower Exchange-street, Dublin                   |
| Tedcastle, Robert  | Esquire         | Woodlawn, Dundrum, County Dublin                   |
| Tighe, Frederick Edwd. Bunbury   | Esquire         | 110 Middle Abbey-street, Dublin                    |
| Tighe, James Stuart  | Esquire         | Great Brunswick-street, Dublin                     |
| Thomas Tighe Mecreedy  | Lieut.-Col.     | The Priory, Christchurch, Hampshire                |
| Tottenham, Charles George  | Lieut.-Colonel  | Rossanagh, Ashford, County Wicklow                 |
| Trevelyan, Alfred Wilson   | Lieut.-Col.     | Rossanagh, Ashford, Co. Wicklow                    |
| Trooke, William  | Solicitor       | Westmoreland-street, Dublin                        |
| and Charles Michael Bury   | Colonel         | Ballycurry, Ashford, Co. Wicklow                   |
| Vignoles, Louisa   | Esquire         | Mes-srs. Drummond's, 49 Charing cross, London      |
| Waller, John Francis   | J.P.            | Hillbrook, Parsonstown                             |
| Warren, Robert   | Widow           | Downings, Prosperous, Naas                         |
| Watson, William  | Esquire, L.L.D. | 5 Lower Ely-place, Dublin                          |
| Weir, James  | Esquire, D.L.   | 4 Montpelier-square, Rutland-gate, London, S.W. 1  |
| Williams, Thomas   | Esquire         | 40 Rutland-square, Dublin                          |
|  | Esquire         | 1 Salem-place, Dublin                              |
|  | Esquire         | St. Clouds, Avoca-avenue, Blackrock, County Dublin |
|  | Esquire         | 38 Dame-street, Dublin                             |

Dublin, Wicklow, and Wexford Railway Company.

SEVENTY-SIXTH ORDINARY GENERAL MEETING,

AUGUST, 1884.

NOTICE CONVENING THE MEETING.

NOTICE is hereby given, that the next Half-yearly Ordinary General Meeting of Shareholders in this Company will be held at the Company's Offices, Westland-row, Dublin, on Monday, the 25th day of August, 1884, at Twelve o'Clock noon, precisely, for the purpose of receiving a Report and Statement of Accounts from the Directors, and for transacting the Business of the General Meeting.

The Registers of Transfers of Stocks will be closed on and from Monday, 11th August, 1884, to and including Monday, 25th August, 1884.

RICHARD MARTIN, *Chairman.*

E. W. MAUNSELL, *Secretary.*

SECRETARY'S OFFICE, 48 WESTLAND-ROW, DUBLIN,  
31st July, 1884.

NOTE.—Shareholders residing on the line of Railway, and wishing to attend the Meeting, will be furnished with Free Passes, on application to the Secretary.

Dublin, Wicklow, and Wexford Railway.

DIRECTORS' REPORT.

COMPARATIVE STATEMENT OF TRAFFIC RECEIPTS:—

| Passengers                   | Half-year ended 30th June, 1884 | Half-year ended 30th June, 1883 | Increase   | Decrease  |
|------------------------------|---------------------------------|---------------------------------|------------|-----------|
| Subscribers ...              | £ 10,395 10 0                   | £ 10,957 3 0                    | £ 561 13 0 | ...       |
| Ordinary Passengers ...      | 63,224 1 8                      | 62,177 5 1                      | 1046 16 7  | ...       |
| Total Passengers ...         | 73,619 11 8                     | 73,134 8 1                      | 485 3 7    | ...       |
| GOODS, &c.                   |                                 |                                 |            |           |
| Ordinary Goods ...           | 19,149 4 5                      | 21,093 2 6                      | ...        | 1943 18 1 |
| Coals ...                    | 1,146 7 6                       | 1,204 16 9                      | ...        | 58 9 3    |
| Minerals ...                 | 958 18 1                        | 771 2 5                         | 187 15 8   | ...       |
| Parcels, &c. ...             | 5,191 19 7                      | 4,884 2 9                       | 307 16 10  | ...       |
| Cattle ...                   | 4,488 5 3                       | 3,830 15 5                      | 657 9 10   | ...       |
| Horses, Carriages, and Dogs  | 847 0 8                         | 935 2 2                         | ...        | 88 1 6    |
| Total Goods ...              | 31,781 15 6                     | 32,719 2 0                      | ...        | 937 6 6   |
| Total Goods, Passengers, &c. | 105,401 7 2                     | 105,853 10 1                    | ...        | 452 2 11  |
| Mails ...                    | 4,250 0 0                       | 4,250 0 0                       | ...        | ...       |
| Total Traffic Receipts       | 109,651 7 2                     | 110,103 10 1                    | ...        | 452 2 11  |

COMPARATIVE TABLE OF REVENUE EXPENDITURE.

| Expenditure                            | Half-year ended 30th June, 1884 | Half-year ended 30th June, 1883 | Increase  | Decrease |
|--|---------------------------------|---------------------------------|-----------|----------|
| Maintenance of Way, Works and Stations | £ 10,204 13 7                   | £ 10,860 19 9                   | ...       | 656 6 2  |
| Locomotive Power                       | 13,508 17 10                    | 13,078 4 4                      | 430 13 6  | ...      |
| Carriage and Waggon Repairs            | 4,177 18 2                      | 4,038 18 7                      | 138 19 7  | ...      |
| Traffic Expenses                       | 13,902 6 1                      | 13,520 19 5                     | 381 6 8   | ...      |
| General Charges                        | 3,443 14 2                      | 3,395 11 10                     | 138 2 4   | ...      |
| Law Charges                            | 291 16 5                        | 268 14 11                       | 23 1 6    | ...      |
| Parliamentary Expenses                 | 523 10 10                       | 390 8 8                         | 133 2 2   | ...      |
| Compensation (Losses)                  | 71 19 3                         | 26 4 2                          | 45 15 1   | ...      |
| Do. (Personal)                         | ...                             | 300 8 7                         | ...       | 300 8 7  |
| Rates and Taxes                        | 6,234 7 9                       | 5,761 7 5                       | 473 0 4   | ...      |
| Rents                                  | 398 19 1                        | 512 12 8                        | ...       | 113 13 7 |
| Total                                  | 52,758 3 2                      | 52,064 10 4                     | 693 12 10 | ...      |

The Half-year ending 30th June last has not turned out satisfactorily as to Traffic Receipts for any of the Irish Railways, showing, as it does, a decrease as compared with the corresponding period in 1883 on every line, without a single exception. The falling off in Traffic Receipts of the Dublin, Wicklow and Wexford Railway amounts to £452 2s. 11d., or £3 6s. 8d., per mile of railway, whereas the average decrease on the entire system of Irish Railways comes to about £23 5s. per mile of railway. As the principal English lines also show diminished receipts, it is evident that the railway interests at large suffered from a general depression in the trade of the country, prejudicially affecting them all over the kingdom.

On the Dublin, Wicklow and Wexford line the receipts from Season Tickets have fallen £561 13s.; those from 1st, 2nd, and 3rd Class Ordinary Single Tickets, £432 7s. 6d. The decrease in the number of Season Tickets is 224; in 1st Class Single Tickets, 1,551; in 2nd Class Single Tickets, 423. The number of *Single 3rd Class Tickets* issued shows an increase of 6,360, while the receipts under that head are less in amount by £231 3s. Return Tickets exhibit an improvement in all classes, thus—

|  |                         |
|--|-------------------------|
| 1st Class Return Tickets, Increase 1,610, Amount | £175 19s. 3d.           |
| 2nd Do.,   | 39,118, £1,017 15s. 5d. |
| 3rd Do.,   | 52,666, £640 13s. 7d.   |

There is also an increase of £96 7s. 6d. in the amount of Excess Fares collected, but a decrease of £451 11s. 8d. in the receipts for Carriage of Soldiers and Police.

Ordinary Goods and Coal show a falling off both in tonnage and amount of money received. The former of 7,031 tons and £1,943 18s. 1d.; the latter of 453 tons and £58 9s. 3d.

Minerals, Parcels, and Cattle have somewhat improved. The number of Live Stock carried show the following changes:—

|               | Increase. | Decrease. |
|---------------|-----------|-----------|
| Horned Cattle | 4,205     | ...       |
| Sheep         | 2,515     | ...       |
| Pigs          | ...       | 4,293     |

The comparative table of Revenue Expenditure shows a decrease of £656 6s. 2d. in Permanent Way and Works; £300 in Personal Compensation; and £113 in Rents payable, but an increase on all other items. The decrease in amount of Personal Compensation, however, is apparent, not

real. The actual amount chargeable in the Half Year was £2,853 14s. 9d., but as that sum was entirely taken from the Reserve Fund, it does not show on the face of the tabular statement, but will be found in No. 9 Account. The collision at Blackrock between a single engine and a passenger train in April last resulted in claims to the amount above stated. All these claims, with three exceptions, were settled amicably; one was brought into Court, resulting in a verdict for £300, and two remain outstanding.

The Revenue Account has been charged with the cost of building one new Second-class Carriage, one new Third-class Brake Carriage, and ten new Covered Goods Waggons, to replace the like numbers altered and broken up.

The amount available for Dividend is £33,929 5s. 6d. Of this, the Preference Stock will absorb £26,775; and the Directors recommend payment of a Dividend on the Ordinary Stock at the rate of Two per Cent. per annum, which will leave a Balance of £379 7s. 6d., to be carried to next account.

The actual expenditure on Capital Account in the Half-year was £9,571 6s., apportioned as follows, viz.:—

|                                    |             |
|------------------------------------|-------------|
| Westland-row Station               | £3,007 10 8 |
| Wicklow Station and Viaduct        | 2,110 6 3   |
| Signals, &c.,                      | 189 0 0     |
| Land and Works, New Ross Extension | 3,349 0 7   |
| Land on Line opened for Traffic    | 205 8 6     |
| Continuous Brakes                  | 710 0 0     |

The Capital Account has also been charged with a sum of £21,660, the discount on the new stock issued for the construction of the New Ross Extension, under the resolution of Shareholders at the Meeting in February last.

The construction of the Branch Line from Ballywilliam to New Ross is being proceeded with energetically by Mr. Worthington, the Contractor, and the Directors are anxious to press on this work as much as possible. They expect that when completed it will be of great advantage, further developing, as it will, the traffic of the line.

The Bill for the "City of Dublin Junction Railways" has received the Royal Assent and become law, having been strenuously opposed by the

Corporation of Dublin in both Houses of Parliament. The draft agreement amongst the five Companies for the construction, management and working of the Railway has been prepared and is at present under the consideration of the representatives of those Companies. When settled it will have to be submitted for confirmation to Special General Meetings of the Shareholders of each Company.

A project for a narrow gauge railway from Wexford to New Ross was submitted to the Grand Jury of the County Wexford, at the Spring Assizes, and this Company successfully opposed it, and it was rejected. The fact of having commenced the construction of the New Ross Branch, no doubt, materially assisted in obtaining this important result.

Dr. Waller, the oldest Director of the Company, having gone to reside in London, and finding that he was unable to devote sufficient time to his duties on the Railway, placed his seat at the Board at the disposal of the Directors. They accepted the resignation with regret, for the loss of an esteemed and valued colleague, and a gentleman of acknowledged abilities and attainments; but they felt constrained to concur in Dr. Waller's reasons for retiring, and they exercised their privilege of co-option by electing to fill the vacancy Colonel Tighe, a resident on the line, and a gentleman enjoying the confidence of the Shareholders.

The Directors have also to announce with regret the resignation of Mr. Robert Warren, another member of their Board. As the meeting of Shareholders is so near, the Board do not exercise their privilege of co-option, but will be prepared to recommend a suitable gentleman for election on the 25th instant.

The Directors wish, in conclusion, to acknowledge the receipt within the Half-year of two sums of money under circumstances very exceptional, and reflecting very great credit on the gentlemen from whom the payments came. One was a sum of £240 from a Landlord as a refund of a portion of land compensation awarded by the Arbitrator appointed by the Board of Works in excess of what he had been willing to accept before the arbitration took place. The other, an amount of £600 awarded under an arbitration as compensation for personal injury. In this latter case the gentleman who was injured, having made a sea voyage, found that his recovery was more rapid than he expected, and so returned what he felt to be in excess of his just claim.

RICHARD MARTIN, *Chairman.*  
E. W. MAUNSELL, *Secretary.*

WESTLAND-ROW TERMINUS,  
14th August, 1884.

DUBLIN, WICKLOW AND WEXFORD RAILWAY, 30TH JUNE, 1884.

NO. 1.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

| ACTS OF PARLIAMENT,<br>Or Certificates of the Board of Trade | CAPITAL AUTHORIZED |         |       | CAPITAL CREATED OR SANCTIONED |         |       | BALANCE          |           |       |
|--|--------------------|---------|-------|-------------------------------|---------|-------|------------------|-----------|-------|
|  | Stock and Shares   | Loans   | Total | Stock and Shares              | Loans   | Total | Stock and Shares | Loans     | Total |
| 1.—14th & 15th Vic, Cap. 108—1851..                          | £ 500,000          | s. 0    | d. 0  | £ 500,000                     | s. 0    | d. 0  | £ 500,000        | s. 0      | d. 0  |
| 2.—20th & 21st Vic, Cap. 20—1837..                           | 0                  | 0       | 0     | 0                             | 0       | 0     | 0                | 0         | 0     |
| 3.—22nd & 23rd Vic, Cap. 60—1859..                           | 0                  | 66,000  | 13 4  | 0                             | 66,000  | 13 4  | 0                | 266,666   | 0 0   |
| 4.—22nd Vic, Cap. 47—1860..                                  | 0                  | 33,300  | 0     | 0                             | 99,300  | 0     | 0                | 399,300   | 0 0   |
| 5.—26th & 27th Vic, Cap. 86—1863..                           | 0                  | 45,000  | 0     | 0                             | 145,000 | 0     | 0                | 45,300    | 0 0   |
| 6.—27th & 28th Vic, Cap. 126—1864..                          | 0                  | 50,000  | 0     | 0                             | 50,000  | 0     | 0                | 200,000   | 0 0   |
| 7.—28th & 29th Vic, Cap. 222—1865..                          | 0                  | 50,000  | 0     | 0                             | 150,000 | 0     | 0                | 200,000   | 0 0   |
| 8.—38th & 39th Vic, Cap. 130—1875..                          | 0                  | 59,000  | 0     | 0                             | 150,000 | 0     | 0                | 200,000   | 0 0   |
| 9.—39th & 40th Vic, Cap. 68—1876..                           | 0                  | 6,300   | 0     | 0                             | 20,000  | 0     | 0                | 26,300    | 0 0   |
| 10.—40th & 41st Vic, Cap. 210—1878..                         | 0                  | 49,000  | 0     | 0                             | 120,000 | 0     | 0                | 160,000   | 0 0   |
| 11.—41st & 42nd Vic, Cap. 189—1878..                         | 0                  | 100,000 | 0     | 0                             | 100,000 | 0     | 0                | 200,000   | 0 0   |
| 11.—45th Vic, Cap. 47—1882..                                 | 0                  | 677,232 | 13 4  | 0                             | 677,232 | 13 4  | 0                | 2,512,232 | 13 4  |
| TOTAL  | 1,835,000          | 0       | 0     | 1,835,000                     | 0       | 0     | 1,835,000        | 0         | 0     |

NO. 2.—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| DESCRIPTION  | Amount Created |    |    | Amount Received |    |    | Calls in Arrear |    |    | Amount Uncalled |    |    | Amount Unissued |    |    |
|--|----------------|----|----|-----------------|----|----|-----------------|----|----|-----------------|----|----|-----------------|----|----|
|  | £              | s. | d. | £               | s. | d. | £               | s. | d. | £               | s. | d. | £               | s. | d. |
| Ordinary Stock, Acts 1851, 1863, 1878 and 1882       | 745,000        | 0  | 0  | 678,710         | 0  | 0  | —               | —  | —  | —               | —  | —  | —               | —  | —  |
| Six per cent. Preference Stock, Act 1857             | 200,000        | 0  | 0  | 200,000         | 0  | 0  | —               | —  | —  | —               | —  | —  | —               | —  | —  |
| Five per cent. Preference Stock, Acts 1859 and 1860  | 300,000        | 0  | 0  | 300,000         | 0  | 0  | —               | —  | —  | —               | —  | —  | —               | —  | —  |
| Five per cent. Preference Stock, Act 1864            | 150,000        | 0  | 0  | 150,000         | 0  | 0  | —               | —  | —  | —               | —  | —  | —               | —  | —  |
| Five per cent. Preference Stock, Act 1865            | 150,000        | 0  | 0  | 150,000         | 0  | 0  | —               | —  | —  | —               | —  | —  | —               | —  | —  |
| Four and a-half per cent. Preference Stock, Act 1875 | 150,000        | 0  | 0  | 150,000         | 0  | 0  | —               | —  | —  | —               | —  | —  | —               | —  | —  |
| Share Capital under Act, 1876                        | 20,000         | 0  | 0  | 128,000         | 0  | 0  | —               | —  | —  | —               | —  | —  | —               | —  | —  |
| Four per cent. Preference Stock, Act 1877            | 130,000        | 0  | 0  | 128,000         | 0  | 0  | —               | —  | —  | —               | —  | —  | —               | —  | —  |
| TOTAL  | 1,835,000      | 0  | 0  | 1,748,710       | 0  | 0  | —               | —  | —  | 20,440          | 0  | 0  | 45,850          | 0  | 0  |

No. 3.—CAPITAL RAISED BY DEBENTURE STOCKS.

|  | RAISED BY ISSUE OF DEBENTURE STOCKS |                 |                |                | Total raised by Debenture Stocks |
|--|-------------------------------------|-----------------|----------------|----------------|----------------------------------|
|  | At 4½ per Cent.                     | At 4½ per Cent. | At 4 per Cent. | At 4 per Cent. |                                  |
| Existing at 31st December, 1883  | £ 94,430                            | £ 257,984       | £ 204,430      | £ 556,845      | £ 556,845                        |
| Existing at 30th June, 1884  | £ 94,430                            | £ 257,984       | £ 204,440      | £ 556,855      | £ 556,855                        |
| Increase   | —                                   | —               | £ 10           | £ 10           | £ 10                             |
| Decrease   | —                                   | —               | —              | —              | —                                |
| Total Amount authorized to be raised by Loans and Debenture Stocks in respect of Capital created, as per Statement No. 1 | £ 677,332                           | £ 1,775,000     | £ 1,775,000    | £ 4,327,332    | £ 4,327,332                      |
| Total Amount raised by Debenture Stocks, as above  | £ 556,855                           | £ 556,845       | £ 556,845      | £ 1,670,545    | £ 1,670,545                      |
| Balance, being available Borrowing Powers, at 30th June, 1884  | £ 120,477                           | £ 218,155       | £ 218,155      | £ 2,656,787    | £ 2,656,787                      |

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT, 30TH JUNE, 1884.

|  | Amount Expended to 31st Dec., 1883 |                | Amount Expended during Half-year | Total           | Amount Received to 31st Dec., 1883 |         | Amount Received during Half-year | Total            |
|--|------------------------------------|----------------|----------------------------------|-----------------|------------------------------------|---------|----------------------------------|------------------|
|  | £ s. d.                            | £ s. d.        |                                  |                 | £ s. d.                            | £ s. d. |                                  |                  |
| To Expenditure—                        |                                    |                |                                  |                 |                                    |         |                                  |                  |
| On Lines open for Traffic              | £ 2,057,654                        | £ 1 8          | £ 5,512 5 5                      | £ 2,063,166 7 1 |                                    |         | £ 33,710 0 0                     | £ 1,748,710 0 0  |
| On Lines in course of Construction     | £ 18,124 12 4                      | £ 43,133 12 11 | £ 710 0 0                        | £ 61,987 14 2   |                                    |         | £ 10 0 0                         | £ 556,855 13 4   |
| On Working Stock                       | £ 224,137 14 2                     | £ 224,847 14 2 | £ 34,231 6 0                     | £ 471,218 14 2  |                                    |         | £ 33,720 0 0                     | £ 2,395,565 13 4 |
| Less Premium on Debenture Stock issued | £ 2,359,916 8 2                    | £ —            | £ —                              | £ 2,359,916 8 2 |                                    |         | £ 2,271,845 13 4                 | £ 25,581 6 10    |
|  |                                    |                |                                  | £ 2,331,147 0 2 |                                    |         | £ 2,331,147 0 2                  | £ 2,331,147 0 2  |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 30TH JUNE, 1884.

|  | £      | s. | d. | £      | s. | d. |
|--|--------|----|----|--------|----|----|
| On Lines open for Traffic—             |        |    |    |        |    |    |
| Works                                  | 5,306  | 16 | 11 |        |    |    |
| Land and Compensation                  | 205    | 8  | 6  |        |    |    |
| Extension—                             |        |    |    |        |    |    |
| Works                                  | 1,537  | 1  | 11 |        |    |    |
| Parliamentary                          |        | 4  | 0  |        |    |    |
| Land and Compensation                  | 62,047 | 14 | 8  |        |    |    |
| Less Refunded by Landlord              | 240    | 0  | 0  |        |    |    |
|  |        |    |    | 1,807  | 14 | 8  |
| Rolling Stock—Continuous Vacuum Brakes |        |    |    |        |    |    |
| Discount on Stock issued               |        |    |    |        |    |    |
| Total Expenditure as per No. 4         |        |    |    |        |    |    |
|  |        |    |    | 3,349  | 0  | 7  |
|  |        |    |    | 21,660 | 0  | 0  |
|  |        |    |    | 31,231 | 6  | 0  |

No. 6.—RETURN OF WORKING STOCK.

|                           | LOCOMOTIVE |         |             | COACHING     |             |                             |                |                              | MERCHANDISE AND MINERAL |             |                  |                    |                       |             |               |                |                |
|---------------------------|------------|---------|-------------|--------------|-------------|-----------------------------|----------------|------------------------------|-------------------------|-------------|------------------|--------------------|-----------------------|-------------|---------------|----------------|----------------|
|                           | Engines    | Tenders | First Class | Second Class | Third Class | Composite 1st and 2nd Class | State Carriage | Third Class and Luggage Vans | Luggage Vans            | Horse Boxes | Carrriage Trucks | Goods Waggon, Open | Goods Waggon, Covered | Coke Trucks | Timber Trucks | Mineral Waggon | Ballast Waggon |
| Stock on Dec. 31, 1883    | 51         | 21      | 43          | 50           | 44          | 206                         | 4              | 31                           | 26                      | 15          | 4                | 69                 | 337                   | 2           | 12            | 148            | 20             |
| Stock on June 30, 1884    | 51         | 21      | 43          | 50           | 44          | 206                         | 4              | 31                           | 26                      | 15          | 4                | 69                 | 337                   | 2           | 12            | 148            | 20             |
| Increase during Half-year | —          | —       | —           | —            | —           | —                           | —              | —                            | —                       | —           | —                | —                  | —                     | —           | —             | —              | —              |
| Decrease do. do.          | —          | —       | —           | —            | —           | —                           | —              | —                            | —                       | —           | —                | —                  | —                     | —           | —             | —              | —              |

No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|   | FURTHER EXPENDITURE                         |                          |               | Total     |
|---|---|--------------------------|---------------|-----------|
|   | During the half-year ending 31st Dec., 1884 | In subsequent half-years |               |           |
| Westland-row Terminus                     | £ 2,000                                     | £ 0                      | Unascertained | £ 2,000   |
| Interlocking Signals                      | £ 300                                       | £ 0                      | ..            | £ 300     |
| New Ross and Waterford Extensions         | £ 10,000                                    | £ 0                      | £ 198,791     | £ 208,791 |
| Main Line Stations and Viaduct at Wicklow | £ 1,800                                     | £ 0                      | ..            | £ 1,800   |
|   | £ 14,100                                    | £ 0                      | £ 198,791     | £ 212,891 |

No. 8.—CAPITAL POWERS, AND OTHER ASSETS, AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER NO. 7.

|  | £       | s. | d. |
|--|---------|----|----|
| Share Capital authorized, created and issued, but not yet received, as per No. 2 | 20,440  | 0  | 0  |
| Share Capital created, but not issued, as per No. 2                              | 65,850  | 0  | 0  |
| Loan Capital created, but not received, as per No. 3                             | 120,377 | 0  | 0  |
| Total Share and Loan Capital authorized or created, but not received             | 206,667 | 0  | 0  |
| Less Debit Balance on Capital Account, as per Account No. 4                      | 25,581  | 6  | 10 |
| Total Available Capital Powers   | 181,085 | 13 | 2  |

Dr.

## NO. 9.—REVENUE ACCOUNT.

| Half-Year ended 30th June, 1883 | EXPENDITURE                              | Half-Year ended 30th June, 1884 | Totals      | Half-Year ended 30th June, 1883 | RECEIPTS                                   | Half-Year ended 30th June, 1884 | Totals       |
|---------------------------------|--|---------------------------------|-------------|---------------------------------|--|---------------------------------|--------------|
| £ s. d.                         |  | £ s. d.                         | £ s. d.     | £ s. d.                         |  | £ s. d.                         | £ s. d.      |
| 10,869 19 9                     | To Maintenance of Way, } per Abstract A. | 10,204 13 7                     | —           | 4,849 8 1                       | By Subscribers, 1st Class                  | 4,627 11 4                      | 1,109        |
| 13,078 4 4                      | do. B.                                   | 13,508 17 10                    | —           | 6,197 14 11                     | Do. 2nd "                                  | 5,767 18 8                      | 2,599        |
| 4,038 18 7                      | do. C.                                   | 4,177 18 2                      | —           | 10,957 3 0                      | Total Subscribers ..                       | ..                              | 3,708        |
| 13,520 19 5                     | Repairs ..                               | 13,902 6 1                      | —           | 2,872 12 4                      | Ordinary Passengers, 1st Cl. Single        | 2,765 6 2                       | 36,404       |
| 3,395 11 10                     | do. D.                                   | 3,443 14 2                      | —           | 6,022 16 7                      | do. 2nd "                                  | 5,958 18 3                      | 159,452      |
| 268 14 11                       | do. E.                                   | 291 16 5                        | —           | 8,285 19 5                      | Do. 3rd "                                  | 7,982 16 5                      | 317,350      |
| 390 8 8                         | Traffic Expenses ..                      | 523 10 10                       | —           | 7,358 16 11                     | Do. 1st Class Return..                     | 7,558 16 2                      | 156,282      |
| 26 4 2                          | Law Charges ..                           | 71 19 3                         | —           | 19,086 8 8                      | Do. 2nd "                                  | 20,098 4 1                      | 206,688      |
| 300 8 7                         | Parliamentary Expenses ..                | —                               | —           | 17,240 10 0                     | Do. 3rd "                                  | 17,881 3 7                      | 827,814      |
|                                 | Compensation, Losses ..                  | —                               | —           | 733 8 7                         | Soldiers and Police ..                     | 281 16 11                       | 9,401        |
|                                 | Do. (Less Reserve Fund) £2,853 14 9      | —                               | —           | 630 12 7                        | Excess Fares ..                            | 727 0 1                         | ..           |
| 5,751 7 5                       | Rates and Taxes ..                       | 6,234 7 9                       | —           | 62,177 5 1                      | Total Ordinary Passengers, &c., 2nd Cl.    | ..                              | 63,224 1 8   |
| 512 12 8                        | Rents ..                                 | 398 19 1                        | —           | 5,870 4 11                      | " Parcels, Horses, Carriages, &c. ..       | ..                              | 6,099 0 3    |
| 52,064 10 4                     | Total Working Expenses ..                | —                               | 52,758 3 2  | 4,250 0 0                       | " Mails ..                                 | ..                              | 4,250 0 0    |
| 59,184 10 9                     | Balance to Net Revenue Account ..        | —                               | 58,477 6 6  | 83,203 13 0                     | Total Passengers, Parcels, &c., and Mails, | ..                              | 83,908 11 11 |
|                                 |  |                                 |             | 21,093 2 6                      | Merchandise ..                             | 19,149 4 5                      | ..           |
|                                 |  |                                 |             | 3,330 15 5                      | Live Stock ..                              | 4,488 5 3                       | ..           |
|                                 |  |                                 |             | 1,975 19 2                      | Minerals ..                                | 2,105 5 7                       | ..           |
|                                 |  |                                 |             | 26,899 17 1                     | Total Merchandise, &c. ..                  | ..                              | 25,742 15 3  |
|                                 |  |                                 |             | 1,105 16 0                      | Rents Receivable ..                        | 1,550 12 6                      | ..           |
|                                 |  |                                 |             | 39 15 0                         | Transfer Fees ..                           | 33 10 0                         | ..           |
|                                 |  |                                 |             | 1,145 11 0                      |  |                                 |              |
| 111,249 1 1                     |  |                                 | 111,235 9 8 | 111,249 1 1                     |  |                                 | 111,235 9 8  |

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## NO. 10.—NET REVENUE ACCOUNT.

| Half-Year ended 30th June, 1883 |  | Half-Year ended 30th June, 1884 | Totals      | Half-Year ended 30th June, 1883 |  | Half-Year ended 30th June, 1884 | Totals  |
|---------------------------------|--|---------------------------------|-------------|---------------------------------|--|---------------------------------|---------|
| £ s. d.                         |  | £ s. d.                         | £ s. d.     | £ s. d.                         |  | £ s. d.                         | £ s. d. |
| 541 8 8                         | To Interest on Mortgage and Debenture Loans ..             | ..                              | ..          | 7,182 18 7                      | By Balance from last Half-year's account | ..                              | ..      |
| 10,472 4 10                     | Interest on Debenture Stocks ..                            | ..                              | ..          | 59,184 10 9                     | " Revenue Account, No. 9 ..              | ..                              | ..      |
| 599 15 5                        | Interest on Temporary Loans ..                             | ..                              | ..          | ..                              |  |                                 |         |
| 80 13 7                         | Interest on Banking Balance ..                             | ..                              | ..          | ..                              |  |                                 |         |
|                                 | General Interest Account ..                                | ..                              | ..          | ..                              |  |                                 |         |
|                                 | Interest on Calls in advance ..                            | ..                              | ..          | ..                              |  |                                 |         |
| 18,000 0 0                      | Rent of Leased Line (Dublin and Kingstown Line) ..         | ..                              | 18,000 0 0  | ..                              |  |                                 |         |
| 1,000 0 0                       | Reserve Fund ..  | ..                              | 30,487 13 0 | ..                              |  |                                 |         |
| 30,694 2 6                      |  | ..                              | 33,929 5 6  | ..                              |  |                                 |         |
| 35,673 6 10                     | Balance, being amount available for payment of Dividend .. | ..                              | 64,416 18 6 | 66,367 9 4                      |  |                                 |         |
| 66,367 9 4                      |  |                                 |             |                                 |  |                                 |         |

(See No. 13.)

## NO. 11.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

| Half-Year ended 30th June, 1883 |  | Half-Year ended 30th June, 1884 | Totals      | Half-Year ended 30th June, 1883 |                                       | Half-Year ended 30th June, 1884 | Totals  |
|---------------------------------|--|---------------------------------|-------------|---------------------------------|---------------------------------------|---------------------------------|---------|
| £ s. d.                         |  | £ s. d.                         | £ s. d.     | £ s. d.                         |                                       | £ s. d.                         | £ s. d. |
| 35,673 6 10                     | Balance available for Dividend, as per Account No. 10 .. | ..                              | ..          | ..                              | Balance from last Half-year's account | ..                              | ..      |
|                                 | Preference Stock Act, 1857 ..                            | ..                              | ..          | ..                              | " Revenue Account, No. 9 ..           | ..                              | ..      |
|                                 | do. 1859 and 1860 ..                                     | ..                              | ..          | ..                              |                                       |                                 |         |
|                                 | do. 1864 ..  | ..                              | ..          | ..                              |                                       |                                 |         |
|                                 | do. 1865 ..  | ..                              | ..          | ..                              |                                       |                                 |         |
|                                 | do. 1875 ..  | ..                              | ..          | ..                              |                                       |                                 |         |
|                                 | do. 1877 ..  | ..                              | ..          | ..                              |                                       |                                 |         |
|                                 | Ordinary Stock .. 1851, 1863, 1878, and 1882 ..          | ..                              | ..          | ..                              |                                       |                                 |         |
| 34,837 10 0                     |  |                                 | 33,549 18 0 | 33,549 18 0                     |                                       |                                 |         |
| 835 16 10                       | Balance to next Half Year ..                             | ..                              | ..          | 379 7 6                         |                                       |                                 |         |

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No. 12.—ABSTRACTS.

| A  |             | MAINTENANCE OF WAY, WORKS, &c.  |             | C  |            | REPAIRS AND RENEWALS OF CARRIAGES AND WAGGONS. |            |
|--|-------------|---------------------------------|-------------|--|------------|--|------------|
| Half Year ended 30th June, 1883                        | £ s. d.     | Half Year ended 30th June, 1884 | £ s. d.     | Half Year ended 30th June, 1883                        | £ s. d.    | Half Year ended 30th June, 1884                | £ s. d.    |
| Salaries, Office Expenses, and General Superintendence | 456 3 5     | 390 4 6                         | 1,245 13 11 | Salaries, Office Expenses, and General Superintendence | 966 4 5    | 1,258 11 4                                     | 2,504 5 3  |
| Maintenance and Renewal of Permanent Way—              |             |                                 |             | Wages  | 485 4 4    |  |            |
| Wages  | 5,211 5 6   | 7,729 3 6                       | 1,258 11 4  | Materials  |            |  |            |
| Materials  | 2,017 18 0  | 1,187 18 0                      | 1,258 11 4  | Salaries, Office Expenses, and General Superintendence |            |  |            |
| Repairs of Roads, Bridges, Signals and Works           |             | 897 7 7                         | 1,258 11 4  | Wages  |            |  |            |
| Repairs of Stations and Buildings                      |             | 10,204 13 7                     | 1,258 11 4  | Materials  |            |  |            |
| Total  | 10,864 19 9 | 19,204 13 7                     | 1,258 11 4  | Total  | 1,258 11 4 |  | 4,177 18 2 |
| Miles Maintained—                                      |             |                                 |             | D  |            |  |            |
| Three Lines  | 14          |                                 |             | TRAFFIC EXPENSES.                                      |            |  |            |
| Double   | 261         |                                 |             |  |            |  |            |
| Single   | 108         |                                 |             |  |            |  |            |
| Total  | 135         |                                 |             |  |            |  |            |
| B  |             | LOCOMOTIVE POWER.               |             | E  |            | GENERAL CHARGES.                               |            |
| Half Year ended 30th June, 1883                        | £ s. d.     | Half Year ended 30th June, 1884 | £ s. d.     | Half Year ended 30th June, 1883                        | £ s. d.    | Half Year ended 30th June, 1884                | £ s. d.    |
| Salaries, Office Expenses, and General Superintendence | 201 19 3    | 222 4 3                         | 10,175 8 1  | Salaries and Wages                                     | 10,967 6 3 | 13,002 6 1                                     | 13,002 6 1 |
| RUNNING EXPENSES:—                                     |             |                                 |             | Fuel, Lighting, Water and General Stores               | 1,872 12 2 | 1,872 12 2                                     | 1,872 12 2 |
| Wages connected with the working of Locomotive Engines | 4,002 5 8   | 4,241 11 4                      | 1,015 15 7  | Clothing   | 356 7 2    | 356 7 2  | 356 7 2    |
| Coal and Gole  | 4,855 2 11  | 4,241 11 4                      | 189 8 4     | Printing, Stationery and Tickets                       | 437 5 0    | 437 5 0  | 437 5 0    |
| Water  | 165 3 8     | 14,090 6 7                      | 101 15 0    | Horses, Harness, Vans and Provender                    | 165 16 9   | 165 16 9                                       | 165 16 9   |
| Oil, Tallow, and other Stores                          | 459 11 0    | 581 8 9                         | 464 11 1    | Wagg in Covers, Ropes, &c.                             | 111 12 8   | 111 12 8                                       | 111 12 8   |
| Clothing   | 140 0 7     |                                 | 216 8 3     | Miscellaneous Expenses                                 | 425 9 10   | 425 9 10                                       | 425 9 10   |
| Repairs and Renewals—                                  |             |                                 |             | Joint Station Expenses                                 | 185 16 3   | 185 16 3                                       | 185 16 3   |
| Wages  | 1,006 11 0  |                                 |             |  |            |  |            |
| Materials  | 2,335 7 4   |                                 |             |  |            |  |            |
| Total  | 13,627 15 5 |                                 |             |  |            |  |            |
| Less Great Southern and Western Railway, for Haulage   | 549 11 1    |                                 |             |  |            |  |            |
| Total  | 13,078 4 4  |                                 |             |  |            |  |            |

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No. 13.—GENERAL BALANCE.

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|  | £      | s. | d. |  | £      | s. | d. |
|--|--------|----|----|--|--------|----|----|
| To Net Revenue Account, Balance at Credit thereof, as per Account No. 10 | 33,929 | 5  | 6  | By Capital Account, Balance at Debit thereof, as per Account No. 4   | 25,581 | 6  | 10 |
| Unpaid Dividends and Interest  | 835    | 15 | 9  | Amount held by Kingstown Co. as security to be allowed as part payment of half-year's rent ending 30th June, 1891, vide 29th Vic., cap. 48, clause 5 | 16,000 | 0  | 0  |
| Debts due to other Companies—  |        |    |    | Cash on Hands  | 4,518  | 18 | 6  |
| Rent of Dublin and Kingstown Railway                                     | 18,000 | 0  | 0  | General Stores and Stock of Materials on hands   | 16,934 | 4  | 2  |
| Sundry Outstanding Accounts  | 5,893  | 17 | 4  | Traffic Accounts due to the Co.  | 1,082  | 18 | 11 |
| Locomotive Reserve Account   | 853    | 13 | 9  | Amount due by Clearing House   | 233    | 17 | 4  |
| Insurance Reserve Fund   | 965    | 11 | 9  | Amount due by General Post Office  | 2,125  | 0  | 0  |
| Reserve Fund   | 510    | 8  | 3  | Sundry Outstanding Accounts  | 2,320  | 10 | 1  |
| Interest accrued and provided for  | 1,017  | 16 | 0  | Due by other Companies   | 955    | 1  | 0  |
| Bank Balance   | 9,236  | 2  | 5  | City of Dublin Junction Railway  | 1,490  | 14 | 5  |
|  |        |    |    |  |        |    |    |
|  | 71,242 | 11 | 3  |  | 71,242 | 11 | 3  |

No. 14.—MILEAGE STATEMENT.

|                           | Miles Authorized | Miles Constructed | Miles Constructing, or to be Constructed | Miles Worked by Engines |
|---------------------------|------------------|-------------------|--|-------------------------|
| Lines owned by Company    | 154 7 30         | 129 1/2           | 25 3 30                                  | 129 1/2                 |
| Do. partly owned          | —                | —                 | —  | —                       |
| Do. leased or rented      | 6 0 0            | 6                 | —  | 6                       |
| Total                     | 160 7 30         | 135 1/2           | 25 3 30                                  | 135 1/2                 |
| Lines worked              | —                | —                 | —  | —                       |
| Foreign Lines worked over | 21 0 0           | 21                | —  | 21                      |
| Total                     | 181 7 30         | 156 1/2           | 25 3 30                                  | 156 1/2                 |

No. 15.—STATEMENT OF TRAIN MILEAGE

| Half-year ended 30th June, 1883 |                          | Half-year ended 30th June, 1884 |
|---------------------------------|--------------------------|---------------------------------|
| 391,313                         | Passenger Trains         | 395,938                         |
| 102,635                         | Goods and Mineral Trains | 105,548                         |
| 493,948                         | Total                    | 501,486                         |

RICHARD MARTIN, *Chairman.*

H. S. BOYLE, *Accountant.*



## CERTIFICATE RESPECTING THE PERMANENT WAY.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Half-year, been maintained in good working Condition and Repair.

JOHN CHALONER SMITH, *Engineer.*

31st July, 1884.

## CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Waggon, Machinery, and Tools, have, during the past Half-year, been maintained in good working Order and Repair.

WILLIAM WAKEFIELD, *Locomotive Engineer.*

31st July, 1884.

We certify that the Half-yearly Accounts proposed to be issued by the Company contain a full and true statement of the financial condition of the Company, and that the Dividends on the several Preference Stocks, and the Dividend on the Ordinary Stock of the Company, are *bona fide* due thereon, after charging the Revenue with all expenses, which ought, in our judgment, to be paid thereout.

THOMAS GRAYDON, } *Auditors.*  
THOMAS P. CAIRNES, }

7th August, 1884.

## DUBLIN, WICKLOW &amp; WEXFORD RAILWAY.

## SEVENTY-SIXTH ORDINARY GENERAL MEETING,

AUGUST, 1884.

AT the Seventy-sixth Ordinary General Meeting of Shareholders in the Dublin, Wicklow and Wexford Railway Company, held pursuant to Notice, at the Company's Offices, No. 48 Westland-row, Dublin, on Monday, 25th August, 1884,

RICHARD MARTIN, Esq., in the Chair.

The Secretary having read the Notice convening the Meeting, the Seal of the Company was affixed to the Register of Proprietors of Stock.

The Directors' Report and Statement of Accounts for the Half-year ending 30th June, 1884, was taken as read.

Moved by the CHAIRMAN, seconded by WILLIAM FOOT, and resolved—

"I. That the Report and Statement of Accounts for the Half-year ending 30th June, 1884, now read, be received and adopted."

Moved by the CHAIRMAN, seconded by COLONEL TIGHE, and resolved—

"II. That a Dividend at the rate of Six per cent. per annum be declared on the Six per cent. Preference Stock of the Company for the Half-year ending 30th June, 1884. A Dividend at the rate of Five per cent. per annum be declared on the Five per cent. Preference Stocks of the Company for the Half-year ending 30th June, 1884. A Dividend at the rate of 4½ per cent. per annum be declared on the 4½ per cent. Preference Stock for the Half-year ending 30th June, 1884; and a Dividend at the rate of 4 per cent. per annum on the 4 per cent. Preference Stock of the Company for the Half-year ending 30th June, 1884; all to be payable (less Income Tax) on and after the 10th September proximo."

Moved by THOMAS GRAYDON, Esq., seconded by T. P. CAIRNES, Esq., and resolved—

“III. That a Dividend at the rate of Two Pounds per cent. per annum be declared on the Ordinary Stock of the Company for the Half-year ending 30th June, 1884, the same to be payable (less Income-tax) on and after 10th day of September proximo.”

Moved by the CHAIRMAN, seconded by W. LITLEDALE, Esq., and resolved—

“IV. That WM. WATSON, Esq., of 15 Eden-quay, be and is hereby elected a Director of the Company, in room of ROBERT WARREN, Esq., resigned.”

RICHARD MARTIN, *Chairman.*

E. W. MAUNSELL, *Secretary.*

Mr. MARTIN having left the Chair, and Mr. FOOT having been called thereto, it was

Moved by COLONEL TOTTENHAM, seconded by J. J. MADDEN, Esq., and resolved—

“That the thanks of the Meeting be given to Mr. MARTIN for his dignified conduct in the Chair to-day; and also to him and the other Directors and Officers for their attention to the affairs of the Company.”

E. W. MAUNSELL, *Secretary.*

FRANCIS B. ORMSBY,  
*Secretary.*

GREAT NORTHERN RAILWAY COMPANY  
(IRELAND).

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS,

PUBLISHED PREPARATORY TO

THE HALF-YEARLY MEETING

TO BE HELD ON

WEDNESDAY, the 20th AUGUST 1884,

AT TWELVE O'CLOCK, NOON,

AT THE COMPANY'S OFFICES,

BELFAST.

GREAT NORTHERN RAILWAY COMPANY  
(IRELAND).

DIRECTORS.

JAMES W. MURLAND, Esq., *Chairman.*  
JAMES GRAY, Esq., *Deputy Chairman.*

JOHN BRADY, Esq.  
JAMES C. COLVILL, Esq.  
SIR EDWARD P. COWAN, D.L.  
THE EARL OF ERNE.  
LUCIUS O. HUTTON, Esq.  
THOMAS P. CAIRNES, Esq.

L. J. M'DONNELL, Esq.  
J. F. MEADE, Esq.  
GEORGE PIM, Esq.  
C. A. W. STEWART, Esq.  
H. T. VICKERS, Esq.  
J. G. WINDER, Esq.

REPORT OF THE DIRECTORS

OF THE

GREAT NORTHERN RAILWAY COMPANY (IRELAND)

TO THE PROPRIETORS

FOR

THE HALF-YEAR ENDED JUNE 30th, 1884.

The following table exhibits the Receipts for the past half-year, and also those for the corresponding half of 1883 :—

| Description.                               | Half-year ended 30th June, 1884. |       | Half-year ended 30th June, 1883. |       | Increase. |       | Decrease.               |           |
|--|----------------------------------|-------|----------------------------------|-------|-----------|-------|-------------------------|-----------|
|  | £                                | s. d. | £                                | s. d. | £         | s. d. | £                       | s. d.     |
| Passengers, . . . . .                      | 127,780                          | 4 6   | 126,848                          | 15 1  | 931       | 9 5   |                         |           |
| Parcels, Horses, Carriages, &c., . . . . . | 13,477                           | 4 5   | 11,929                           | 2 9   | 1,548     | 1 8   |                         |           |
| Mails, . . . . .                           | 18,555                           | 0 0   | 18,577                           | 10 0  | -         |       | 22                      | 10 0      |
| Merchandise, . . . . .                     | 110,332                          | 0 1   | 115,885                          | 17 8  | -         |       | 5,553                   | 17 7      |
| Live Stock, . . . . .                      | 11,883                           | 14 3  | 11,159                           | 12 5  | 724       | 1 10  |                         |           |
| Minerals, . . . . .                        | 14,736                           | 17 11 | 15,887                           | 4 10  | -         |       | 1,150                   | 6 11      |
| Rents and other Receipts, . . . . .        | 3,453                            | 7 1   | 2,916                            | 6 0   | 537       | 1 1   |                         |           |
|  | 300,218                          | 8 3   | 303,204                          | 8 9   | 3,740     | 14 0  | 6,726                   | 14 6      |
|  |                                  |       |                                  |       |           |       | Net Decrease, . . . . . | 2,986 0 6 |

The Balance available for Dividend (inclusive of the amount brought forward from last account) after providing for Working Expenses, Interest on Loans, and Debenture Stocks, and Dividends on Guaranteed

Stocks, is £93,352 13s. 8d., out of which the following Preferential Dividends are to be provided, viz. :—

|   | £       | s. | d. |
|---|---------|----|----|
| On the late Ulster Company's Preference 4½ per cent. Stock, .                   | 4,500   | 0  | 0  |
| On the Portadown, Dungannon, and Omagh 4½ per cent. Preference Stock, . . . . . | 1,688   | 1  | 3  |
| On the Portadown, Dungannon, and Omagh 3 per cent. Preference Stock, . . . . .  | 3,368   | 5  | 0  |
| On the 4 per cent. Preference Stock, . . . . .                                  | 12,900  | 0  | 0  |
|   | £22,456 | 6  | 3  |

There remains a Balance of £70,896 7s. 5d. available for Dividend on the Ordinary Stock of the Company.

Out of this sum the Directors recommend that a Dividend be declared at the rate of 4½ per cent. per annum, less Income Tax, the same to be payable on the 1st day of September, next. This Dividend will amount to £66,508 13s. 6d., and will leave a balance of £4,387 13s. 11d. to be carried forward to the next account.

During the half-year there has been a decrease in the Goods Traffic of £5,553 17s. 7d., and in the Mineral Traffic of £1,150 6s. 11d. In the other departments of the Revenue there has, however, been an increase in the receipts of £3,740 14s., so that the net decrease is only £2,986 0s. 6d.

In the Revenue Expenditure there is a decrease of £365 1s. 9d.

The Capital Expenditure during the half-year amounts to £29,193. Of this sum £9,388 3s. 3d. has been expended upon the Carrickmacross and Belturbet Branches, the works on which are progressing satisfactorily.

During the half-year £45,129 of Ordinary Stock has been issued, and the Premium thereon, amounting to £6,440 0s. 7d., has been placed to credit of the Capital Account.

The Directors have been applied to by the Promoters of the Victoria Bridge and Castlederg Tramway Company for assistance in the construction of the line, and the Directors, feeling that it would be useful as a feeder to the traffic of the Company, have agreed to subscribe for Shares to the extent of £2,000.

A Company is promoting an order before the Privy Council under the Tramways Acts to authorize the making of a Light Railway between Armagh and Keady. The Directors have agreed, subject to the approval of the Proprietors, to take shares in the undertaking to the extent of half the difference between the cost of a broad and narrow gauge, not to exceed £4,000, and to work the Line at cost price. The difference of cost between the broad and narrow gauge has since been estimated at £3,800, so that this Company's proportion will amount to about £1,900. The Privy Council require that this Tramway Order be submitted to the Proprietors for their approval, which will be done at the Special Meeting called for the purpose.

The Bill promoted by the Dublin, Wicklow and Wexford Railway Company to authorize the construction of the Dublin Junction Railway which was approved of by the Proprietors at the last Half-yearly Meeting, obtained the Royal Assent on the 28th July, 1884. The agreement between the several Companies interested in the undertaking is in course of preparation, and as soon as it is completed it will be submitted to a Special Meeting of the Proprietors.

The Directors record with great regret the sudden death, on the 24th July last, of one of their colleagues, Alderman M'Carter, of Londonderry.

By order,

J. P. CULVERWELL,

*Secretary.*

AMIENS STREET TERMINUS, DUBLIN,  
August 1, 1884.

STATEMENT OF ACCOUNTS FOR HALF-YEAR ENDING 30TH JUNE, 1884.

NO. I.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

| ACTS OF PARLIAMENT.  | CAPITAL AUTHORIZED. |           |           |                   | CAPITAL CREATED OR SANCTIONED. |           |                   |         | BALANCE. |  |  |
|--|---------------------|-----------|-----------|-------------------|--------------------------------|-----------|-------------------|---------|----------|--|--|
|  | Stock and Shares.   | Loans.    | Total.    | Stock and Shares. | Loans.                         | Total.    | Stock and Shares. | Loans.  | Total.   |  |  |
|  | £                   | £         | £         | £                 | £                              | £         | £                 | £       | £        |  |  |
| Dublin and Drogheda Railway Act, 1840, esp. 106, 1845, esp. 128.                                   | 450,000             | 150,000   | 600,000   | 450,000           | 150,000                        | 600,000   | —                 | —       | —        |  |  |
| " " (Navan to Kells Branch) Act, 1847.   | 150,000             | 50,000    | 200,000   | 150,000           | 50,000                         | 200,000   | —                 | —       | —        |  |  |
| " " (Purchase of Navan Branch) Act, 1847.  | 100,000             | 34,000    | 137,000   | 340,000           | 150,666                        | 640,666   | 13,000            | 16,667  | 29,667   |  |  |
| Dublin and Belfast Junction Railway Act, 1864.   | 250,000             | 83,333    | 333,333   | 333,333           | 150,666                        | 640,666   | —                 | —       | —        |  |  |
| Irish North-Western Railway Act, 1864.   | 873,500             | 291,150   | 1,164,650 | 873,500           | 291,150                        | 1,164,650 | —                 | —       | —        |  |  |
| Ulster Railway Act, 6 Wm. IV, c. 33, and 8 & 9 Vic., c. 114.                                       | 900,000             | 300,000   | 1,200,000 | 900,000           | 300,000                        | 1,200,000 | —                 | —       | —        |  |  |
| " " 18 Vic., esp. 43.  | 600,000             | 200,000   | 800,000   | 600,000           | 200,000                        | 800,000   | —                 | —       | —        |  |  |
| " " 22 & 23 Vic., esp. 41.   | 150,000             | 50,000    | 200,000   | 150,000           | 50,000                         | 200,000   | —                 | —       | —        |  |  |
| " " 23 Vic., esp. 6.   | 30,000              | —         | 30,000    | 30,000            | —                              | 30,000    | —                 | —       | —        |  |  |
| " " 24 & 25 Vic., esp. 89.   | 25,000              | —         | 25,000    | 25,000            | —                              | 25,000    | —                 | —       | —        |  |  |
| " " Co.'s (additional Capital) Board of Trade Certificate, 1865.                                   | —                   | 9,000     | 9,000     | —                 | 9,000                          | 9,000     | —                 | —       | —        |  |  |
| The Ulster and Portadown, Dungannon, and Omagh Junction Railway Companies Amalgamation Act (1875). | 100,000             | —         | 100,000   | 364,125           | —                              | 364,125   | 100,000           | —       | 100,000  |  |  |
| Less—Reduction of capital as per terms of amalgamation (see Accounts, 30th June, 1877).            | 4,390,625           | 1,448,468 | 5,839,093 | 4,390,625         | 1,448,468                      | 5,839,093 | 147,550           | 116,267 | 263,817  |  |  |
| Less—Capital extinguished by Great Northern Railway (Ireland) Act, 1877.                           | 3,611,934           | 1,294,368 | 4,906,302 | 3,611,934         | 1,294,368                      | 4,906,302 | —                 | —       | —        |  |  |
| Great Northern Railway (Ireland) Act, 1877.  | 345,000             | 155,000   | 500,000   | 345,000           | 155,000                        | 500,000   | —                 | —       | —        |  |  |
| Great Northern Railway (Ireland) Transfer Act, 1877.   | 300,000             | 100,000   | 400,000   | 300,000           | 100,000                        | 400,000   | —                 | —       | —        |  |  |
| Great Northern Railway (Ireland) Act, 1879.  | 100,000             | 100,000   | 200,000   | 100,000           | 100,000                        | 200,000   | —                 | —       | —        |  |  |
| Londonderry and Enniskillen Railway Amalgamation Act, 1883.  | 507,416             | 150,000   | 657,416   | 507,416           | 150,000                        | 657,416   | —                 | —       | —        |  |  |
| Less—Reduction of capital as per terms of amalgamation (see Accounts, 30th June, 1877).            | 5,064,350           | 1,799,368 | 6,863,718 | 5,064,350         | 1,799,368                      | 6,863,718 | —                 | —       | —        |  |  |

NO. II.—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| DESCRIPTION.   | Amount Created. |    |    | Amount Received. |    |    | Amount Unissued. |    |    |
|--|-----------------|----|----|------------------|----|----|------------------|----|----|
|  | £               | s. | d. | £                | s. | d. | £                | s. | d. |
| Londonderry Guaranteed 5 per cent. Stock,                          | 507,416         | 0  | 0  | 507,416          | 0  | 0  | —                | —  | —  |
| Guaranteed 4 per cent. Stock,                                      | 100,000         | 0  | 0  | 100,000          | 0  | 0  | —                | —  | —  |
| do.,   | 120,000         | 0  | 0  | 120,000          | 0  | 0  | —                | —  | —  |
| Ulster 4½ per cent. Preference Stock,                              | 200,000         | 0  | 0  | 200,000          | 0  | 0  | —                | —  | —  |
| " (Dungannon) 4½ per cent. Preference Stock,                       | 75,025          | 0  | 0  | 75,025           | 0  | 0  | —                | —  | —  |
| " " 3 per cent. Preference Stock until 30th June, 1885, afterwards | 224,550         | 0  | 0  | 224,550          | 0  | 0  | —                | —  | —  |
| Preference 4 per cent. Stock,                                      | 645,000         | 0  | 0  | 645,000          | 0  | 0  | —                | —  | —  |
| Ordinary Stock,  | 3,192,359       | 0  | 0  | 3,192,359        | 0  | 0  | 62,539           | 0  | 0  |
|  | 5,064,350       | 0  | 0  | 5,064,350        | 0  | 0  | 62,539           | 0  | 0  |

NO. III.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

|   | RAISED BY LOANS. |    |              |         |                |      | RAISED BY ISSUE OF DEBENTURE STOCK. |      |                |    |                        |    |
|---|------------------|----|--------------|---------|----------------|------|-------------------------------------|------|----------------|----|------------------------|----|
|   | At 4½ per cent.  |    | Total Loans. |         | At 4 per cent. |      | At 4½ per cent.                     |      | At 5 per cent. |    | Total Debenture Stock. |    |
|   | £                | s. | £            | s.      | £              | s.   | £                                   | s.   | £              | s. | £                      | s. |
| Existing at 31st December, 1883.  | 4,000            | —  | 4,000        | —       | —              | —    | —                                   | —    | —              | —  | —                      | —  |
| Transfer from Londonderry and Enniskillen Co.   | —                | —  | —            | 464,587 | 261,334        | 11 2 | 261,334                             | 11 2 | 150,000        | 0  | 0                      | 0  |
| Existing at 30th June, 1884.  | 4,000            | —  | 4,000        | 466,687 | 66,011         | —    | 66,011                              | —    | 150,000        | 0  | 0                      | 0  |
| Increase.   | —                | —  | —            | 850,009 | 333,723        | 11 2 | 333,723                             | 11 2 | 801 5 4        | —  | —                      | —  |
| Decrease.   | —                | —  | —            | 850,009 | 333,723        | 11 2 | 333,723                             | 11 2 | 801 5 4        | —  | —                      | —  |
| Total Amount authorized to be raised by Loans and by Debenture Stock in respect of Capital created, as per Statement No. I. | —                | —  | —            | —       | —              | —    | —                                   | —    | —              | —  | —                      | —  |
| Total Amount raised by Loans and by Debenture Stock, as above.  | —                | —  | —            | —       | —              | —    | —                                   | —    | —              | —  | —                      | —  |
| Balance, being available Borrowing Powers at 30th June, 1884.   | —                | —  | —            | —       | —              | —    | —                                   | —    | —              | —  | —                      | —  |

Total Amount authorized to be raised by Loans and by Debenture Stock in respect of Capital created, as per Statement No. I. 1,799,368 0 0  
 Total Amount raised by Loans and by Debenture Stock, as above. 1,715,331 16 6  
 Balance, being available Borrowing Powers at 30th June, 1884. 84,136 3 6

No. IV.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

| EXPENDITURE.   | Amount Expended to 31st Dec., 1883. |       | Amount Expended during Half-year. |       | Total to 30th June, 1884. |   | RECEIPTS.                                       | Amount Received to 31st Dec., 1883. |       | Amount Received during Half-year. |           | Total to 30th June, 1884. |       |
|--|-------------------------------------|-------|-----------------------------------|-------|---------------------------|---|---|-------------------------------------|-------|-----------------------------------|-----------|---------------------------|-------|
|  | £                                   | s. d. | £                                 | s. d. | £                         | s. d.                                       |   | £                                   | s. d. | £                                 | s. d.     | £                         | s. d. |
| On Lines open for Traffic (No. 5), . . .                 | 54,16,822                           | 2 3   |                                   |       |                           |   | By Shares and Stock, per Account (No. 2), . . . | 4,449,266                           | 0 0   | 45,129                            | 0 0       | 5,001,811                 | 0 0   |
| Transfer from Londonderry and Enniskillen Company, . . . | 657,416                             | 0 0   |                                   |       |                           | " Londonderry and Enniskillen Co., . . .    | 597,416   | 0 0                                 |       |                                   | 1,710,430 | 11 2                      |       |
| On Lines in course of construction (No. 5).—             |                                     |       |                                   |       |                           | " Debture Stock, per Account (No. 3), . . . | 1,560,430                                       | 11 2                                |       |                                   | 4,000     | 0 0                       |       |
| Carrickmacross Branch, . . .                             | 3,335                               | 9 10  | 3,076                             | 0 4   | 6,411                     | 10 2  | Loans per Account (No. 3), . . .                | 4,000                               | 0 0   |                                   |           | 801                       | 5 4   |
| Belurbet Branch, . . .                                   | 2,755                               | 16 9  | 6,312                             | 2 11  | 9,067                     | 19 8  | Rents &c., . . .                                | 801                                 | 5 4   |                                   |           | 58,240                    | 0 2   |
| On Working Stock (No. 5), . . .                          | 727,305                             | 14 6  | 7,370                             | 9 7   | 734,676                   | 4 1   | Forfeited and Merged Shares, &c., . . .         | 55,240                              | 0 2   | 6,440                             | 0 7       | 48,550                    | 8 5   |
|  | 6,807,635                           | 3 4   | 29,193                            | 0 0   | 6,836,828                 | 3 4   | Premiums on Stock issued, . . .                 | 44,110                              | 7 10  |                                   |           | 6,800,833                 | 5 1   |
|  |                                     |       |                                   |       |                           |   | Balance, . . .                                  | 6,769,264                           | 4 6   | 51,569                            | 0 7       | 6,820,833                 | 5 1   |
|  |                                     |       |                                   |       |                           |   |   |                                     |       |                                   |           | 15,994                    | 18 3  |
|  |                                     |       |                                   |       |                           |   |   |                                     |       |                                   |           | 6,836,828                 | 3 4   |

No. V.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 30TH JUNE, 1884.

| ON LINES OPEN FOR TRAFFIC:—                                   | £ |    | s. |        | d. |        |      |
|---|---|----|----|--------|----|--------|------|
|   | £ | s. | d. | £      | s. | d.     |      |
| Land purchased and Costs <i>re same</i> , . . .               |   |    |    | 336    | 2  | 3      |      |
| Enlargement of Dublin Station, . . .                          |   |    |    | 5,109  | 4  | 5      |      |
| New Works, Dundalk, . . .                                     |   |    |    | 714    | 2  | 3      |      |
| New Workshops and Offices, Dundalk, . . .                     |   |    |    | 821    | 14 | 4      |      |
| Doubling Blackwater Viaduct and approaches, . . .             |   |    |    | 1,439  | 4  | 0      |      |
| New Works, Enniskillen, . . .                                 |   |    |    | 217    | 18 | 6      |      |
| " Belfast, . . .  |   |    |    | 430    | 17 | 2      |      |
| " Sion Mills, . . .   |   |    |    | 747    | 7  | 10     |      |
| " Victoria Bridge, . . .                                      |   |    |    | 352    | 18 | 10     |      |
| " Dungannon, . . .  |   |    |    | 945    | 3  | 4      |      |
| " Dunmurry, . . .   |   |    |    | 193    | 16 | 4      |      |
| " Beragh, . . .   |   |    |    | 118    | 17 | 3      |      |
| " Sundry Stations, . . .                                      |   |    |    | 554    | 17 | 7      |      |
| Signals, &c., . . .   |   |    |    | 234    | 8  | 3      |      |
| Dungannon and Cookstown Line, . . .                           |   |    |    | 217    | 14 | 5      |      |
| Carried forward, . . .  |   |    |    | 12,434 | 7  | 2      |      |
| Brought forward, . . .  |   |    |    |        |    |        |      |
| ON LINES IN COURSE OF CONSTRUCTION:—                          |   |    |    |        |    |        |      |
| Carrickmacross Branch, . . .                                  |   |    |    |        |    | 3,976  | 0 4  |
| Belurbet Branch, . . .  |   |    |    |        |    | 6,312  | 2 11 |
| ON WORKING STOCK:—  |   |    |    |        |    |        |      |
| Sundry additions to Stock as per Account No. 6, . . .         |   |    |    |        |    | 6,040  | 0 0  |
| Vacuum Brake, . . .   |   |    |    |        |    | 1,330  | 9 7  |
| Total Expenditure for Half-year as per Account No. IV., . . . |   |    |    |        |    | 7,370  | 9 7  |
|   |   |    |    |        |    | 29,193 | 0 0  |

No. VI.—RETURN OF WORKING STOCK.

|                                 | LOCOMOTIVE. |          |            |            | COACHING.          |            |       |                        |              |                   | MERCHANDISE. |                           |        |                    |                       |                |                |                |                 |              |                   |                     |        |
|---------------------------------|-------------|----------|------------|------------|--------------------|------------|-------|------------------------|--------------|-------------------|--------------|---------------------------|--------|--------------------|-----------------------|----------------|----------------|----------------|-----------------|--------------|-------------------|---------------------|--------|
|                                 | Engines.    | Tenders. | 1st Class. | 2nd Class. | 1st and 2nd Class. | 3rd Class. | post. | Luggage and Ball Vans. | Horse Boxes. | Carrriage Trucks. | Fish Vans.   | Post Office Sorting Vans. | Total. | Goods Wagons Open. | Goods Wagons Covered. | Cattle Wagons. | Timber Trucks. | Boiler Trucks. | Ballast Wagons. | Hall Wagons. | Goods Brake Vans. | Ballast Brake Vans. | Total. |
| Stock on 31st Dec, 1883, . . .  | 127         | 119      | 45         | 31         | 130                | 79         | 79    | 70                     | 52           | 39                | 17           | 5                         | 468    | 965                | 1,493                 | 266            | 81             | 2              | 63              | 25           | 33                | 6                   | 2,934  |
| " 30th June, 1884, . . .        | 127         | 120      | 45         | 31         | 130                | 79         | 79    | 70                     | 52           | 39                | 17           | 5                         | 468    | 975                | 1,508                 | 306            | 81             | 2              | 63              | 25           | 37                | 6                   | 2,998  |
| Increase during half-year . . . | —           | 1        | —          | —          | —                  | —          | —     | —                      | —            | —                 | —            | —                         | —      | 10                 | 10                    | 40             | —              | —              | —               | —            | —                 | —                   | 64     |
| Decrease " " . . .              | —           | —        | —          | —          | —                  | —          | —     | —                      | —            | —                 | —            | —                         | —      | —                  | —                     | —              | —              | —              | —               | —            | —                 | —                   | —      |

No. VII.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|   | During the half-year ending 31st Dec., 1884. |       | In subsequent Half-years. |       | TOTAL. |       |
|---|--|-------|---------------------------|-------|--------|-------|
|   | £  | s. d. | £                         | s. d. | £      | s. d. |
| New Works at sundry places, . . .                     | 12,000                                       | 0 0   | Not ascertained.          |       | 12,000 | 0 0   |
| Additional Working Stock, . . .                       | 8,000  | 0 0   | Do.                       |       | 8,000  | 0 0   |
| Carrickmacross and Belurbet Branches, . . .           | 20,000                                       | 0 0   | 40,000                    | 0 0   | 60,000 | 0 0   |
| Total estimated further Expenditure of Capital, . . . | 40,000                                       | 0 0   | 40,000                    | 0 0   | 80,000 | 0 0   |

No. VIII.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No. VII.

|   | £ | s. | d.     | £ | s. | d.          |
|---|---|----|--------|---|----|-------------|
| Share and Loan Capital authorized, but not yet created, as per Account No. I, . . . . . |   |    | —      |   |    |             |
| Share Capital created, but not yet issued, as per Account No. II, . . . . .             |   |    | 62,539 | 0 | 0  |             |
| Loan Capital created, but not yet received, as per Account No. III, . . . . .           |   |    | 84,136 | 3 | 6  | 146,675 3 6 |
| Less Debit Balance on Capital Account, as per Account No. IV, . . . . .                 |   |    |        |   |    | 15,994 18 3 |
| Amount available exclusive of value of surplus land,                                    |   |    |        |   |    | 130,680 5 3 |

No. IX.—REVENUE ACCOUNT.

| Half-year ended 30th June, 1883. | EXPENDITURE.                             | 30th June, 1884. | Half-year ended 30th June, 1883. | RECEIPTS.                           | 30th June, 1884. |
|----------------------------------|--|------------------|----------------------------------|-------------------------------------|------------------|
| £ 48,704                         | To Maintenance of Way, } see Abstract A. | £ 47,863         | £                                | By Passengers—                      | £                |
| 45,100                           | Works and Stations, } do.                | 44,961           | 22,031                           | No. 98,126                          | 21,577           |
| 14,992                           | Locomotive Power, } do.                  | 15 11            | 32,120                           | 250,466                             | 32,152           |
| 41,136                           | Carriage & Waggon Repairs, } do.         | 15,846           | 59,008                           | 1,261,722                           | 70,443           |
| 6,765                            | Traffic Expenses, . . . . .              | 41,704           | 123,168                          | Season ticket                       | 124,174          |
| 948                              | General Charges, . . . . .               | 6,947            | 3,681                            | holders, . . . . .                  | 3,666            |
| —                                | Law Charges, . . . . .                   | 623              | 126,849                          |                                     | 2 11             |
| 416                              | Parliamentary Expenses, . . . . .        | —                | 11,929                           | By Parcels, Horses, Carriages, &c., | 127,780          |
| 3,716                            | Mileage and Demurrage, . . . . .         | 282              | 18,577                           | " Mails, . . . . .                  | 13,477           |
| 880                              | Compensation:—Personal Injury, . . . . . | 2,876            | 157,355                          | " Merchandise, 118,206              | 4 6              |
| 8,207                            | " Damage to Goods, &c., . . . . .        | 698              |                                  | Less Cartage, 7,874                 | 18,555           |
|                                  | " Rates and Taxes, . . . . .             | 8,489            |                                  | Live Stock, . . . . .               | 110,332          |
| 170,864                          |  | 170,293          | 115,886                          | " Minerals, . . . . .               | 11,883           |
| 2,855                            | Less for Working other Lines, . . . . .  | 2,648            | 15,887                           | Dundalk Quay Line Tollage,          | 14,736           |
| 168,009                          |  | 167,644          | 91                               | Rents of Stations and Station       | —                |
| 135,195                          | Balance carried to Net Revenue Ac-       | 132,574          | 2,750                            | Services, . . . . .                 | —                |
|                                  | count, . . . . .                         | 1 5              | 75                               | Rents of Property, . . . . .        | —                |
| 303,204                          |  | 300,218          | 303,204                          | Transfer Fees, . . . . .            | —                |

\*

| No. X.—NET REVENUE ACCOUNT.     |                  |                                  |   |
|---------------------------------|------------------|----------------------------------|---|
| Dr.                             |                  | Cr.                              |   |
| Half-year ended June 30th 1883. | June 30th, 1884. | Half-year ended June 30th, 1883. | June 30th, 1884.                                    |
| £                               | £ s. d.          | £                                | £ s. d.   |
| 85                              | 85 0 0           | 17,922                           | By Balance from last Half-year's Account, . . . . . |
| 33,116                          | 36,630 12 8      | 135,195                          | Balance from Revenue Account, . . . . .             |
|                                 |                  | 1,131                            | " Banker's and General Interest Account, . . . . .  |
| 2,000                           | 12,685 8 0       |                                  |   |
| 2,700                           | 2,000 0 0        |                                  |   |
| 16,500                          | 2,700 0 0        |                                  |   |
| 1,452                           | 1,358 0 0        |                                  |   |
| 55,853                          | 55,459 0 8       |                                  |   |
| 98,595                          | 93,352 13 8      |                                  |   |
| 154,248                         | 148,811 14 4     | 154,248                          |   |

No. XI.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

| Half-year ended June 30th, 1883. | June 30th 1884. | £      | s. | d. |
|----------------------------------|-----------------|--------|----|----|
| 98,595                           | 93,352          | 93,352 | 13 | 8  |
| 4,500                            |                 | 4,500  | 0  | 0  |
| 1,688                            |                 | 1,688  | 1  | 3  |
| 3,368                            |                 | 3,368  | 5  | 0  |
| 12,900                           |                 | 12,900 | 0  | 0  |
| 22,456                           |                 | 22,456 | 6  | 3  |
| 75,939                           |                 | 70,896 | 7  | 5  |
| 69,139                           |                 | 66,508 | 13 | 6  |
| 6,800                            |                 | 4,387  | 13 | 11 |

No. XII.—ABSTRACTS.

| A. MAINTENANCE OF WAY, WORKS, &c.                 |   |             |              |
|---|---|-------------|--------------|
| Half-year ended June 30, 1883.                    |   | £ s. d.     | £ s. d.      |
| £ 1,722   | Salaries, Office Expenses, and General Superintendence, . . . . . | —           | 1,693 13 9   |
| 17,962  | Maintenance and Renewal of Permanent Way:—                        |             |              |
| 15,979  | Wages, . . . . .  | 17,324 6 10 |              |
| 850   | Materials, less Old Materials, . . . . .                          | 16,089 12 5 |              |
| 2,500   | Locomotive Power, . . . . .                                       | 1,127 11 6  |              |
|   | Renewal Account, . . . . .  | 2,500 0 0   |              |
|   |   | 37,041 10 9 |              |
| 4,889   | Repairs of Roads, Bridges, Signals, and Works, . . . . .          | —           | 4,606 11 7   |
| 4,802   | Repairs of Stations and Buildings, . . . . .                      | —           | 4,521 12 0   |
|   | MILES MAINTAINED:—  |             |              |
|   | Double, . . . . .   | 136         |              |
|   | Single, . . . . .   | 367         |              |
|   | Total, . . . . .  | 503         |              |
| 48,704  | Total, . . . . .  | —           | 47,863 8 1   |
| B. LOCOMOTIVE POWER.                              |   |             |              |
| Half-year ended June 30, 1883.                    |   | £ s. d.     | £ s. d.      |
| £ 940   | Salaries, Office Expenses, and General Superintendence, . . . . . | —           | 919 19 4     |
| 10,650  | RUNNING EXPENSES:—  |             |              |
| 16,291  | Wages connected with the working of Locomotive Engines, . . . . . | 10,694 8 3  |              |
| 1,319   | Coal and Coke, . . . . .  | 15,703 7 3  |              |
| 1,872   | Water, . . . . .  | 1,127 1 1   |              |
|   | Oil, Tallow, and other Stores, . . . . .                          | 1,885 5 1   |              |
|   |   | 29,410 1 8  |              |
| 5,941   | REPAIRS AND RENEWALS:—  |             |              |
| 6,232   | Wages, . . . . .  | 5,815 11 4  |              |
| 2,385   | Materials, less Old Materials, . . . . .                          | 6,971 13 0  |              |
|   | One new Engine purchased, . . . . .                               | 2,002 0 0   |              |
|   |   | 14,789 4 4  |              |
|   | REPAIRS TO WORKSHOPS, SHEDS, &c., . . . . .                       | —           | 363 0 3      |
| 45,630  |   |             | 45,482 5 7   |
| 530   | Less Finn Valley Haulage, . . . . .                               | —           | 520 9 8      |
| 45,100  | Total, . . . . .  | —           | 44,961 15 11 |
| C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGGONS. |   |             |              |
| Half-year ended June 30, 1883.                    |   | £ s. d.     | £ s. d.      |
| £ 584   | Salaries, Office Expenses, and General Superintendence, . . . . . | —           | 576 6 0      |
| 3,256   | Carrriages—Wages, . . . . .                                       | 3,234 13 9  |              |
| 3,340   | Materials, . . . . .  | 3,958 13 0  |              |
|   |   |             | 7,193 6 9    |
| 3,891   | Waggons—Wages, . . . . .  | 3,636 1 4   |              |
| 3,921   | Materials, . . . . .  | 4,440 12 9  |              |
|   |   |             | 8,076 14 1   |
| 14,992  | Total, . . . . .  | —           | 15,846 6 10  |



| D. TRAFFIC EXPENSES.           |   |          |       |
|--------------------------------|---|----------|-------|
| Half-year ended June 30, 1883. |   | £        | s. d. |
| £                              |   |          |       |
| 32,548                         | Salaries and Wages, &c., . . . . .                        | 32,618   | 4 0   |
| 4,443                          | Fuel, Lighting, Water, and General Stores, . . . . .      | 5,239    | 14 3  |
| 321                            | Clothing, . . . . .                                       | 334      | 13 10 |
| 2,076                          | Printing, Stationery, Tickets, and Advertising, . . . . . | 1,932    | 12 1  |
| 574                            | Waggon Covers, Ropes, &c., . . . . .                      | 496      | 4 2   |
| 150                            | Joint Station Expenses, . . . . .                         | 140      | 0 0   |
| 707                            | Miscellaneous Expenses, . . . . .                         | 646      | 5 7   |
| 317                            | Horse Shunting Expenses, . . . . .                        | 296      | 16 10 |
| 41,136                         | Total, . . . . .  | £ 41,704 | 10 9  |

| E. GENERAL CHARGES.            |  |         |       |
|--------------------------------|--|---------|-------|
| Half-year ended June 30, 1883. |  | £       | s. d. |
| £                              |  |         |       |
| 1,500                          | Directors, . . . . .                                     | 1,500   | 0 0   |
| 50                             | Auditors, . . . . .                                      | 50      | 0 0   |
| 3,237                          | Salaries of Secretary, Accountant, and Clerks, . . . . . | 3,268   | 7 6   |
| 424                            | Office Expenses, . . . . .                               | 434     | 16 10 |
| 28                             | Advertising, . . . . .                                   | 77      | 7 6   |
| 197                            | Fire Insurance, . . . . .                                | 141     | 15 4  |
| 289                            | Telegraph Expenses, . . . . .                            | 275     | 8 8   |
| 729                            | Railway Clearing-House Expenses, . . . . .               | 784     | 4 6   |
| 24                             | Travelling Expenses, . . . . .                           | —       | —     |
| 287                            | Contribution to Superannuation Fund, . . . . .           | 415     | 1 11  |
| 6,765                          | Total, . . . . .   | £ 6,947 | 2 3   |

| No. XIII.—GENERAL BALANCE SHEET.  |   | Dr.    |      | Cr.   |   |         |      |
|---|---|--------|------|---|---|---------|------|
| To Net Revenue Account, Balance at Credit thereof, as per Account No. 10, | £ | 93,352 | 13 8 | By Capital Account, Balance at Debit thereof, as per Account No. 4, | £ | 15,994  | 18 3 |
| Unpaid Dividends and Interest,  |   | 6,197  | 5 9  | Cash at Bankers, Current Account, and Cash on hand,                 |   | 48,007  | 3 6  |
| Guaranteed Dividends and Interest payable and provided for,               |   | 49,391 | 7 10 | General Stores—Stock of Materials on hand,                          |   | 88,223  | 19 4 |
| Amounts due to other Companies,   |   | 708    | 9 0  | Traffic Accounts due to the Company,                                |   | 8,124   | 3 0  |
| Amounts due to Clearing Houses,   |   | 3,166  | 7 8  | Amounts due by other Companies,                                     |   | 2,530   | 3 0  |
| Sundry Outstanding Accounts,  |   | 45,458 | 14 5 | Do. do. Post Office,  |   | 9,282   | 10 0 |
| Benevolent and Sick Funds,  |   | 1,381  | 3 8  | Sundry Outstanding Accounts, £26,031                                |   | 3,962   | 3 0  |
|   |   |        |      | Way Renewal Suspense Account,                                       |   | 23,531  | 1 11 |
|   |   |        |      | Less charged to Revenue,  |   | 2,500   | 0 0  |
|   |   |        |      |   |   | 129,656 | 2 0  |
|   |   |        |      |   |   | 199,656 | 2 0  |

## No. XIV.—MILEAGE STATEMENT.

|                               | Half-year ended 30th June, 1884. |                    |  |                          |
|-------------------------------|----------------------------------|--------------------|--|--------------------------|
|                               | Miles authorized.                | Miles constructed. | Miles constructing or to be constructed. | Miles worked by Engines. |
| Lines owned by Company, . . . | 477 $\frac{1}{4}$                | 467                | 10 $\frac{3}{4}$                         | 467                      |
| „ partly owned, . . . . .     | $\frac{1}{2}$                    | $\frac{1}{2}$      | —  | $\frac{1}{2}$            |
|                               | 478 $\frac{1}{4}$                | 467 $\frac{1}{2}$  | 10 $\frac{3}{4}$                         | 467 $\frac{1}{2}$        |
| Line worked, . . . . .        | 35 $\frac{1}{2}$                 | 35 $\frac{1}{2}$   | —  | 35 $\frac{1}{2}$         |
| „ hauled, . . . . .           | 13 $\frac{1}{4}$                 | 13 $\frac{1}{4}$   | —  | 13 $\frac{1}{4}$         |
|                               | 527                              | 516 $\frac{1}{2}$  | 10 $\frac{3}{4}$                         | 516 $\frac{1}{2}$        |

## No. XV.—STATEMENT OF TRAIN MILEAGE.

| Half-year ended 30th June, 1883. |                                       | Half-year ended 30th June, 1884. |
|----------------------------------|---------------------------------------|----------------------------------|
| 890,304                          | Great Northern Line:—                 |                                  |
| 370,460                          | Passenger Trains, . . . . .           | 893,724                          |
|                                  | Goods Trains, . . . . .               | 362,375                          |
|                                  |                                       | 1,256,099                        |
| 18,912                           | Enniskillen, Bundoran, & Sligo Line:— |                                  |
| 13,566                           | Passenger Trains, . . . . .           | 18,662                           |
|                                  | Goods Trains, . . . . .               | 12,586                           |
|                                  |                                       | 31,248                           |
| 1,293,242                        | Total, . . . . .                      | 1,287,347                        |

JAMES W. MURLAND, *Chairman of Company.*W. THOMPSON, *Accountant of Company.*

## CERTIFICATE RESPECTING THE PERMANENT WAY, &amp;c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other works, have, during the past Half-year, been maintained in good working condition and repair.

Wm. H. MILLS, *Engineer in Chief.*DUBLIN, *July 9th*, 1884.

## CERTIFICATE RESPECTING THE ROLLING STOCK.

We hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Waggons, Machinery, and Tools, have, during the past half-year, been maintained in our respective divisions in good working order and repair.

JAMES C. PARK.

JOHN EATON.

Dated *July 22nd*, 1884.

## AUDITORS' CERTIFICATE.

We, the Auditors of the GREAT NORTHERN RAILWAY COMPANY (IRELAND), have examined the Accounts of the Company, for the half-year ended the 30th day of June, 1884, which are proposed to be issued to the Proprietors of said Company; and we hereby certify that said half-yearly Accounts contain a full and true Statement of the Financial condition of the Company, and that the dividend of Four and a quarter per cent., per annum, proposed to be declared on the Original Stock of the said Company, is *bonâ fide* due thereon after charging the Revenue of the half-year with all expenses which ought to be paid thereout in our judgment.

ROBERT WARREN.

SAMUEL H. CLOSE.

August *7th*, 1884.

| STOCKS OF THE COMPANY.                 | Dividends and Interest payable. |
|--|---------------------------------|
| *Ordinary, . . . . .                   | Sept. 1.                        |
| *Preference 3% (Dungannon), . . . . .  | Sept. 1.                        |
| *Guaranteed 4% . . . . .               | } Oct. 11.                      |
| * Do. 4 1/2% . . . . .                 |                                 |
| Preference 4% . . . . .                | } Sept. 1.                      |
| Do. 4 1/2% . . . . .                   |                                 |
| Do. 4 1/2% (Dungannon), . . . . .      |                                 |
| Guaranteed 5% (Londonderry), . . . . . | } Jan. 15.                      |
| Debenture Stocks, . . . . .            |                                 |

Any Proprietor of the Stocks to which an asterisk (\*) is prefixed can Vote at the Half-yearly Meetings, and if he holds in his own right at least £500 of any of the Stocks to which voting power is attached he can by written application to the Secretary, obtain a pass over the Company's Line to enable him to attend the Half-yearly Meeting.

### GREAT NORTHERN RAILWAY COMPANY (IRELAND).

NOTICE is hereby given that the next Half-yearly General Meeting of the Proprietors of the Great Northern Railway Company (Ireland) will be held at the Terminus of the Company, in BELFAST, on WEDNESDAY, the 20th day of August, 1884, at the hour of Twelve o'clock, noon, for the purpose of submitting the Directors' Report and Statement of Accounts of the Company for the Half-year ended the 30th day of June last, and for transacting the ordinary business of the Company.

And Notice is hereby also given, that immediately after the termination of the said Ordinary Meeting, an Extraordinary Meeting of the Proprietors of the Great Northern Railway Company (Ireland) will also be held at the Terminus of the Company, in Belfast, for the purpose of considering the provisions of an Order now before Her Majesty's Privy Council of Ireland, promoted by the Armagh and Keady Light Railway Company, Limited, having the short title of "The Armagh and Keady Light Railway Order, 1884." At such meeting the said Order, together with terms for supplying rolling stock, and subscribing to said Company, and for working and maintaining said Railway by the Great Northern Railway Company (Ireland), will be submitted to the Proprietors for their consideration and approval.

Dated this 1st day of August, 1884.

J. P. CULVERWELL,

*Secretary.*

AMIENS-STREET TERMINUS,  
DUBLIN.

12

Great Southern & Western Railway.

REPORT OF DIRECTORS,

AND

STATEMENT OF ACCOUNTS,

FOR

SIX MONTHS ENDING 30th JUNE, 1884,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

EIGHTY-FIRST

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT

KINGSBRIDGE TERMINUS, DUBLIN,

AT TWELVE O'CLOCK, NOON,

ON SATURDAY, 16TH AUGUST, 1884.

DUBLIN: Printed by ALEX. THOM & Co. (Limited), 87, 88, & 89, Abbey-street,  
The Queen's Printing Office.

The Dividends for the past half-year on the Company's  
Original and Preferential Stock will be payable on 1st September.

GREAT SOUTHERN AND WESTERN RAILWAY  
COMPANY, IRELAND.

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Notice is hereby given that the next Half-yearly General Meeting of the Shareholders of this Company will be held at the Kingsbridge Terminus, Dublin, on Saturday, the 16th day of August, 1884, at the hour of Twelve o'clock, noon, for the purpose of receiving the Report and Statement of Accounts from the Directors for the Half-year ended the 30th day of June, 1884, and of transacting the general business of the Company.

And Notice is hereby also given that after the termination of the ordinary business the Meeting will be made Special, for the purpose of creating £400,000 Debenture Stock, pursuant to the terms of "The Great Southern and Western Railway (Additional Powers) Act, 1884," and the sum of £80,000 Debenture Stock, pursuant to the terms of "The Great Southern and Western Railway (Tullow Extension) Act, 1884," with interest thereon respectively at the rate of £4 per cent. per annum, and authorizing the Directors to issue such Debenture Stocks upon such terms, at such times, and in such amounts and manner as they may consider most conducive to the interests of the Company.

By Order of the Board,

FRANCIS B. ORMSBY, *Secretary.*

KINGSBRIDGE TERMINUS, DUBLIN,  
30th July, 1884.

# Great Southern and Western Railway.

## DIRECTORS' REPORT

For the Half-year ended 30th June, 1884.

The details of the Receipts of your Line for the Half-year are as follows, viz. :—

| Description.                   | Half-year ended 30th June, 1884. |            | Half-year ended 30th June, 1883. |             | Increase. |          | Decrease.     |             |
|--------------------------------|----------------------------------|------------|----------------------------------|-------------|-----------|----------|---------------|-------------|
|                                | £                                | s. d.      | £                                | s. d.       | £         | s. d.    | £             | s. d.       |
| PASSENGERS, . . .              | 133,258                          | 12 3       | 137,450                          | 15 9        | —         | —        | 4,192         | 3 6         |
| MILITARY, . . .                | 6,275                            | 1 6        | 8,340                            | 8 3         | —         | —        | 2,065         | 6 9         |
| MAILS, . . .                   | 17,219                           | 16 0       | 17,474                           | 9 0         | —         | —        | 254           | 13 0        |
| PARCELS, HORSES, &c.,          | 19,300                           | 5 10       | 18,435                           | 18 2        | 864       | 7 8      | —             | —           |
| GOODS, . . .                   | 126,019                          | 0 0        | 138,669                          | 19 8        | —         | —        | 12,650        | 19 8        |
| COALS, . . .                   | 13,146                           | 3 3        | 12,805                           | 6 11        | 340       | 16 4     | —             | —           |
| CATTLE, . . .                  | 31,558                           | 10 5       | 28,445                           | 13 4        | 3,112     | 17 1     | —             | —           |
| <b>Total Traffic Receipts,</b> | <b>346,777</b>                   | <b>9 3</b> | <b>361,622</b>                   | <b>11 1</b> | <b>—</b>  | <b>—</b> | <b>14,845</b> | <b>1 10</b> |

The Abstract of Accounts which we now lay before you shows the balance available for Dividend to be £138,132 18s. 6d. out of which we recommend that a Dividend at the rate of Four per Cent. per annum be paid to the Proprietors of the Four per Cent. Perpetual Preferential Stock, amounting to £26,582, and that a Dividend at the rate of Four and a Quarter per Cent. per annum, amounting to £105,426 11s. 3d. be paid to the Proprietors of the Consolidated Stock of the Company, which will leave a balance of £6,124 7s. 3d. to be carried forward to the next account.

The Traffic Receipts show a decrease of £14,845 1s. 10d., as compared with the corresponding period last year.

The gross Working Expenses show a decrease of £1,741 19s. 10d.

The Permanent Way and Works have been efficiently maintained, 2,228 tons of Steel Rails and 44,148 Sleepers having been used in relaying upwards of 19 miles of the Main Line and Branches; 85.42 per cent. of the former and 32.36 per cent. of the latter have now been relaid in Steel.

The Company's Rolling Stock has also been maintained in good working order.

During the Half-year very satisfactory progress has been made in the Works of the Baltinglass Extension Line. The Works on the Killorglin Line are so far advanced that it is hoped the Line may be opened for

### Directors.

JAMES C. COLVILL, *Chairman.*

JAMES W. MURLAND, *Deputy Chairman.*

COLONEL JOHN BONHAM.

SAMUEL H. CLOSE.

WILLIAM GOULDING.

LUKE JOHN M'DONNELL.

JEROME J. MURPHY.

JOSHUA J. PIM.

WILLIAM ROBERTSON.

JOHN E. VERNON.

Traffic before the end of the year. The Report of the Company's Engineer on both of these Lines is annexed.

The Line from Clara to Banagher which this Company has undertaken to work for a term of ten years, was opened for Traffic at the end of May, and promises to be a useful feeder to the Main Line.

A project for constructing a Light Railway from Killorglin to Cahirciveen has been approved by the Privy Council; and the Grand Jury of Queen's County have agreed to guarantee a Tramway from Ballybrophy to Rathdowney. Both these undertakings will form Junctions with this Line, and when constructed are likely to prove valuable feeders. Your Directors have promised their co-operation to both these projects, subject to the approval of the Shareholders; to the former, when constructed, they propose to give on certain conditions an annual contribution, and to the latter they propose to contribute a sum of £1,000, being the difference of cost in constructing the line on the Broad instead of the Narrow Gauge; but the time has not yet arrived for submitting these proposals for your formal sanction.

After some negotiation with the Postmaster-General on the subject of the Conveyance of Mails, your Directors are glad to report that the terms of a new contract for ten years have been agreed upon at the rate of £40,000 per annum, being an increase of £8,000 on the previous contract. The new contract provides for an additional Mail Train to run in 4½ hours daily in each direction between Dublin and Queens-town, and also some Special Trains when required.

Your Directors have given this increased Service at a very low rate with the view of securing the American Mail Service and the Passenger Traffic connected therewith.

The Tullow Extension Bill and the Additional Powers Bill, promoted by this Company, have received the Royal Assent. These Acts empower the Company to create and issue £480,000 Debenture Stock. At the close of the ordinary business a Special Meeting will be held for the purpose of creating the said capital and authorizing the Directors to issue it from time to time as required.

The Bill promoted by the Dublin, Wicklow and Wexford Company for constructing the Dublin Junctions Railway has received the Royal Assent, and the agreement between the five Companies interested has been under consideration, but it is not yet sufficiently matured to bring forward for your approval. Your Directors hope to do so in the autumn.

During the Half-year £1,800 Original Stock, and £104,095 Debenture Stock has been issued, and the Premiums thereon have been carried to the credit of the Capital Account. There has been expended on Capital Account up to the end of the Half-year, on the construction of the Baltinglass Line a sum of £108,156, and of the Killorglin Line, £53,297, and on additional Rolling Stock for their use, £21,682, making a total, £183,135, which for the present is unproductive, and forms a heavy increased charge on the Revenue Account.

In the year 1850 a society was formed called the "Great Southern and Western Railway Friendly Society," with the object of ensuring to the Company's Workmen some provision during sickness, and the payment of a small sum to their representatives at death. This society was supported by the weekly contributions of its members, and was managed by them, the Company being subscribers to the extent of £100 a year. On investigation it has recently been found that the society was not in a satisfactory financial condition, and it has been therefore formally dissolved by its members.

As your Directors are of opinion that some such fund for the benefit of the Company's Workmen, mainly supported by the payments of its members, is desirable, it has been decided to start a new fund which will be entirely under the control of the Board, and to which they propose, with the sanction of the Shareholders, to contribute a sum of £300 a year.

Your Directors regret to announce the resignation, through failing health, of their esteemed colleague, Colonel George Thomson, C.B., who represented the Southern District of the Line for the past thirty-eight years. The vacancy thus caused has been filled by the election of Mr. Jerome J. Murphy, of Ladyswell Brewery, Cork.

The following Directors retire from office by rotation, and offer themselves for re-election:—Samuel H. Close, John E. Vernon, and William Robertson.

JAMES C. COLVILL,

*Chairman.*

KINGSBRIDGE TERMINUS,

DUBLIN, 1st August, 1884.

Great Southern and Western Railway,  
Engineer's Office, Inchicore, Dublin.

August 1, 1884.

BALTINGLASS EXTENSION RAILWAY.

GENTLEMEN,—

I beg to report that very satisfactory progress has been made with these works during the last six months. About 85 per cent. of the earthwork and masonry is completed, and the remainder is being actively pushed forward.

The Permanent Way is laid for a distance of 3½ miles (2 miles double and 1½ miles single).

Naas Station and the works in connexion are almost completed, and the other Stations are in progress.

KILLORGLIN RAILWAY.

These works are approaching completion. Nearly the whole of the Permanent Way is laid, and about half ballasted.

Two of the Spans of the Viaduct over the River Laune are finished, and the third is in course of erection. The Station Works are in hands.

I am, gentlemen,

your obedient servant,

KENNETT BAYLEY.

To the Chairman and Directors,  
Great Southern and Western Railway.

GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, IRELAND.

HALF-YEAR ENDING 30TH JUNE, 1884.  
No. 1.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

| ACTS OF PARLIAMENT.                     | CAPITAL AUTHORIZED. |            |                  |            | CAPITAL CREATED. |            |
|---|---------------------|------------|------------------|------------|------------------|------------|
|   | Stock.              |            | Debture Stock.   |            | Total.           |            |
|   | £                   | s. d.      | £                | s. d.      | £                | s. d.      |
| 24th and 25th Vic., Cap. 148,<br>Ditto, | 4,840,635           | 0 0        | 332,965          | 0 0        | 5,173,600        | 0 0        |
| 24th and 25th Vic., Cap. 147,           | 280,000             | 0 0        | 50,000           | 0 0        | 330,000          | 0 0        |
| 9th and 10th Vic., Cap. 167,            | 210,000             | 0 0        | 70,000           | 0 0        | 280,000          | 0 0        |
| 29th and 30th Vic., Cap. 124,           | 56,305              | 0 0        | 88,000           | 0 0        | 144,305          | 0 0        |
| 29th Vic., Cap. 57,                     | 310,000             | 0 0        | 90,000           | 0 0        | 400,000          | 0 0        |
| 34th and 35th Vic., Cap. 103,           | 13,000              | 0 0        | —                | 0 0        | 13,000           | 0 0        |
| 35th and 36th Vic., Cap. 134,           | 90,000              | 0 0        | 63,000           | 0 0        | 153,000          | 0 0        |
| 37th and 38th Vic., Cap. 43,            | 150,000             | 0 0        | 50,000           | 0 0        | 200,000          | 0 0        |
| 39th and 40th Vic., Cap. 142,           | 360,000             | 0 0        | 120,000          | 0 0        | 480,000          | 0 0        |
| 39th and 40th Vic., Cap. 98,            | —                   | 0 0        | 100,000          | 0 0        | 100,000          | 0 0        |
| 42nd and 43rd Vic., Cap. 94,            | —                   | 0 0        | 40,000           | 0 0        | 40,000           | 0 0        |
| 44th and 45th Vic., Cap. 126,           | —                   | 0 0        | 100,000          | 0 0        | 100,000          | 0 0        |
| 44th and 45th Vic., Cap. 151,           | —                   | 0 0        | 200,000          | 0 0        | 200,000          | 0 0        |
|   | —                   | 0 0        | 90,000           | 0 0        | 90,000           | 0 0        |
| <b>Total</b>                            | <b>6,309,940</b>    | <b>0 0</b> | <b>1,393,965</b> | <b>0 0</b> | <b>7,703,905</b> | <b>0 0</b> |

No. 2.—STATEMENT OF CAPITAL STOCK CREATED, SHOWING THE PROPORTION RECEIVED.

| DESCRIPTION.                                 | Amount Created.  |            | Amount Received.                       | Amount Utilised. |            |
|--|------------------|------------|--|------------------|------------|
|  | £                | s. d.      |  | £                | s. d.      |
| Ordinary Stock,                              | 4,980,840        | 0 0        | (Received to 31st December, . . . . .) | 4,959,450        | 0 0        |
| Four per Cent. Perpetual Preferential Stock, | 1,329,100        | 0 0        | (Issued during Half-year, . . . . .)   | 1,800            | 0 0        |
| <b>Total</b>                                 | <b>6,309,940</b> | <b>0 0</b> | <b>—</b>                               | <b>6,290,350</b> | <b>0 0</b> |

No. 3.—CAPITAL RAISED BY DEBENTURE STOCK.

| DESCRIPTION.                     | Amount Expended during Half-year to 30th June, 1884. |             | Amount Received during Half-year to 30th June, 1884. |             | Total amount received to 31st December, 1883. |            | Amount received during Half-year to 30th June, 1884. |            | Total amount received. |            |
|----------------------------------|--|-------------|--|-------------|---|------------|--|------------|------------------------|------------|
|                                  | £  | s. d.       | £  | s. d.       | £   | s. d.      | £  | s. d.      | £                      | s. d.      |
| Existing at 31st December, 1883, | 6,297,985  | 1 6         | 33,776   | 2 9         | 1,279,107                                     | 0 0        | 1,393,965  | 0 0        | 6,290,350              | 0 0        |
| Existing at 30th June, 1884,     | 918,212  | 0 11        | 12,682   | 6 10        | 1,883,202                                     | 0 0        | 1,883,202  | 0 0        | 1,883,202              | 0 0        |
| <b>Total</b>                     | <b>7,216,197</b>                                     | <b>1 17</b> | <b>46,458</b>  | <b>9 19</b> | <b>3,162,309</b>                              | <b>0 0</b> | <b>3,277,167</b>                                     | <b>0 0</b> | <b>8,173,552</b>       | <b>0 0</b> |

Dr.

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

| DESCRIPTION.                        | Amount Expended to 31st December, 1883. |            | Amount Expended during Half-year to 30th June, 1884. |             | Total.           |             | Total amount received to 31st December, 1883. | Amount received during Half-year to 30th June, 1884. |                | Total amount received. |                  |             |
|-------------------------------------|---|------------|--|-------------|------------------|-------------|---|--|----------------|------------------------|------------------|-------------|
|                                     | £                                       | s. d.      | £  | s. d.       | £                | s. d.       |   | £  | s. d.          | £                      | s. d.            |             |
| TO EXPENDITURE—                     |   |            |  |             |                  |             |   |  |                |                        |                  |             |
| On Lines open for Traffic,          | 6,297,985                               | 1 6        | 33,776   | 2 9         | 6,331,761        | 4 3         | 6,288,550                                     | 0 0  | 1,800          | 0 0                    | 6,290,350        | 0 0         |
| Working Stock,                      | 918,212                                 | 0 11       | 12,682   | 6 10        | 930,894          | 7 9         | 1,279,107                                     | 0 0  | 1,883,202      | 0 0                    | 1,883,202        | 0 0         |
| Queenstown Deep-water Quay,         | 15,882                                  | 1 11       | —  | —           | 15,882           | 1 11        | —   | —  | —              | —                      | —                | —           |
| Baiting Extension Railway,          | 59,993                                  | 2 11       | 48,162   | 11 3        | 108,155          | 14 2        | 92,534  | 0 8  | 11,836         | 6 0                    | 104,370          | 6 8         |
| Killorglin Railway,                 | 34,466                                  | 17 10      | 18,830   | 0 0         | 53,296           | 17 10       | —   | —  | —              | —                      | —                | —           |
| On account of North Wall Extension— | *86,888                                 | 14 2       | —  | —           | 86,888           | 14 2        | 7,660,191                                     | 0 8  | 117,781        | 6 0                    | 7,777,972        | 6 8         |
| Nos. 1 and 2,                       | 288,401                                 | 3 7        | 6  | 16 11       | 298,408          | 0 6         | —   | —  | —              | —                      | 37,314           | 13 1        |
| Nos. 3 and 4,                       | —                                       | —          | —  | —           | —                | —           | —   | —  | —              | —                      | —                | —           |
| <b>Total</b>                        | <b>7,701,779</b>                        | <b>2 0</b> | <b>113,457</b>                                       | <b>17 9</b> | <b>7,815,236</b> | <b>19 9</b> | <b>7,660,191</b>                              | <b>0 8</b>   | <b>117,781</b> | <b>6 0</b>             | <b>7,815,236</b> | <b>19 9</b> |

\* £87,024 10 0  
Cr. 1,185 15 10  
88,209 14 8

Cr.



No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 30TH JUNE, 1884.

|  | £       | s. | d. |
|--|---------|----|----|
| Additional Rolling Stock, . . . . .                                      | 12,682  | 6  | 10 |
| Balinglass Extension Railway, . . . . .                                  | 48,162  | 11 | 3  |
| Killorglin Railway, . . . . .  | 16,680  | 0  | 0  |
| North Wall Extension, 3 and 4, . . . . .                                 | 6       | 16 | 11 |
| Additional Land, . . . . .   | 1,803   | 3  | 9  |
| Cork Hydraulics and Electric Light Machinery, . . . . .                  | 12,767  | 13 | 1  |
| Remodelling Cork Yard, . . . . .   | 3,373   | 16 | 2  |
| Carriage and Wagon Shops, New Coal Stage, Cork, . . . . .                | 1,356   | 8  | 7  |
| Clara Station Works, Signalling and Tank House, . . . . .                | 1,262   | 15 | 0  |
| Extension of Engine Erecting Shop, Inchicore, . . . . .                  | 4,456   | 10 | 0  |
| New Works and Signal Shop at Thurles, Maryborough Grain Store, . . . . . | 1,682   | 16 | 8  |
| Rushbrook Footbridge, Kingsbridge New Goods Offices, . . . . .           | 1,699   | 9  | 0  |
| Buildings at Limerick Junction, Croom Siding Extension, . . . . .        | 1,397   | 8  | 1  |
| Stores Shed, Fences and New Machinery, Inchicore, . . . . .              | 800     | 9  | 10 |
| Sundry Works at Stations, Sidings, &c., along the Line, . . . . .        | 1,194   | 19 | 4  |
|  | 1,080   | 12 | 6  |
| Total Expenditure for Half-year, as per Account No. 4, . . . . .         | 113,457 | 17 | 9  |

No. 6.—RETURN OF WORKING STOCK.

|   | LOCOMOTIVES. |          | COACHING.        |                        |                         |                        |                      |                   |             |                      |                  |              | MERCHANDISE AND MINERAL. |                     |                     |        |               |                 |             |                 |                    |                |                 |                |              |                   |        |
|---|--------------|----------|------------------|------------------------|-------------------------|------------------------|----------------------|-------------------|-------------|----------------------|------------------|--------------|--------------------------|---------------------|---------------------|--------|---------------|-----------------|-------------|-----------------|--------------------|----------------|-----------------|----------------|--------------|-------------------|--------|
|   | Engines.     | Tenders. | State Carriages. | First Class Carriages. | Second Class Carriages. | Third Class Carriages. | Composite Carriages. | Passenger Trains. | Store Vans. | Post Office Porters. | Large Carriages. | Horse Boxes. | Chariotage Trucks.       | Infants Brake Vans. | Milk and Fish Vans. | Total. | Goods Trains. | Hallast Trains. | Brake Vans. | Covered Wagons. | Open Goods Wagons. | Cattle Wagons. | Hallast Wagons. | Timber Wagons. | Rail Wagons. | Iron Coal Wagons. | Total. |
| Stock on the 31st December, 1883, . . . . . | 160          | 133      | 1                | 56                     | 41                      | 126                    | 50                   | 58                | 2           | 10                   | 52               | 32           | 9                        | 14                  | 451                 | 88     | 6             | 1,610           | 684         | 570             | 142                | 74             | 40              | 24             | 3,238        |                   |        |
| Stock on the 30th June, 1884, . . . . .     | 160          | 133      | 1                | 55                     | 42                      | 130                    | 51                   | 58                | 2           | 10                   | 52               | 32           | 9                        | 14                  | 456                 | 91     | 10            | 1,610           | 731         | 570             | 142                | 94             | 40              | 24             | 3,312        |                   |        |
| Increase during the Half-year, . . . . .    |              |          |                  | 1                      |                         | 4                      | 1                    |                   |             |                      |                  |              |                          |                     |                     | 3      | 4             |                 |             |                 |                    |                |                 |                |              |                   |        |
| Decrease do., . . . . .                     |              |          |                  |                        |                         |                        |                      |                   |             |                      |                  |              |                          |                     |                     |        |               |                 |             |                 |                    |                |                 |                |              |                   |        |

No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|  | Further Expenditure.                         |                           | Total.             |
|--|--|---------------------------|--------------------|
|  | During the Half-year ending 31st Dec., 1884. | In subsequent Half-years. |                    |
| Additional Locomotives, . . . . .                        | £ 5,000                                      | £ s. d. 0 0               | £ s. d. 27,600 0 0 |
| Additional Carriages and Wagons, . . . . .               | 10,000 0 0                                   | 26,000 0 0                | 26,000 0 0         |
| Extension to Engine Erecting Shops, . . . . .            | 3,500 0 0                                    | —                         | 3,500 0 0          |
| Hydraulic Machinery, Cork, . . . . .                     | 5,500 0 0                                    | —                         | 5,500 0 0          |
| Pumping Machinery, Branch Lines, . . . . .               | 1,000 0 0                                    | 1,000 0 0                 | 2,000 0 0          |
| Cork Overhead Coal Roads, . . . . .                      | 7,000 0 0                                    | —                         | 7,000 0 0          |
| Balinglass Extension, . . . . .                          | 60,000 0 0                                   | 24,218 0 0                | 84,218 0 0         |
| Killorglin Branch, . . . . .                             | 32,729 0 0                                   | —                         | 32,729 0 0         |
| Cork Yard Remodelling, . . . . .                         | 6,117 0 0                                    | —                         | 6,117 0 0          |
| New Cottages, . . . . .                                  | 4,000 0 0                                    | —                         | 4,000 0 0          |
| Works at Stations and Sidings, . . . . .                 | 8,000 0 0                                    | —                         | 8,000 0 0          |
| Total Estimated further Expenditure of Capital . . . . . | 142,846 0 0                                  | 73,818 0 0                | 216,664 0 0        |

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No. 7.

|   |                                  |
|---|----------------------------------|
| Balance, per Account No. 4, . . . . .   | £ s. d. 37,314 13 1              |
| Less Stock and Loan Capital authorized and created, but not yet received, . . . . . | { 19,580 0 0 }<br>{ 10,763 0 0 } |
| Balance, . . . . .  | 6,961 13 1                       |

Dr.

No. 9.—REVENUE ACCOUNT.

Cr.

| EXPENDITURE.  | Half-year ended June, 1883. |       | Half-year ended June, 1884. |       | RECEIPTS.                                | Half-year ended 30th June, 1883. |         | Half-year ended 30th June, 1884. |           |         |       |
|---|-----------------------------|-------|-----------------------------|-------|--|----------------------------------|---------|----------------------------------|-----------|---------|-------|
|   | £                           | s. d. | £                           | s. d. |  | No.                              | £       | s. d.                            | No.       | £       | s. d. |
| To Maintenance of Way, Works, and Stations (see Abstract A.)            | 50,187                      | 2 7   | 47,287                      | 19 4  | By Passengers—1st Single, . . .          | 28,485                           | 11,006  | 0 4                              | 27,946    | 10,934  | 16 2  |
| " Locomotive Power (see Abstract B.)                                    | 53,224                      | 8 4   | 52,279                      | 16 3  | Do. 2nd Single, . . .                    | 74,158                           | 20,321  | 3 11                             | 70,505    | 19,432  | 15 0  |
| Do. Premises, . . .   | 1,837                       | 19 5  | 1,560                       | 2 6   | Do. 3rd Single, . . .                    | 337,430                          | 37,711  | 14 5                             | 340,082   | 34,563  | 0 1   |
| " Carriage and Wagon Repairs  | 17,389                      | 11 9  | 17,646                      | 7 4   | Do. 1st Return, . . .                    | 72,677                           | 16,655  | 0 9                              | 74,324    | 16,583  | 6 5   |
| " Traffic Expenses (see Abstract C.)                                    | 52,678                      | 15 5  | 53,742                      | 14 1  | Do. 2nd Return, . . .                    | 132,472                          | 20,616  | 10 11                            | 131,944   | 20,527  | 3 7   |
| " General Charges (see Abstract D.)                                     | 5,013                       | 16 6  | 5,182                       | 15 3  | Do. 3rd Return, . . .                    | 492,240                          | 29,677  | 10 9                             | 508,786   | 29,624  | 18 6  |
| " Compensation (Accidents and Losses), . . .                            | 1,066                       | 12 3  | 644                         | 9 1   | Military, . . .                          | 31,729                           | 8,340   | 8 3                              | 31,209    | 6,275   | 1 6   |
| " Compensation (Personal Injury), . . .                                 | 306                         | 7 6   | 751                         | 13 5  | Excess Fares and Sundries, . . .         | —                                | 2,062   | 14 8                             | —         | 1,592   | 12 6  |
| " Rates and Taxes, . . .  | 13,972                      | 6 7   | 14,967                      | 3 10  |  | 1,189,201                        | 145,791 | 4 0                              | 1,184,746 | 139,533 | 13 9  |
| " Gatemen at Level Crossings, and Police, . . .                         | 2,889                       | 18 11 | 2,245                       | 15 10 |  | —                                | —       | —                                | —         | —       | —     |
| " Rent of Kilkenny Station, . . .                                       | 512                         | 10 0  | 512                         | 10 0  | Parcels, Horses, Carriages, . . .        | —                                | 18,435  | 13 2                             | —         | 19,300  | 5 10  |
| Do. Waterford and Limerick Co., . . .                                   | 946                         | 0 10  | 946                         | 0 10  | " Mails, . . .                           | —                                | 17,474  | 9 0                              | —         | 17,219  | 16 0  |
| " Stores Management, . . .  | 1,389                       | 3 10  | 1,356                       | 2 0   | " Goods, . . .                           | —                                | 138,669 | 19 8                             | —         | 126,019 | 0 0   |
| " Haulage, Ballywilliam Extension, . . .                                | 574                         | 11 3  | 587                         | 6 7   | " Coals, . . .                           | —                                | 12,805  | 6 11                             | —         | 13,146  | 3 3   |
| " Miscellaneous Law Costs, . . .  | 574                         | 7 9   | 912                         | 10 3  | " Live Stock, . . .                      | —                                | 28,443  | 13 4                             | —         | 31,558  | 10 5  |
|   | 202,613                     | 12 11 | 200,623                     | 6 7   |  | —                                | 361,622 | 11 1                             | —         | 346,777 | 9 3   |
| Less received for Working other Lines and Hire of Carrying Stock, . . . | 1,707                       | 3 8   | 1,453                       | 17 2  | " Rents, . . .                           | —                                | 110     | 45 7                             | —         | 153     | 8 4   |
|   | 200,906                     | 9 3   | 199,164                     | 9 5   | " Rents, Southern Railway Company, . . . | —                                | 637     | 10 0                             | —         | 637     | 10 0  |
| Balance carried to Net Revenue Account, . . .                           | 161,566                     | 7 5   | 148,505                     | 8 2   | " Transfer Fees, . . .                   | —                                | 102     | 0 0                              | —         | 101     | 10 0  |
|   | 362,472                     | 16 8  | 347,669                     | 17 7  |  | —                                | 362,472 | 16 8                             | —         | 347,669 | 17 7  |

Dr.

No. 10.—NET REVENUE ACCOUNT.

Cr.

| Half-year ended June, 1883. | Half-year ended June, 1884. |         | Half-year ended June, 1883. | Half-year ended June, 1884.                             |         |     |
|-----------------------------|-----------------------------|---------|-----------------------------|---|---------|-----|
|                             | £                           | s. d.   |                             | £   | s. d.   |     |
| 24,958                      | 2 10                        | 27,664  | 0 10                        | By Balance brought from last half-year's Account, . . . | 15,508  | 9 0 |
|                             |                             | 161,566 | 7 5                         | Do. Revenue Account, No. 9, . . .                       | 148,505 | 8 2 |
|                             |                             | 202,613 | 12 11                       | " General Interest Account, . . .                       | 1,783   | 2 2 |
|                             |                             | 1,707   | 3 8                         |   |         |     |
|                             |                             | 200,906 | 9 3                         |   |         |     |
|                             |                             | 199,164 | 9 5                         |   |         |     |
|                             |                             | 148,505 | 8 2                         |   |         |     |
|                             |                             | 347,669 | 17 7                        |   |         |     |
|                             |                             | 181,265 | 19 4                        |   |         |     |
|                             |                             | 165,796 | 19 4                        |   |         |     |

(See No. 13.)

No. 11.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

| Half-year ended June 30, 1883. |       | Half-year ended June 30, 1884. |       |
|--------------------------------|-------|--------------------------------|-------|
| £                              | s. d. | £                              | s. d. |
| 156,307                        | 16 5  | 138,132                        | 18 6  |
| 26,582                         | 0 0   | 26,582                         | 0 0   |
| 123,900                        | 12 6  | 105,426                        | 11 3  |
|                                |       | 132,008                        | 11 3  |
|                                |       | 6,124                          | 7 3   |

No. 12.—ABSTRACTS.

| A. MAINTENANCE OF WAY, WORKS, &c |    |    |    | C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.                              |    |    |    |
|----------------------------------|----|----|----|---|----|----|----|
| Half-year ended June, 1883.      | £  | s. | d. | Half-year ended June, 1883.   | £  | s. | d. |
| 1,408                            | 4  | 4  |    | 183   | 13 | 3  |    |
| 19,246                           | 17 | 1  |    | 2,732   | 3  | 2  |    |
| 19,989                           | 9  | 11 |    | 5,323   | 7  | 0  |    |
| 3,210                            | 5  | 3  |    | 188   | 13 | 3  |    |
| 2,585                            | 11 | 7  |    | 2,903   | 19 | 2  |    |
| 2,347                            | 8  | 5  |    | 6,002   | 13 | 11 |    |
| 1,429                            | 13 | 0  |    | 17,389  | 11 | 9  |    |
| 50,187                           | 2  | 7  |    |   |    |    |    |
| D. TRAFFIC EXPENSES.             |    |    |    | E. GENERAL CHARGES.   |    |    |    |
| B. LOCOMOTIVE POWER              |    |    |    | F. GENERAL CHARGES.   |    |    |    |
| Half-year ended June, 1883.      | £  | s. | d. | Half-year ended June, 1883.   | £  | s. | d. |
| 1,293                            | 5  | 4  |    | 36,919  | 14 | 8  |    |
| 13,062                           | 1  | 0  |    | 9,624   | 4  | 10 |    |
| 16,843                           | 2  | 3  |    | 1,260   | 16 | 0  |    |
| 1,169                            | 15 | 9  |    | 2,771   | 10 | 11 |    |
| 1,908                            | 17 | 5  |    | 646   | 14 | 9  |    |
| 8,717                            | 12 | 7  |    | 365   | 16 | 11 |    |
| 9,317                            | 16 | 9  |    | 459   | 15 | 4  |    |
| 59,311                           | 11 | 1  |    | 527   | 8  | 4  |    |
| 912                              | 17 | 3  |    | 165   | 0  | 0  |    |
| 53,224                           | 8  | 4  |    | 865   | 4  | 7  |    |
| Miles maintained—                |    |    |    | G. TRAFFIC EXPENSES.  |    |    |    |
| Double, . . . . . 301½           |    |    |    | Salaries, Office Expenses, and General Superintendence, . . . . . 37,317 16 2 |    |    |    |
| Single, . . . . . 293½           |    |    |    | Fuel, Lighting, Water, and General Stores, . . . . . 8,983 15 7               |    |    |    |
| Total, . . . . . 495½            |    |    |    | Clothing, Stationery, Tickets, and Advertising, . . . . . 3,161 11 5          |    |    |    |
| Total, . . . . . 495½            |    |    |    | Horses, Harness, Vans, Provender, &c., . . . . . 380 0 5                      |    |    |    |
| Total, . . . . . 495½            |    |    |    | Wagon Covers, Slopes, &c., . . . . . 377 9 2                                  |    |    |    |
| Total, . . . . . 495½            |    |    |    | Miscellaneous Expenses, . . . . . 538 4 10                                    |    |    |    |
| Total, . . . . . 495½            |    |    |    | Special Expenditure, . . . . . 648 3 0  |    |    |    |
| Total, . . . . . 495½            |    |    |    | Collection and Delivery of Parcels and Goods, . . . . . 145 0 0               |    |    |    |
| Total, . . . . . 495½            |    |    |    | Clearing House Expenses, . . . . . 987 17 6                                   |    |    |    |
| Total, . . . . . 495½            |    |    |    | Telegraph Charges, . . . . . 171 2 0  |    |    |    |
| Total, . . . . . 495½            |    |    |    | Rebate from Post Office, . . . . . 53,742 14 1                                |    |    |    |
| Total, . . . . . 495½            |    |    |    | Total, . . . . . 53,742 14 1  |    |    |    |

Dr. No. 13.—GENERAL BALANCE SHEET. Cr.

|  | £       | s. | d. |   | £       | s. | d. |
|--|---------|----|----|---|---------|----|----|
| To Net Revenue Account—  |         |    |    | By Capital Account—   |         |    |    |
| Balance at Credit thereof, as per Account No. 10, . . . . .          | 138,132 | 18 | 6  | Balance at Debit thereof, as per Account, No. 4, . . . . .    | 37,314  | 13 | 1  |
| Unpaid Dividends, . . . . .  | 7,463   | 2  | 7  | General Stores—Stock on hand, . . . . .                       | 135,215 | 12 | 2  |
| Guaranteed Dividends payable or accruing and provided for, . . . . . | 27,087  | 13 | 6  | Cash at Bankers—Current Account, and Cash on hands, . . . . . | 22,787  | 7  | 7  |
| Debts due to other Companies, . . . . .                              | 1,587   | 17 | 2  | Amounts due to Company, . . . . .                             | 13,714  | 19 | 4  |
| Sundry outstanding Accounts, . . . . .                               | 23,656  | 0  | 11 | Amounts due by Clearing House, . . . . .                      | 489     | 14 | 2  |
| Compensation, Personal Injury—Reserve Fund, . . . . .                | 456     | 7  | 8  | Amounts due by Post Office, . . . . .                         | 9,175   | 10 | 8  |
| Superannuation Funds: Officers, . . . . . 9,806 18 0                 |         |    |    |   |         |    |    |
| Enginemen's, . . . . . 11,066 18 8                                   |         |    |    |   |         |    |    |
|  | 20,813  | 16 | 8  |   |         |    |    |
|  | 218,697 | 17 | 0  |   | 218,697 | 17 | 0  |

No. 14.—MILEAGE STATEMENT.

|                                      | Miles authorized. | Miles constructed. | Miles constructing or to be constructed. | Miles worked by Engines. |
|--------------------------------------|-------------------|--------------------|--|--------------------------|
| Lines owned by Company, . . . . .    | 498½              | 462½               | 36½                                      | 462½                     |
| Lines partly owned, . . . . .        | 2½                | 2½                 | —  | 2½                       |
| Lines leased or rented, . . . . .    | 7½                | 7½                 | —  | 7½                       |
|                                      | 509               | 472½               | 36½                                      | 472½                     |
| Lines worked, . . . . .              | 33                | 33                 | —  | 33                       |
| Foreign lines worked over, . . . . . | —                 | —                  | —  | 2                        |
| Total, . . . . .                     | 542               | 505½               | 36½                                      | 507½                     |

No. 15.—STATEMENT OF TRAIN MILEAGE.

| Half-year ending June, 1883. |                                     | Half-year ending June, 1884. |
|------------------------------|-------------------------------------|------------------------------|
| 813,478                      | Passenger Trains, . . . . .         | 814,295                      |
| 585,014                      | Goods and Mineral Trains, . . . . . | 586,995                      |
| 1,398,492                    | Total, . . . . .                    | 1,401,290                    |

JAMES C. COLVILL, Chairman of Company.  
JOHN R. M'CREADY, Accountant of Company.

## ENGINEERS' REPORTS.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Half-year, been maintained in good Working Condition and Repair.

KENNETT BAYLEY,  
*Engineer-in-chief.*

INCHICORE, DUBLIN,  
17th July, 1884.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, have, during the past Half-year, been maintained in good Working Order and Repair.

JOHN A. F. ASPINALL,  
*Locomotive Engineer.*

INCHICORE, DUBLIN,  
17th July, 1884.

## AUDITORS' CERTIFICATE.

We, the Auditors of the GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, do hereby certify that we have examined the Half-yearly Accounts of the Company for the Half-year ended 30th June, 1884, which are proposed to be issued to the Shareholders of said Company; and we hereby certify that said Half-yearly Accounts contain a full and true Statement of the Financial Condition of the Company; and we further certify that the Dividend of  $4\frac{1}{4}$  per cent., proposed to be declared on the Original Stock of the said Company, is *bona fide* due thereon, after charging the Revenue of the Half-year with all expenses which ought to be paid thereout in our judgment.

HENRY T. VICKERS,  
LUCIUS O. HUTTON,  
*Auditors.*

DUBLIN, 1st August, 1884.

FRANCIS B. ORMSBY,  
*Secretary.*

THE  
Limerick and Kerry Railway Company.

## REPORT OF DIRECTORS

AND

*Statement of Accounts to 30th June, 1884,*

TO BE SUBMITTED AT A

## GENERAL MEETING OF THE SHAREHOLDERS

TO BE HELD AT THE OFFICES OF THE COMPANY,

No. 6, Westminster Chambers, Victoria Street,

IN THE COUNTY OF MIDDLESEX,

ON MONDAY, THE 18th AUGUST, 1884,

AT TWELVE O'CLOCK NOON.

## Directors.

THE RIGHT HON. THE EARL OF DEVON, *Chairman*,  
Powderham Castle, Exeter.

HENRY ARTHUR HERBERT, ESQ., J.P. & D.L., *Deputy Chairman*,  
Muckross Abbey, Killarney.

GEORGE HEWSON, ESQ., J.P.,  
Ennismore, Listowel, Co. Kerry.

CHARLES EDWARD NAPIER CURLING, ESQ., J.P.,  
The Castle, Newcastle West, Co. Limerick.

FALKINER S. COLLIS SANDES, ESQ., J.P.,  
Sallowglen, Tarbert, Co. Kerry.

J. W. HUME WILLIAMS, ESQ.,  
1, Essex Court, Temple, London.

EDMOND RONAYNE MAHONY, ESQ.,  
3, Camden Quay, Cork,

JAMES SPAIGHT, ESQ., J.P.,  
77, George Street, Limerick,

EDWARD WILLIAM O'BRIEN, ESQ., D.L., } *Director for the*  
Cahirmoyle, Ardagh, Co. Limerick, } *Co. Limerick.*

GEORGE SANDES, ESQ., J.P., } *Director for the*  
Listowel. } *Co. Kerry.*

## LIMERICK & KERRY RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the Shareholders of the Limerick and Kerry Railway Company will be held at the Offices of the Company, No. 6, Westminster Chambers, Victoria Street, Westminster, in the County of Middlesex, on Monday, the 18th day of August, 1884, at Twelve o'clock noon, for the purpose of receiving the Directors' Report, with Statement of Accounts, and for the General Business of the Company.

The Transfer Books of the Company will be closed from the 11th day of August, 1884, until after the Meeting.

Dated this 1st day of August, 1884.

By Order,

CHARLES HENRY BINGHAM,

*Secretary.*

NO. 6, WESTMINSTER CHAMBERS, VICTORIA STREET,  
WESTMINSTER, LONDON.

## LIMERICK AND KERRY RAILWAY COMPANY.

### REPORT.

In submitting the Twelfth Report, with Statement of Accounts for the Half-Year ended 30th June, 1884, the Directors are glad to be able to inform you that, notwithstanding the serious depression which has weighed on all Railway traffic during the past year, your line, though not showing the progressive improvement which has attended its working hitherto, has been exempt from any very serious loss.

The Gross Receipts during the past half-year, have amounted to £7,027 16s. 4d., and the Net Receipts to £2,811 2s. 7d., as against £7,465 7s., and £2,986 2s. 9d. respectively in the corresponding period last year, being a decrease of £437 10s. 8d. in the Gross Receipts and £175 os. 2d. in the Net Receipts.

During the same period the total number of passengers carried is in excess, namely 62,156 as against 61,564, though the amount earned, £3,397 as against £3,503, shows a decrease of £106, consequent on the reduction of fares.

The goods and minerals on the other hand show a large falling off, both in weight and revenue, viz., for this half-year, 12,921 tons as against 13,910 tons in the June half-year of 1883, and the revenue, £2,323 2s. 5d. as against £2,670 1s. 9d. To a considerable extent this decrease is due to the unfortunate dispute between the Waterford and Limerick Railway Company and the Clyde Shipping Company, which has led to the whole traffic of the latter being carried over the Great Southern and Western Railway's system.

The carriage of cattle on the contrary shows a large increase in the number carried, but a very small increase in the amount earned, viz., 23,755 number of head carried for the present half-year as against 19,404 for the half-year ending June 1883, and £918 as against £912.

The following Table shows the results of the working of the Railway since its opening in December 1880:—

| Half-year ending    | Gross Receipts. |       | Net Receipts. |       | Number of Passengers. | Goods and Minerals. | Cattle. |
|---------------------|-----------------|-------|---------------|-------|-----------------------|---------------------|---------|
|                     | £               | s. d. | £             | s. d. |                       |                     |         |
| 30th June, 1881 . . | 6,254           | 12 0  | 2,501         | 16 10 | 46,805                | Tons.<br>8,899      | 9,567   |
| 31st December, 1881 | 6,723           | 9 7   | 2,689         | 7 10  | 60,452                | 9,308               | 22,684  |
| 30th June, 1882 . . | 6,775           | 12 6  | 2,710         | 4 11  | 55,133                | 11,351              | 19,567  |
| 31st December, 1882 | 8,092           | 3 4   | 3,236         | 17 4  | 71,453                | 14,448              | 37,080  |
| 30th June, 1883 . . | 7,465           | 7 0   | 2,986         | 2 9   | 61,564                | 13,910              | 19,404  |
| 31st December, 1883 | 8,634           | 12 0  | 3,453         | 16 9  | 73,603                | 13,143              | 34,680  |
| 30th June, 1884 . . | 7,027           | 16 4  | 2,811         | 2 7   | 62,156                | 12,921              | 23,755  |

The Directors feel satisfied that a light Railway to Ballybunion on the same gauge as their Railway (of which though independently constructed and worked it would form an extension), will greatly benefit this Company's undertaking, and rapidly clear the County from all liability under its guarantee. In pursuance of this view, which has been repeatedly endorsed by the Shareholders, they have twice supported an application to the Grand Jury of the County of Kerry for the necessary powers. They have, however, not succeeded in obtaining their approval of the proposed scheme. At the Spring Assizes the Grand Jury rejected the proposal of the Limerick and Kerry Light Railways and Tramways Company, Limited (in which this Company is largely interested), for a light Railway, and also the rival proposal made by the Munster Tramways Company, Limited, for a narrow-gauge Tramway.

Both schemes were brought forward at the summer Assizes, the Munster Company proposing in addition a narrow-gauge Tramway to Ballybunion and Tarbert. This latter proposal proved acceptable to the majority of the Grand Jury, but your Directors ask the authority of their Shareholders to oppose the scheme, both before the Privy Council and, if necessary, in Parliament, since the construction of a narrow-gauge Tramway between Listowel and Ballybunion, involving as it must the transshipment at Listowel of all goods and passengers, will be absolutely fatal to the development of traffic, and be productive of very great inconvenience to the public. It would, in the opinion of the Board, be better to postpone for some time any communication whatever between Listowel and Ballybunion other than such as now exists, rather than to acquiesce in the construction of a mode of communication not only inadequate for but prejudicial to the development of the district, and calculated to largely increase rather than to lighten the already heavy burden upon the cesspayers, not only for this Company, but in connection with the Tralee and Fenit Railway and the Fenit Pier and Harbour.

The Directors congratulate the Shareholders upon the passing of the Act of 1884, which has been repeatedly before them and which will in the opinion of the Board bring about a re-organisation of the Company's finances upon a very favourable basis. The results do not appear in the accounts of this half-year, and the Directors therefore merely refer to that part of the scheme.

It is, however, a subject for special congratulation that on the application of the Company Parliament has empowered each of the Grand Juries of Limerick and Kerry to appoint a Director on the Board. This provision will enable those bodies, who, as representing the cesspayers, have so considerable an interest in the financial position of the Company, and as residents in the locality, are even more interested in its efficient working, to exercise a real and direct control over the undertaking.

In exercise of this power the Grand Jury of the County of Limerick

have nominated Edward W. O'Brien, Esq., of Cahirmoyle, in the county of Limerick, and the Grand Jury of the county of Kerry have nominated George Sandes, Esq., of Listowel (formerly Deputy Chairman of this Company), to be members of the Board, and the Directors trust that the Company will derive great advantage from their co-operation and advice.

DEVON, *Chairman.*

CHARLES HENRY BINGHAM, *Secretary.*

6, WESTMINSTER CHAMBERS,  
VICTORIA STREET, LONDON,  
9th August, 1884.

## LIMERICK AND KERRY RAILWAY COMPANY.

HALF-YEAR ENDED 30TH JUNE, 1884.

No. 1.—Statement of Capital authorised and created by the Company.

| ACTS OF PARLIAMENT.                         | CAPITAL AUTHORISED. |           |           | CAPITAL CREATED OR SANCTIONED. |          |           | BALANCE.         |          |          |
|---|---------------------|-----------|-----------|--------------------------------|----------|-----------|------------------|----------|----------|
|   | Stock or Shares.    | Loans.    | Total.    | Stock or Shares.               | Loans.   | Total.    | Stock or Shares. | Loans.   | Total.   |
| 1. The Limerick and Kerry Railway Act, 1873 | £ 260,000           | £ 130,000 | £ 390,000 | £ 260,000                      | £ 78,000 | £ 338,000 | £ ...            | £ 22,000 | £ 22,000 |
| 2. " " " 1877                               |                     |           |           |                                | 30,000   | 30,000    |                  |          |          |
| 3. " " " 1881                               |                     |           |           |                                |          |           |                  |          |          |
|   | 260,000             | 130,000   | 390,000   | 260,000                        | 108,000  | 368,000   | ...              | 22,000   | 22,000   |

No. 2.—Statement of Stock and Share Capital, showing the proportion received.

| DESCRIPTION.  | AMOUNT CREATED. |  | AMOUNT RECEIVED. |  | CALLS IN ARREAR. |  | AMOUNT UNCALLED. |     | AMOUNT UNISSUED. |  |
|---|-----------------|--|------------------|--|------------------|--|------------------|-----|------------------|--|
|   | £               |  | £                |  | £                |  | £                |     | £                |  |
| Limerick and Kerry Railway Guaranteed (Limerick) Shares, £10 each | 38,000          |  | 38,000           |  | £                |  | £                |     | £                |  |
| Limerick and Kerry Railway Guaranteed (Kerry) Shares, £10 each    | 112,000         |  | 112,000          |  | ...              |  | ...              | ... | ...              |  |
| Ordinary Shares   | 110,000         |  | 109,959          |  | 41               |  | 41               |     | ...              |  |
| Rebate on Issue   | 260,000         |  | 259,959          |  | 41               |  | 41               |     | ...              |  |

No. 3.—Capital raised by Loans and Debenture Stock.

|                                  | Raised by Loans. |              |                | Raised by issue of Debenture Stock. |                |                | Total raised by Loans and Debenture Stock. |
|----------------------------------|------------------|--------------|----------------|-------------------------------------|----------------|----------------|--|
|                                  | At 6 per cent.   |              |                | At 6 per cent.                      |                |                |  |
|                                  | At 5 per cent.   | Total Loans. | At 5 per cent. | At 5 per cent.                      | At 6 per cent. | At 6 per cent. |  |
| Existing at 31st December, 1883. | £ 30,000         | £ 78,000     | £ 108,000      | £                                   | £              | £              | 108,000                                    |
| Ditto, at 30th June, 1884.       | 30,000           | 64,300       | 94,300         | ...                                 | ...            | ...            | 94,300                                     |
| Increase                         | ...              | ...          | ...            | ...                                 | ...            | ...            | ...  |
| Decrease                         | ...              | 13,700       | 13,700         | ...                                 | ...            | ...            | 13,700                                     |

Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital created as per Statement No. 1 130,000 0 0  
 Total amount raised by Loans as above 94,300 0 0

Less Temporary Loans

35,700 0 0  
 6,045 5 9  
 £29,654 14 3

Balance, being available borrowing powers at 30th June, 1884.

Dr. No. 4.—Receipts and Expenditure on Capital Account. Or.

| To EXPENDITURE:—                            | Amount Expended to 31st Dec., 1883. | Amount Expended this Half-year. | Total.                 | BY RECEIPTS:—                        |                                  |                        | Total. |
|---|-------------------------------------|---------------------------------|------------------------|--------------------------------------|----------------------------------|------------------------|--------|
|   |                                     |                                 |                        | Amounts Received to 31st Dec., 1883. | Amounts Received this Half-year. | Total.                 |        |
| On Land Works                               | £ s. d.<br>302,197 2 10             | £ s. d.<br>56,933 0 10          | £ s. d.<br>359,130 3 8 | £ s. d.<br>189,149 0 0               | £ s. d.<br>70,810 0 0            | £ s. d.<br>259,959 0 0 |        |
|   |                                     |                                 |                        | 108,000 0 0                          | Dr. 13,700 0 0                   | 94,300 0 0             |        |
|   |                                     |                                 |                        | 6,597 5 9                            | Dr. 402 0 0                      | 6,045 5 9              |        |
|   |                                     |                                 |                        | 303,656 5 9                          | 56,648 0 0                       | 360,304 5 9            |        |
| By Balance to General Balance Sheet No. 13. |                                     |                                 | £ 1,174 2 1            |                                      |                                  |                        |        |
|   |                                     |                                 | £ 360,304 5 9          |                                      |                                  | £ 360,304 5 9          |        |

No. 5.—Details of the Capital Expenditure.

|                              | Half-year ended 30th June, 1884. |       |
|------------------------------|----------------------------------|-------|
|                              | £                                | s. d. |
| Construction                 | 85                               | 0 10  |
| Land Purchases (not vouched) | 200                              | 0 0   |
| Rebate on Ordinary Shares    | 56,648                           | 0 0   |
|                              | £56,933                          | 0 10  |

No. 6.—Return of Working Stock.

Does not apply, the Line being worked by the Waterford and Limerick Railway Company.

No. 7.—Estimate for further Expenditure on Capital Account.

|                                    |        |
|------------------------------------|--------|
| On Lines open for traffic          | £500   |
| On Lines in course of construction | £6,000 |



No. 8.—Capital Powers and other Assets to meet further Expenditure, as per No. 7.

|   |  | Half-year ended 30th June, 1884. |
|---|--|----------------------------------|
|   |  | £ s. d.                          |
| Share and Loan Capital authorised, not yet created, Account No. 1 |  |                                  |
| Amount of Calls in arrear   |  | 22,000 0 0                       |
| Deduct—   |  | 41 0 0                           |
| Temporary Loans   |  | 22,041 0 0                       |
|   |  | 6,045 5 9                        |
| Balance at Credit of Capital Account (No. 4)                      |  | 15,995 14 3                      |
|   |  | 1,174 2 1                        |
|   |  | £17,169 16 4                     |

No. 9.—Revenue Account.

| Dr.  |                                  | Or.                              |                                    |
|--|----------------------------------|----------------------------------|------------------------------------|
| Half-year ended 30th June, 1883.   | Half-year ended 30th June, 1884. | Half-year ended 30th June, 1883. | Half-year ended 30th June, 1884.   |
| £ s. d.  | £ s. d.                          | £ s. d.                          | £ s. d.                            |
| EXPENDITURE.   |                                  |                                  |                                    |
| To Working Expenses, 60 per cent. of Receipts paid to Waterford and Limerick Railway Company | 4,216 13 10                      | 3,724 11 10                      | By Passengers                      |
| General Charges (E)  | 447 4 5                          | 158 13 2                         | By Parcels, Horses, Carriages, &c. |
| Arbitration Expenses   | 106 16 10                        | 2,633 6 4                        | By Goods                           |
| Engineering  | 165 15 0                         | 912 0 3                          | By Cattle                          |
|  |                                  | 36 15 5                          | By Minerals                        |
|  |                                  | 1 5 0                            | By Transfer Fees                   |
| Balance carried to Net Revenue Account   | 4,936 10 1                       |                                  |                                    |
|  | 2,096 1 3                        |                                  |                                    |
|  | £7,032 11 4                      | £7,466 12 0                      |                                    |

No. 10.—Net Revenue Account.

| Dr.   |                                  | Or.                              |   |
|---|----------------------------------|----------------------------------|---|
| Half-year ended 30th June, 1883.                            | Half-year ended 30th June, 1884. | Half-year ended 30th June, 1883. | Half-year ended 30th June, 1884.                |
| £ s. d.   | £ s. d.                          | £ s. d.                          | £ s. d.   |
| EXPENDITURE.  |                                  |                                  |   |
| To Balance from last half-year                              | 11,542 1 9                       | 17,936 13 4                      | By Balance brought from Revenue Account, No. 9  |
| Interest on Limerick and Kerry Guaranteed (Limerick) Shares | 950 0 0                          | 950 0 0                          | By Amount due by Counties of Limerick and Kerry |
| Interest on Limerick and Kerry Guaranteed (Kerry) Shares    | 2,800 0 0                        | 2,800 0 0                        |   |
| Interest on Temporary Loans                                 | 207 0 7                          | 248 7 6                          |   |
| Interest on Debentures                                      | 2,340 0 0                        | 1,997 10 0                       |   |
| Interest on Preferential Debentures                         | 750 0 0                          | 750 0 0                          |   |
| General Interest  | 38 18 4                          |                                  |   |
|   | £18,628 0 8                      | £24,682 10 10                    | Balance to General Balance Sheet, No. 13        |
|   |                                  |                                  | 20,932 10 10                                    |
|   |                                  | £18,628 0 8                      | £24,682 10 10                                   |

No. 12.—General Charges (Abstract E).

| Half-year ended 30th June, 1883. | Half-year ended 30th June, 1884. |
|----------------------------------|----------------------------------|
| £ s. d.                          | £ s. d.                          |
| Directors                        | 100 0 0                          |
| Auditors                         | 25 0 0                           |
| Salaries of Secretary and Clerks | 249 0 0                          |
| Office Expenses                  | 73 4 5                           |
|                                  | £447 4 5                         |

Dr.

No. 13.—General Balance Sheet.

Or.

|  |  | £      | s. | d. | £      | s. | d.           |
|--|--|--------|----|----|--------|----|--------------|
| To unpaid Interests                    |  | 15,896 | 12 | 0  |        |    | 138 12 2     |
| " Interest accruing and provided for   |  | 6,497  | 10 | 0  |        |    | 1,250 0 0    |
| " Temporary Loans                      |  | 3,649  | 5  | 1  |        |    | 1,123 1 3    |
| " Sundry Outstanding Accounts          |  | 231    | 18 | 8  |        |    | 3,990 13 1   |
| " Balance from Capital Account (No. 4) |  | 1,174  | 2  | 1  |        |    | 14 10 6      |
|  |  |        |    |    | 27,449 | 7  | 10           |
|  |  |        |    |    |        |    | 20,932 10 10 |
|  |  |        |    |    | 27,449 | 7  | 10           |

*24 30 June 1884*

Nos. 14 and 15.—Do not apply to this Company at present.

(Signed)

DEVON,  
*Chairman to the Company.*  
 CHARLES HENRY BINGHAM,  
*Secretary to the Company.*

AUDITORS' CERTIFICATE.

We do hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company.

8th August, 1884.

J. HENRY SCHRÖDER, F.C.A.,  
 HENRY HOLMES,  
*Auditors.*

MIDLAND GREAT WESTERN RAILWAY  
 OF IRELAND COMPANY.

FRANCIS B. ORMSBY,  
*Secretary.*

SEVENTY-EIGHTH HALF-YEARLY MEETING,

THURSDAY, the 4th day of September, 1884.

NOTICE is hereby given, that the next Half-Yearly General or Ordinary Meeting of the Proprietors in the Company, will be held at the Company's Office, BROADSTONE STATION, in the City of Dublin, on THURSDAY, the 4th day of September next, at the hour of One o'Clock in the afternoon, to receive the Report of the Directors, and Statement of Accounts, and to transact the ordinary business of the Company.

The Transfer Books of the Company will be closed from THURSDAY, the 21st day of August, to THURSDAY, the 4th day of September, both days inclusive.

RALPH S. CUSACK, *Chairman.*  
 GEO. WM. GREENE, *Secretary.*

BROADSTONE STATION, DUBLIN,  
 6th August, 1884.

NOTICE is also hereby given that an Extraordinary or Special General Meeting of the Proprietors in the Company, will be held at the Company's Office, Broadstone Station, in the City of Dublin, at the conclusion of the ordinary half-yearly meeting, on Thursday, the 4th day of September next, for the purpose of considering, and if thought fit, sanctioning and consenting to the repayment of the whole of the principal monies remaining due to the Loan Commissioners; and for that purpose authorising the borrowing and taking up so much of the sum of £327,615 8s. 3d. authorised to be raised by the Company's Act of 1877 as shall not have been theretofore raised and applied in paying off and extinguishing the principal monies due to the said Loan Commissioners.

RALPH S. CUSACK, *Chairman.*  
 GEO. WM. GREENE, *Secretary.*

BROADSTONE STATION, DUBLIN,  
 13th August, 1884.

**DIRECTORS.**

SIR RALPH SMITH CUSACK, D.L., J.P., Furry Park, Raheny,  
*Chairman.*  
 RICHARD OWEN ARMSTRONG, J.P., Clifton Terrace, Monkstown,  
 County Dublin.  
 RT. HON. VISCOUNT GOUGH, Lough Cutra Castle, Gort; and St. Helen's  
 Booterstown.  
 GEORGE WOODS MAUNSELL, D.L., J.P., Merrion Square, South, Dublin,  
 GEORGE MORRIS, D.L., Galway, and 48 Lower Leeson Street, Dublin.  
 CAPTAIN THOMAS JAMES SMYTH, D.L., J.P., Ballynegall, Mullingar.  
 ROBERT WARREN, D.L., J.P., Rutland Square, Dublin.

**AUDITORS.**

ANTHONY O'NEILL, J.P., Ardrugh, Dalkey.  
 GEORGE CREE, 40 Upper Mount Street, Dublin.

**ORDINARY AND PREFERENCE STOCKS OF THE COMPANY.**

|                           | TRANSFER BOOKS. |              | DIVIDENDS PAYABLE. |
|---------------------------|-----------------|--------------|--------------------|
|                           | Close           | Re-open      |                    |
| Five per cent. Preference | } Aug. 21st.    | } Sept. 5th. | } Sept. 25th.      |
| Four per cent. Preference |                 |              |                    |
| Consolidated              |                 |              |                    |

NOTE.—Proprietors holding in their own right not less than £200 of these Stocks, to which alone voting power is attached, can, by written application to the Secretary, obtain a pass over the Company's Line to attend the Half-yearly Meeting, and are qualified to vote.

*Shareholders are requested, in case of change of address at any time, to notify the same in writing to the Secretary. The address at present registered is that to which this Report is now forwarded.*

HALF-YEARLY MEETING ... 4th SEPTEMBER  
 DIVIDEND PAYABLE ... 25th SEPTEMBER

**REPORT OF THE DIRECTORS.**

DUBLIN, 13th August, 1884.

THE Half-yearly Statement of Accounts, duly audited and verified, which accompanies this Report, exhibits the following results as compared with the corresponding period of the preceding year:—

|   | 1883.   |       | 1884.   |       | Decrease. |       |
|---|---------|-------|---------|-------|-----------|-------|
|   | £       | s. d. | £       | s. d. | £         | s. d. |
| Receipts from Passengers, &c.<br>Merchandise, Cattle, &c. ... | 93,148  | 10 8  | 92,496  | 1 10  | 652       | 8 10  |
|   | 118,632 | 13 3  | 105,581 | 5 7   | 13,051    | 7 8   |
| A. to Galway—Passengers &c.<br>Do. Merchandise, Cattle, &c.   | 211,781 | 3 11  | 198,077 | 7 5   | 13,703    | 16 6  |
|   | 9,747   | 2 0   | 9,617   | 4 4   | 129       | 17 8  |
|   | 11,414  | 3 9   | 10,144  | 14 6  | 1,269     | 9 3   |
|   | 232,942 | 9 8   | 217,839 | 6 3   | 15,103    | 3 5   |

Showing a Net Decrease of £15,103 3s. 5d.

|   |          |      |              |
|---|----------|------|--------------|
| Receipts from the Railway ...   | £198,077 | 7 5  |              |
| Royal Canal ...   | 3,183    | 14 7 |              |
| Rents ...   | 3,358    | 3 7  |              |
| Transfer Fees ...   | 64       | 12 6 |              |
| Interest on Government Stock, &c. ...   | 83       | 1 7  |              |
| Great Northern and Western Dividend ...   | 2,975    | 8 9  | 207,742 8 5  |
| <b>Expenditure</b> on the Railway ...   | 106,380  | 9 10 |              |
| "    Royal Canal ...  | 3,197    | 4 5  |              |
|   | £109,577 | 14 3 |              |
| Interest on Mortgage and Debenture Stock,<br>Great Northern and Western Rent,<br>Dublin and Meath, and Navan and<br>Kingscourt proportions, and deficiency<br>on Athlone to Galway Extension .. | 48,476   | 13 2 | 158,054 7 5  |
|   |          |      | 49,688 1 0   |
| Surplus from last half-year ..  |          |      | 9,447 17 2   |
|   |          |      | £59,135 18 2 |

Out of which the Directors recommend that the following Dividends be declared and payable on and after 25th Sept.

|   |        |      |
|---|--------|------|
| At the rate of 5 per cent. per annum on the Five per cent. Preference Stock, amounting to ... | £7,500 | 0 0  |
| And of 4 per cent. per annum on the Four per cent. Preference Stock, amounting to ...         | 10,656 | 10 0 |
| And of 3 per cent. per annum on the Consolidated Stock of the Company, amounting to ...       | 35,550 | 0 0  |
|   | 53,706 | 10 0 |

And the Balance  
 be carried to the credit of next half-year's accounts.

£5,429 8 2

*x 2962 .. 10 .. 0 = 1/4 %*

## DAY OF MEETING.

The Half-yearly Meeting has been convened for Thursday, the 4th September, and the accounts made up to the 30th June last, are now placed in the hands of the Shareholders.

## HALF-YEARLY WORKING.

The net revenue account, No. 10, after providing for payment of Working Expenses, Interest on Loans and Debenture Stocks, and Rents of Leased Lines, shows an available balance of £59,135 18s. 2d. The dividends on the Preference Stocks amount to £18,156 10s., leaving a balance of £40,979 8s. 2d., out of which the Directors recommend that a dividend be paid at the rate of three per cent. per annum on the Consolidated Stock of the Company, carrying forward the sum of £5,429 8s. 2d. to the credit of next half-year's accounts. Your Company has, as might have been expected, shared in the general reduction of receipts which has extended during the past half year to almost every Railway Company.

## PERMANENT WAY AND ROLLING STOCK.

The usual certificates of the Engineers as to the state of the Line and Rolling Stock are appended.

During the half-year, the following materials were used for relaying the Permanent Way, and charged in the accounts for the half-year:—

2,338 Tons Steel Rails and Fastenings.  
38,804 Creosoted Sleepers.

Upwards of 400 miles of Line have now been relaid with steel rails. The Bridge over the river Inny has been strengthened and improved, and the cost charged to revenue.

The charge for maintenance of Way, Works, &c., amounts to £36,522 16s. 4d., representing £16.76 per cent. on the receipts, or 10d. per train mile.

The Locomotive Revenue Expenditure includes the cost of rebuilding 2 Engines, 49 Wagons, and 5 Carriages.

## KILLESHANDRA BRANCH.

The Engineer reports that the Contractors are making satisfactory progress in the construction of this line. The works are now being carried on over the entire Branch from Crossdoney to Killeshandra.

## CITY OF DUBLIN JUNCTION RAILWAYS.

The Bill introduced into Parliament by the Dublin, Wicklow, and Wexford Company, and sanctioned by the Shareholders of this Company at the last Half-yearly Meeting, has now become law. Negotiations have been going on between the Directors of the five Companies interested in the undertaking for the purpose of framing an equitable agreement; should such be decided on, it will be laid before the Shareholders in the usual course.

## TRAMWAYS AND PUBLIC COMPANIES ACT, 1883.

Your Directors had hoped to have brought before you for approval a resolution enabling your Company to contribute to a line of Railway from Loughrea to Attymon. The terms submitted by the promoters were, however, of such a nature as would not have warranted your Board in recommending to you the large outlay stated to be necessary for the completion of the work.

## POST OFFICE AGREEMENT.

The Postal authorities have intimated to your Directors a desire that the hours of starting and arrival of the Day Mail to and from Galway and Sligo should be altered. As yet no communication as to increased speed of the Mail Trains has been received, although an offer to accelerate the Trains has been made to the Postmaster General by your Board. Your Directors are prepared to do all in their power to meet the wishes of the public for an improved Mail Service.

## GALWAY LOAN.

The advance in the market value of Debenture Stocks makes the time favorable for repaying to the Treasury the balance due of the £500,000 advanced in 1849, for constructing the line from Athlone to Galway. Your Directors bring this matter before you, as a desirable opportunity may be obtained for repaying the Treasury, and thus secure the permanent placing of the Debenture Stock necessary. The Meeting, as required by the Act of Parliament, will be made special for the purpose of submitting a resolution for the approval of the Proprietors.

## DIRECTORS.

Mr. GEORGE MORRIS and Mr. ROBERT WARREN, two of the Directors, retire by rotation, and being eligible, they offer themselves for re-election.

RALPH S. CUSACK, *Chairman.*

# MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY.

Accounts for the Half-year ended 30th June, 1884.

## No. 1.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

| Acts of Parliament.        | CAPITAL AUTHORIZED. |               |               | CAPITAL CREATED OR SANCTIONED. |             |               |
|----------------------------|---------------------|---------------|---------------|--------------------------------|-------------|---------------|
|                            | Stock and Shares.   | Loans.        | Total.        | Stock and Shares.              | Loans.      | Total.        |
| 28 Vic., cap. 40 ...       | £ 2,750,000         | £ s. d.       | £ s. d.       | £ 2,750,000                    | £ s. d.     | £ s. d.       |
| 32 & 33 Vic., cap. 52 ...  | —                   | 135,800 0 0   | —             | —                              | 135,800 0 0 | —             |
| 37 & 38 Vic., cap. 57 ...  | —                   | 500,000 0 0   | —             | —                              | 500,000 0 0 | —             |
| 40 & 41 Vic., cap. 139 ... | 100,000             | 702,200 0 0   | 5,207,146 9 3 | —                              | 702,200 0 0 | 5,207,146 9 3 |
| 44 & 45 Vic., cap. 97 ...  | 300,000             | 171,000 0 0   | —             | 100,000                        | 33,300 0 0  | —             |
|                            | 250,000             | 100,000 0 0   | —             | 300,000                        | 100,000 0 0 | —             |
|                            | 3,400,000           | 80,000 0 0    | 5,207,146 9 3 | 250,000                        | 84,846 9 3  | 5,207,146 9 3 |
|                            |                     | 1,807,146 9 3 |               | 1,807,146 9 3                  |             |               |

## No. 2.—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| DESCRIPTION.                        | Amount Created. | Amount Received. | Amount Unissued. |
|-------------------------------------|-----------------|------------------|------------------|
| ORDINARY STOCK ...                  | £ 2,370,000     | £ s. d.          | £ s. d.          |
| PREFERENCE STOCK—Five per cent. ... | 300,000 0 0     | 213,600 0 0      | —                |
| ” Four per cent. ...                | 730,000 0 0     | 300,000 0 0      | 197,175 0 0      |
| * Amount of Stock issued ...        | 3,400,000 0 0   | 3,192,825 0 0    | 197,175 0 0      |
| Less Discount to Shareholders ...   | —               | —                | —                |
|                                     | £3,390,000 0 0  |                  |                  |

## No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

|   | RAISED BY LOANS.                |                 |                | RAISED BY ISSUE OF DEBENTURE STOCKS. |                 |                        | Total raised by Loans and by Debenture Stocks. |
|---|---------------------------------|-----------------|----------------|--------------------------------------|-----------------|------------------------|--|
|   | Government Loan at 3½ per Cent. | At 4½ per Cent. | Total Loans.   | At 4 per Cent.                       | At 4½ per Cent. | Total Debenture Stock. |  |
| Existing at 31st December, 1883 ...   | £ 242,468 15 5                  | £ 55,800        | £ s. d.        | £ 493,000                            | £ 201,700       | £ 1,160,800            | £ s. d.  |
| Existing at 30th June, 1884 ...   | 234,008 9 8                     | 55,800          | 208,068 15 5   | 466,103                              | 201,700         | 1,168,208              | 1,458,871 15 5                                 |
| Increase ...  | —                               | —               | 289,868 9 8    | 473,508                              | —               | —                      | 1,450,016 9 8                                  |
| Decrease ...  | 8,260 5 9                       | —               | 8,260 5 9      | 7,405                                | —               | 7,405                  | 855 5 9  |
| Total amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. 1 ... | £1,807,146 9 3                  | £1,807,146 9 3  | £1,807,146 9 3 | £1,807,146 9 3                       | £1,807,146 9 3  | £1,807,146 9 3         | £1,807,146 9 3                                 |
| Less Government Loan paid off to this date, as per No. 4 ...  | —                               | —               | —              | —                                    | —               | —                      | —  |
| Total Amount raised by Loans and by Debenture Stock as above ...  | £1,807,146 9 3                  | £1,807,146 9 3  | £1,807,146 9 3 | £1,807,146 9 3                       | £1,807,146 9 3  | £1,807,146 9 3         | £1,807,146 9 3                                 |
| Balance, being available Borrowing Powers at 30th June, 1884 ...  | —                               | —               | —              | —                                    | —               | —                      | —  |

| To EXPENDITURE—                          | Amount Expended during Half-year ending 31st Dec., 1883. |      | Amount Expended during Half-year ending 30th June, 1884. |      | Total     | £  | s. | d.  |
|--|--|------|--|------|-----------|----|----|---|
|  | £  | s.   | £  | s.   |           |    |    |   |
| On Lines open for Traffic—(No. 5)        | 3,950,383  | 14 9 | 12,639   | 18 8 | 3,963,023 | 13 | 5  | ...   |
| On Lines in course of Construction—No. 5 | 14,542   | 18 0 | 10,584   | 6 7  | 25,127    | 4  | 7  | ...   |
| Working Stock                            | 586,635  | 19 2 | 2,430  | 13 9 | 583,066   | 12 | 11 | ...   |
| Subscriptions to other Railways          | 113,350  | 0 0  | —  | —    | 113,350   | 0  | 0  | ...   |
|  |  |      |  |      |           |    |    | By RECEIPTS—                                |
|  |  |      |  |      |           |    |    | Shares and Stocks, per Account No. 2        |
|  |  |      |  |      |           |    |    | Royal Canal Mortgage                        |
|  |  |      |  |      |           |    |    | Debtenture Stock, per Account No. 3         |
|  |  |      |  |      |           |    |    | Athlone to Galway Loan, 12 & 13 Vic. c. 62. |
|  |  |      |  |      |           |    |    | Less paid off to this date                  |
|  |  |      |  |      |           |    |    | 265,991 10 4                                |
|  |  |      |  |      |           |    |    | Balance                                     |
|  |  |      |  |      |           |    |    | 4,650,841 9 8                               |
|  |  |      |  |      |           |    |    | 33,726 1 3                                  |
|  |  |      |  |      |           |    |    | 4,684,567 10 11                             |

## No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 30TH JUNE, 1884.

| LINES OPEN FOR TRAFFIC—  | Amount Expended during Half-year ending 31st Dec., 1883. |     | Amount Expended during Half-year ending 30th June, 1884. |     | Total | £      | s. | d. |
|--|--|-----|--|-----|-------|--------|----|----|
|  | £  | s.  | £  | s.  |       |        |    |    |
| Lands...   | ...  | ... | ...  | ... | ...   | 283    | 10 | 9  |
| Artizans' Cottages and New Roads   | ...  | ... | ...  | ... | ...   | 5011   | 17 | 8  |
| Hydraulic Cranes, North Wall, and Tank-houses, Mullingar and Roscommon                           | ...  | ... | ...  | ... | ...   | 1,527  | 3  | 11 |
| Interlocking Signals, Fernstock and Killock; New Turntables, Broadstone, and Tools and Machinery | ...  | ... | ...  | ... | ...   | 2,661  | 19 | 4  |
| Cost of Extra Weight of 2,338 tons of Rails, and Fastenings used in re-laying                    | ...  | ... | ...  | ... | ...   | 2,555  | 7  | 0  |
|  |  |     |  |     |       | 12,639 | 18 | 8  |
| LINES IN COURSE OF CONSTRUCTION—Killeshandra Branch  | ...  | ... | ...  | ... | ...   | 19,884 | 6  | 7  |
| WORKING STOCK—Vacuum Brake Materials   | ...  | ... | ...  | ... | ...   | 2,430  | 13 | 9  |
|  |  |     |  |     |       | 25,554 | 19 | 0  |

## No. 6.—RETURN OF WORKING STOCK FOR HALF-YEAR ENDING 30TH JUNE, 1884.

|                              | LOCO-MOTIVE. |          | COACHING.              |                         |                        |                      |                 |                 |              |            |               |        | MERCHANDISE AND MINERALS. |                       |                |                |                |              |                 |              |                    |             |        |   |
|------------------------------|--------------|----------|------------------------|-------------------------|------------------------|----------------------|-----------------|-----------------|--------------|------------|---------------|--------|---------------------------|-----------------------|----------------|----------------|----------------|--------------|-----------------|--------------|--------------------|-------------|--------|---|
|                              | Engines.     | Tenders. | First Class Carriages. | Second Class Carriages. | Third Class Carriages. | Composite Carriages. | State Carriage. | Carrage Trucks. | Horse Boxes. | Fish Vans. | Luggage Vans. | Total. | Open Box Goods Wagons.    | Covered Goods Wagons. | Cattle Trucks. | Timber Trucks. | Boiler Trucks. | Powder Vans. | Ballast Wagons. | Coal Wagons. | Travelling Cranes. | Brake Vans. | Total. |   |
| Stock on 31st December, 1883 | 100          | 98       | 16                     | 14                      | 88                     | 40                   | 1               | 22              | 56           | 30         | 31            | 208    | 151                       | 1544                  | 42             | 42             | 2              | 2            | 102             | 90           | 2                  | 48          | 2,025  |   |
| " 30th June, 1884            | 100          | 98       | 19                     | 14                      | 88                     | 37                   | 1               | 22              | 56           | 30         | 31            | 208    | 151                       | 1556                  | 30             | 42             | 2              | 2            | 102             | 90           | 2                  | 48          | 2,025  |   |
| Increase during Half-year    | —            | —        | 3                      | —                       | —                      | —                    | —               | —               | —            | —          | —             | —      | —                         | —                     | —              | —              | —              | —            | —               | —            | —                  | —           | —      |   |
| Decrease "                   | —            | —        | —                      | —                       | —                      | —                    | —               | —               | —            | —          | —             | —      | —                         | —                     | —              | —              | —              | —            | —               | —            | —                  | —           | —      | — |

3 Composites renewed as First Class. 12 Cattle Wagons renewed as Covered Goods.

## No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|   | FURTHER EXPENDITURE.                         |                           | TOTAL.  |
|---|--|---------------------------|---------|
|   | During the Half-year ending 31st Dec., 1884. | In subsequent Half-years. |         |
| Lines open for Traffic—Interlocking Signals and other Works | £1,500                                       | Not ascertained.          | £1,500  |
| Branch to Killeshandra                                      | £10,000                                      | £20,000                   | £30,000 |

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No. 7.

|  |     |     |     |     |     |     |     |     |     |         |    |    |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|----|----|
| Share Capital created, but not yet issued, as per Account No. 3  | ... | ... | ... | ... | ... | ... | ... | ... | ... | £       | s. | d. |
| Loan Capital created, but not yet received, as per Account No. 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 197,475 | 0  | 0  |
|  |     |     |     |     |     |     |     |     |     | 83,138  | 9  | 3  |
|  |     |     |     |     |     |     |     |     |     | 280,313 | 9  | 3  |
|  |     |     |     |     |     |     |     |     |     | 33,726  | 1  | 3  |
| Less per Account No. 4   | ... | ... | ... | ... | ... | ... | ... | ... | ... | 246,587 | 8  | 0  |

RAILWAY FROM ATHLONE TO GALWAY.  
*Account of Receipts and Expenditure for the Half-year ended 31st June, 1884, as certified by Robert Morrough, Esq., Government Auditor, under 12 and 13 Vic., cap. 62, and 28 and 29 Vic., cap. 210.*

DR.

| Half-year ended 30th June, 1883. | EXPENDITURE.   |        |    | Half-year ended 30th June, 1884. | RECEIPTS.                       |        |     | Half-year ended 30th June, 1884. |    |   |
|----------------------------------|--|--------|----|----------------------------------|---------------------------------|--------|-----|----------------------------------|----|---|
| £ s. d.                          | £  | s.     | d. | £                                | s.                              | d.     | £   | s.                               | d. |   |
| 6,959 13 6                       | To Maintenance of Way, Works, &c.—See Abstract A.                          | 6,196  | 4  | 10                               | By Passengers—                  | 9,163  | ... | £1,924                           | 14 | 2 |
| 2,668 13 9                       | " Locomotive Power   | 2,752  | 13 | 4                                | 1st Class                       | 8,006  | ... | 1,283                            | 3  | 3 |
| 1,248 16 9                       | " Carriage and Wagon Repairs   | 1,202  | 11 | 11                               | 2nd "                           | 48,317 | ... | 4,199                            | 11 | 4 |
| 2,668 13 3                       | " Traffic Expenses   | 2,657  | 17 | 3                                | 3rd "                           | 65,486 | ... | 7,407                            | 8  | 9 |
| 545 18 8                         | " General Charges  | 544    | 6  | 11                               | Parcels, Horses, Carriages, &c. | ...    | ... | 625                              | 5  | 2 |
|                                  | " Compensation—  |        |    |                                  | " Mails                         | ...    | ... | 1,584                            | 10 | 5 |
| 36 2 3                           | Personal Injury  | 52     | 6  | 2                                |                                 |        |     |                                  |    |   |
| 55 19 8                          | Merchandise, &c.   | 22     | 18 | 5                                | Merchandise                     | ...    | ... | 7,346                            | 5  | 7 |
|                                  |  |        |    |                                  | " Live Stock                    | ...    | ... | 2,680                            | 18 | 5 |
| 248 10 1                         | " Rates and Taxes  | 75     | 4  | 7                                | " Minerals                      | ...    | ... | 117                              | 10 | 6 |
| 14,432 12 11                     | " Interest, at 3½ per cent. per annum, on £470,000, 17 & 18 Vic., cap. 124 | 520    | 3  | 7                                | " Balance                       | ...    | ... | 22,174                           | 2  | 5 |
| 8,225 0 0                        |  | 13,949 | 2  | 5                                |                                 |        |     |                                  |    |   |
| 22,657 12 11                     |  | 8,225  | 0  | 0                                |                                 |        |     |                                  |    |   |

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DR.

| Half-year ended 30th June, 1883. | EXPENDITURE.                                      |         |    | Half-year ended 30th June, 1884. | RECEIPTS.                            |         |        | Half-year ended 30th June, 1884. |    |    |
|----------------------------------|---|---------|----|----------------------------------|--------------------------------------|---------|--------|----------------------------------|----|----|
| £ s. d.                          | £   | s.      | d. | £                                | s.                                   | d.      | £      | s.                               | d. |    |
| 33,401 14 11                     | To Maintenance of Way, Works, &c.—See Abstract A. | 31,326  | 11 | 6                                | By Passengers—                       | £16,887 | 0      | 9                                |    |    |
| 25,591 16 5                      | " Locomotive Power                                | 25,727  | 11 | 0                                | 1st Class                            | 38,944  | 9,979  | 6                                | 10 |    |
| 11,973 14 8                      | " Carriages and Wagon Repairs                     | 11,238  | 19 | 0                                | 2nd "                                | 390,077 | 49,995 | 16                               | 10 |    |
| 36,004 4 9                       | " Traffic Expenses                                | 27,919  | 6  | 1                                | 3rd "                                | 479,758 | 76,862 | 4                                | 5  |    |
| 5,897 17 3                       | " General Charges                                 | 5,621   | 3  | 4                                | Parcels, Horses, Carriages, &c.      | ...     | ...    | 8,491                            | 4  | 10 |
| 1,238 9 10                       | " Law Charges                                     | 345     | 15 | 0                                | " Mails                              | ...     | ...    | 7,142                            | 12 | 7  |
|                                  | " Compensation—Personal Injury                    | 539     | 5  | 0                                | Merchandise                          | ...     | ...    | 76,462                           | 17 | 2  |
| 718 17 5                         | Merchandise, &c.                                  | 197     | 8  | 9                                | Live Stock                           | ...     | ...    | 25,527                           | 1  | 5  |
| 3,333 8 2                        | " Rates and Taxes                                 | 736     | 13 | 9                                | Minerals                             | ...     | ...    | 3,591                            | 7  | 0  |
| 112,531 0 5                      | " Royal Canal—Wages, Repairs, and Taxes,          | 3,464   | 10 | 2                                | " Royal Canal—Tolls and Water Supply | ...     | ...    | 105,581                          | 5  | 7  |
| 3,284 16 11                      | " Balance carried to Net Revenue Account          | 106,380 | 9  | 10                               | " Rents                              | ...     | ...    | 198,077                          | 7  | 5  |
| 115,815 17 4                     |   | 3,197   | 4  | 5                                | " Transfer Fees                      | ...     | ...    | 64                               | 12 | 6  |
| 102,361 5 8                      |   | 109,577 | 14 | 3                                |                                      |         |        |                                  |    |    |
| 218,177 8 0                      |   | 95,106  | 3  | 10                               |                                      |         |        |                                  |    |    |

No. 9.—REVENUE ACCOUNT.

CR.





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## No. 13.—GENERAL BALANCE SHEET.

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|  | £      | s. | d. |  | £       | s. | d. |
|--|--------|----|----|--|---------|----|----|
| To Net Revenue Acct., Balance at Credit thereof, as per Acct. No. 10 | 59,135 | 18 | 2  | By Capital Account, Balance at Debit thereof, as per Acct. No. 4 | 33,726  | 1  | 3  |
| Unpaid Dividends and Interest  | 8,008  | 10 | 6  | Cash at Bankers, Current Account, and Cash on hand               | 25,609  | 18 | 11 |
| Due to other Companies   | 16,778 | 18 | 1  | Cash invested in Government Securities                           | 5,158   | 9  | 0  |
| Bills Payable  | 11,839 | 17 | 3  | General Stores—Stock of Materials on hand                        | 38,938  | 15 | 2  |
| Sundry Outstanding Accounts  | 29,576 | 10 | 11 | Amounts due by other Companies                                   | 2,610   | 15 | 1  |
|  |        |    |    | Amount due by Post Office  | 4,363   | 11 | 6  |
|  |        |    |    | Sundry Outstanding Accounts                                      | 6,552   | 4  | 0  |
|  |        |    |    | Way Renewal Suspense Account                                     | £9,000  |    |    |
|  |        |    |    | Less charged off this half-year                                  | 1,000   |    |    |
|  |        |    |    |  | 8,000   | 0  | 0  |
|  |        |    |    |  | 125,339 | 14 | 11 |
|  |        |    |    |  | 125,339 | 14 | 11 |

## No. 14.—MILEAGE STATEMENT.

| Half-year ended 30th June, 1884. | Miles authorized. | Miles constructed. | Miles constructing or to be constructed. | Miles worked by Engines. |
|----------------------------------|-------------------|--------------------|--|--------------------------|
| Lines owned by the Company       | 264½              | 264½               | 7  | 264½                     |
| Do. leased or rented             | 160½              | 160½               | —  | 160½                     |
| Total,                           | 425½              | 425½               | 7  | 425½                     |

## No. 15.—STATEMENT OF TRAIN MILEAGE.

| Half-year ended 30th June, 1883. | Half-year ended 30th June, 1884. |                 |
|----------------------------------|----------------------------------|-----------------|
|                                  | A. to G.                         | Midland System. |
| Passenger Trains                 | 486,059                          | 63,216          |
| Goods and Mineral Trains         | 318,770                          | 21,449          |
| Total                            | 804,829                          | 84,665          |

RALPH S. CUSACK, *Chairman of Company.*  
THOMAS BENNETT, *Accountant of Company.*

## CERTIFICATE RESPECTING THE PERMANENT WAY, &amp;c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canal and other Works, have, during the past Half-year, been maintained in good Working Condition and Repair.

*Dated 14th August, 1884.*

G. NEWENHAM KELLY, *Chief Engineer.*

## CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, have, during the past Half-year, been maintained in good Working Order and Repair.

*Dated 14th August, 1884.*

MARTIN ATOCK, *Locomotive Engineer.*

## AUDITOR'S CERTIFICATE.

We, the Auditors of the MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY, have examined the Accounts of the Company for the Half-year ended the 30th June, 1884, which are proposed to be issued to the Shareholders, and we hereby certify that the said Half-yearly Accounts contain a full and true statement of the Financial condition of the Company; and we further certify that the Dividend at the rate of Three Pounds per cent. per annum, proposed to be declared on the Original Stock of the said Company, is *bona fide* due thereon, after charging the revenue of the Half-year with all expenses which ought to be paid thereout in our judgment.

DUBLIN, 19th August, 1884.

ANTHONY O'NEILL.  
GEORGE CREE.

FRANCIS B. ORMSBY,  
*Secretary.*

15

# WATERFORD & CENTRAL IRELAND RAILWAY.

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## HALF-YEARLY REPORT AND ACCOUNTS TO THE SHAREHOLDERS, AT GENERAL MEETING, NOVEMBER 18th, 1884.

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NOTICE IS HEREBY GIVEN, that the next HALF-YEARLY GENERAL MEETING of the Proprietors of this Company, will be held, "pursuant to the Act of Parliament," at the CANNON STREET HOTEL, CANNON STREET, in the CITY of LONDON, on TUESDAY, NOV. 18th, Instant, at One o'Clock precisely, for the transaction of the ordinary business of the Company.

The Transfer Books will be Closed from TUESDAY, the 11th Instant, and will not be opened until after the said Half-Yearly General Meeting.

(By Order),

WILLIAM WILLIAMS, SECRETARY.

WATERFORD TERMINUS,  
Nov. 1st, 1884.

## Waterford and Central Ireland Railway.

### DIRECTORS :

|   |   |
|---|---|
| THOMAS ADAMS, Esq., 6, Sydney Terrace, Lewisham, Kent.          | JOSEPH STRANGMAN, Esq., D.L., J.P., Ferrybank House, Waterford.                 |
| JOHN NUGENT CAHILL, Esq., J.P., Ballyconra House, Co. Kilkenny. | CHARLES EVAN THOMAS, Esq., Gnoll, Neath.  |
| ROBERT DOBBYN, Esq., Colbeck-street, Waterford.                 | WALTER CHARLES VENNING, Esq., 80, Gresham House, Old Broad-street, London, E.C. |
| JAMES J. PHELAN, Esq., 2, Adelphi Terrace, Waterford.           | Sir CHARLES WHETHAM, 52, Gordon Square, London.                                 |

### DIRECTORS' REPORT.

The usual Statements of Accounts for the half-year are annexed.

The details of the Traffic Receipts of your Line are as follows, viz. :—

| Description.                  | Half-year ended   | Half-year ended   | Increase.     | Decrease.       |
|-------------------------------|-------------------|-------------------|---------------|-----------------|
|                               | 29th Sept., 1884. | 29th Sept., 1883  |               |                 |
|                               | £ s. d.           | £ s. d.           | £ s. d.       | £ s. d.         |
| Passengers ...                | 5,902 15 2        | 6,136 5 6         | ... ..        | 233 10 4        |
| Parcels, Horses, &c           | 562 8 6           | 529 8 0           | 33 0 6        | ... ..          |
| Mails ...                     | 450 0 0           | 450 0 0           | ... ..        | ... ..          |
| Goods ...                     | 6,460 2 11        | 6,554 8 3         | ... ..        | 94 5 4          |
| Coals ...                     | 1,864 6 1         | 1,828 14 8        | 35 11 5       | ... ..          |
| Live Stock ...                | 2,662 15 0        | 2,524 7 7         | 138 7 5       | ... ..          |
| <b>Total Traffic Receipts</b> | <b>17,902 7 8</b> | <b>18,023 4 0</b> | <b>... ..</b> | <b>120 16 4</b> |

Considering the great depression in Trade for the past six months, causing large decreases on the Irish Railways, your Directors consider it satisfactory that the Traffic Receipts of your Line have been much the same as for the corresponding period. It is also encouraging to find that for the five weeks since the close of the Accounts the increase amounts to £447 4s. 1d.

The Balance to the credit of the Net Revenue Account, after payment of all Interest, amounts to £4,833 8s. 5d., out of which your Directors recommend a Dividend on the Preference Stock at the rate of 4½ per cent. per annum (the same as last half-year), and that the balance of £403 10s. 2d. be carried forward to the next Account.

The Directors also recommend the usual Dividend, at the rate of 5 per Cent. per Annum, on the Central Ireland Stock, for the half-year, payable out of the Great Western Rebate, and that the balance thereof be carried to the next Account.

The Working Expenses this half-year are charged with a sum of £739 9s. 3d. for Steel Rails, used in relaying the Line, and in addition, some of the Locomotive Engines have undergone extensive renewals, including one new Boiler and one Copper Fire Box, the cost of which has, as customary, been borne by Revenue. It is only right to add that the time is now close at hand when further heavy renewals and replacements will be required to maintain the Engine Stock in safe and efficient order, all of which can be economically carried out without unduly encroaching upon the profits.

On Capital Account there has been no expenditure for the half-year.

The Railway Commissioners having finally approved of the Agreement for the Working of the Kilkenny Junction Railway by this Company on the 26th May last, your Directors were at once able to call up and obtain the Funds necessary for the construction of the Railway to Mountmellick, and they have now pleasure in stating that this Extension is all but completed, and will be open for traffic next month.

Consequent upon the acceleration of the Mails in the South of Ireland, it was proposed in September last by the Postmaster-General that the Express Mail Trains between Dublin and Cork should cease to stop at Maryborough, an intention which, if carried into effect, would have inflicted great injury upon this Company, by diverting the Dublin and Waterford Passenger Traffic to the rival route, *via* Carlow. However, with the unanimous assistance and support of the public bodies and people along the Line, your Directors were successful in inducing the Postal authorities to sanction the stoppage of these trains in both directions at the Maryborough Junction, and to increase this Company's subsidy from £900 to £1,200 a year for the carriage of the Mails between Kilkenny and Waterford.

(By order),

WILLIAM WILLIAMS, SECRETARY.

Head Offices, Waterford,  
6th November, 1884.





No. 7—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|   | FURTHER EXPENDITURE.                          |       |                           |       |          |
|---|---|-------|---------------------------|-------|----------|
|   | During the Half-year ending 25th March, 1885. |       | In subsequent Half-years. |       | TOTAL.   |
|   | £   | s. d. | £                         | s. d. |          |
| LINES OPEN FOR TRAFFIC :—                       |   |       |                           |       |          |
| Additional Station Accommodation                | 200   | 0 0   | 300                       | 0 0   | 500 0 0  |
| Total estimated further expenditure of Capital. | £200  | 0 0   | 300                       | 0 0   | £500 0 0 |

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE (as per No. 7).

|  | £     | s. d. | £      | s. d. |
|--|-------|-------|--------|-------|
| Share Capital authorized and created, but not yet received . . . . . do. | 3,115 | 0 0   |        |       |
| do. . . . . do.  | 2,146 | 1 3   |        |       |
|  | ...   | ...   |        |       |
| Balance to Debit of Capital Account, per Account No 4                    |       |       |        |       |
| Total  |       |       | 5,261  | 1 3   |
|  |       |       | 5,261  | 1 3   |
|  |       |       | 855    | 5 5   |
|  |       |       | £4,405 | 15 10 |

No. 9.—REVENUE ACCOUNT.

| Dr.   | Half-year ended 29th Sept., 1884. | Half-year ended 29th Sept., 1883. | RECEIPTS.                             | Half-year ended 29th Sept., 1884. | Cr.     |
|---|-----------------------------------|-----------------------------------|---------------------------------------|-----------------------------------|---------|
| £   | £ s. d.                           | £                                 | £ s. d.                               | £ s. d.                           | £ s. d. |
| To—   |                                   |                                   | By—                                   |                                   |         |
| „ Maintenance of Way, Works, and Stations . . . . . } | 3,062                             | 8 10                              | PASSENGERS,                           |                                   |         |
| „ Locomotive Power. See Abstract B                    | 3,644                             | 16 1                              | First Class . . . . .                 | 348                               | 4 6     |
| „ Carriage and Wagon Repairs . . . . . }              | 967                               | 13 3                              | Second do. . . . .                    | 1,181                             | 14 1    |
| „ Traffic Expenses, See Abstract D                    | 3,551                             | 17 0                              | Third do. . . . .                     | 1,266                             | 1 1     |
| „ General Charges, See Abstract E                     | 968                               | 14 7                              | First Return . . . . .                | 290                               | 18 11   |
| „ Law Charges . . . . .                               | 32                                | 5 0                               | Second do. . . . .                    | 761                               | 11 3    |
| „ Mileage of Wagons . . . . .                         | 183                               | 12 8                              | Third do. . . . .                     | 1,715                             | 18 11   |
| „ Rates and Taxes . . . . .                           | 273                               | 9 7                               | Officers . . . . .                    | 28                                | 1 4     |
| „ Rent of Waterford Station                           | 366                               | 11 2                              | Soldiers . . . . .                    | 167                               | 4 10    |
| „ do. do. New   | 225                               | 0 0                               | Excess Fares . . . . .                | 36                                | 0 0     |
| „ Compensation (Losses)                               | 9                                 | 0 0                               | Periodical Tickets . . . . .          | 107                               | 0 3     |
|   | 13,285                            | 8 2                               |                                       |                                   |         |
| LESS—   |                                   |                                   | „ Parcels, Horses, Carriages, &c.     | 562                               | 8 6     |
| Per Centage for Kilkenny Junction                     | 4,249                             | 4 4                               | „ Mails . . . . .                     | 450                               | 0 0     |
| Line Working . . . . .                                | 9,036                             | 3 10                              | „ Merchandise (25,427 Tons)           | 6,460                             | 2 11    |
|   |                                   |                                   | „ Live Stock (60,940)                 | 2,662                             | 15 0    |
| Balance carried to Net Revenue Account . . . . .      | 8,928                             | 4 0                               | „ Minerals (9,582 Tons) . . . . .     | 1,864                             | 6 1     |
|   | £17,964                           | 7 10                              | Special & Miscellaneous Receipts, viz |                                   |         |
|   |                                   |                                   | Rebills of Waste Land, &c.            | 62                                | 0 2     |
|   |                                   |                                   |                                       | £17,964                           | 7 10    |
| £18,071   |                                   | £18,071                           |                                       |                                   |         |

## No. 10.—NET REVENUE ACCOUNT.

| Dr.   |       | Cr.  |   |
|---|-------|--|---|
| Half-year ended<br>29th Sept., 1883.                              | £     | Half-year ended<br>29th Sept., 1883.                       | Half-year ended<br>29th Sept.,<br>1884. |
| To Interest on Mortgage and De-<br>benture Loans ... ..           | 1,066 | By Balance brought from last<br>Half-year's Account ... .. | 256 13 0                                |
| „ Interest on Debenture Stock ...                                 | 3,102 | „ Ditto from Revenue Account,<br>No. 9 ... ..              | 8,928 4 0                               |
| „ Interest on Temporary Loans                                     | 118   | „ Interest ... ..  | ... ..                                  |
| 4,281   |       |  |   |
| „ Balance, being payment avail-<br>able for Dividend (See No. 11) | 5,153 |  |   |
| £9,434  |       | £9,434   | £9,184 17 0                             |

No. 11.

## PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

| Half-year ended<br>29th Sept., 1883.                        | £   | Half-year ended<br>29th Sept., 1884. |
|---|-----|--------------------------------------|
| Balance available for Dividend as per Account No. 10 ... .. | ... | 4,833 8 5                            |
| Preference Stock, 1850, 4½ per cent. per annum ... ..       | ... | 4,420 18 3                           |
| Balance to next half-year                                   | ... | £403 10 2                            |

## No. 12.—ABSTRACTS

## (A.) MAINTENANCE OF WAY, WORKS, &amp;c.

| Half-year ended<br>29th Sept.,<br>1883. |       | Half-year ended<br>29th Sept.,<br>1884.                          |             |
|---|-------|--|-------------|
| £                                       | £     | £ s. d.  | £ s. d.     |
| 1,697                                   | 179   | Salaries, Office Expenses, and<br>General Superintendence ... .. | 170 4 8     |
| 1,083                                   |       | Maintenance and Renewal of<br>Permanent Way:—                    |             |
|   | 2,780 | Wages ... ..   | 1,607 2 1   |
|   |       | Materials ... ..   | 635 6 8     |
|   |       |  | 2,242 8 9   |
| 397                                     |       | Repairs of Roads, Bridges, Sig-<br>nals, and Works ... ..        | 362 1 3     |
| 156                                     | 553   | Repairs of Stations & Buildings                                  | 287 14 2    |
|   |       |  | 649 15 5    |
|   |       | Miles maintained:—   |             |
|   |       | Double ... .. Nil.   |             |
|   |       | Single ... .. 59½  |             |
| £3,512                                  |       | Total ... ..   | £3,062 8 10 |

## (B.) LOCOMOTIVE POWER.

| Half-year ended<br>29th Sept.,<br>1883. |       | Half-year ended<br>29th Sept.,<br>1884.                          |             |
|---|-------|--|-------------|
| £                                       | £     | £ s. d.  | £ s. d.     |
| 716                                     | 118   | Salaries, Office Expenses, and<br>General Superintendence ... .. | 119 5 0     |
| 1,007                                   |       | Running Expenses:—   |             |
| 41                                      |       | Wages connected with run-<br>ning of Locomotive Engines          | 713 8 6     |
| 128                                     | 1,892 | Coals ... ..   | 996 4 11    |
|   |       | Water ... ..   | 62 1 9      |
|   |       | Oil, Tallow, and other Stores                                    | 127 9 11    |
|   |       |  | 1,899 5 1   |
| 568                                     |       | Repairs and Renewals:—   |             |
| 312                                     | 880   | Wages ... ..   | 655 17 0    |
|   |       | Materials ... ..   | 970 9 0     |
|   |       |  | 1,626 6 0   |
| £2,890                                  |       | Total ... ..   | £3,644 16 1 |

## No. 12.—ABSTRACTS—(continued).

| (C.) REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. |        |  |                                   |           |
|--|--------|--|-----------------------------------|-----------|
| Half-year ended 29th Sept., 1883.                  |        |  | Half-year ended 29th Sept., 1884. |           |
| £  | £      |  | £ s. d.                           | £ s. d.   |
| 59   | 452    | CARRIAGES :—   |                                   |           |
| 253  |        | Salaries, Office Expenses, and General Superintendence | 59 12 6                           |           |
| 140  |        | Wages  | 233 12 3                          |           |
|  |        | Materials  | 144 9 1                           | 437 13 10 |
|  |        | WAGONS :—  |                                   |           |
| 59   | 768    | Salaries, Office Expenses, and General Superintendence | 59 12 6                           |           |
| 353  |        | Wages  | 275 12 10                         |           |
| 356  |        | Materials  | 194 14 1                          | 529 19 5  |
| ...  | £1,220 | Total  | ...                               | £967 13 3 |

| (D.) TRAFFIC EXPENSES.            |  |   |                                  |         |
|-----------------------------------|--|---|----------------------------------|---------|
| Half-year ended 29th Sept., 1883. |  |   | Half-year ended 29th Sept., '84. |         |
| £                                 |  |   | £ s. d.                          | £ s. d. |
| 1,832                             |  | Salaries and Wages, &c.                     | 1,800 3 9                        |         |
| 165                               |  | Fuel, Lighting, Water, and General Stores   | 166 19 9                         |         |
| 46                                |  | Clothing                                    | 42 5 3                           |         |
| 143                               |  | Printing, Stationery, and Tickets           | 194 9 0                          |         |
| 34                                |  | Wagon Covers, Ropes, &c.                    | 34 15 0                          |         |
| 116                               |  | Miscellaneous Expenses                      | 207 10 7                         |         |
| 1,077                             |  | Cartage Service, and Waterford Bridge Tolls | 1,105 13 8                       |         |
| £3,413                            |  | Total                                       | £3,551 17 0                      |         |

| (E.) GENERAL CHARGES.            |  |  |                                  |         |
|----------------------------------|--|--|----------------------------------|---------|
| Half-year ended 29th Sept., '83. |  |  | Half-year ended 29th Sept., '84. |         |
| £                                |  |  | £ s. d.                          | £ s. d. |
| 200                              |  | Directors                                    | 200 0 0                          |         |
| 37                               |  | Auditors                                     | 37 10 0                          |         |
| 278                              |  | Salaries of Secretary, Accountant, and Clerk | 278 0 0                          |         |
| 46                               |  | Office Expenses                              | 59 11 11                         |         |
| 16                               |  | Advertising                                  | 44 15 7                          |         |
| 23                               |  | Fire Insurance and Clerks' Guarantee         | 23 2 5                           |         |
| 260                              |  | Railway Clearing House and Audit Office      | 256 13 8                         |         |
| 75                               |  | Stores' Department                           | 69 1 0                           |         |
| £935                             |  | Total  | £968 14 7                        |         |

## NO. 13—CENTRAL IRELAND RAILWAY,

(Constituted a separate Capital and Undertaking under the Acts of 1866, 1873, 1875, 1877, and 1878).

Dr.

RECEIPTS and EXPENDITURE up to the 29th September, 1884

Cr.

| EXPENDITURE.                        | Amount expended to 25th March, 1884 | Amount expended during half-year, 29th Sept., 1884. | Total expended to 29th Sept., 1884. | RECEIPTS.                | Amount received to 25th March, 1884. | Amount received during half-year, 29th Sept., 1884. | Total received to 29th Sept., 1884. |
|-------------------------------------|-------------------------------------|---|-------------------------------------|--------------------------|--------------------------------------|---|-------------------------------------|
|                                     |                                     |   |                                     |                          |                                      |   |                                     |
| To Land Purchase and Compensation   | 6,024 15 4                          | ...   | 6,024 15 4                          | By Central Ireland Stock | 7,750 0 0                            | 19,125 0 0  | 26,875 0 0                          |
| „ Construction                      | 17,806 17 11                        | 7,492 10 5  | 25,299 8 4                          | „ Great Western Rebate   | 26,976 0 2                           | ...   | 26,976 0 2                          |
| „ Parliamentary and Law Expenses    | 4,203 1 2                           | ...   | 4,203 1 2                           |                          |                                      |   |                                     |
| „ Office and Miscellaneous Expenses | 797 17 2                            | 62 18 8   | 860 15 10                           |                          |                                      |   |                                     |
| „ Dividend                          | 1,813 5 1                           | 177 9 5   | 1,990 14 6                          |                          |                                      |   |                                     |
|                                     | 30,645 16 8                         | 7,732 18 6  | 38,378 15 2                         |                          |                                      |   |                                     |
| Balance                             | ...                                 | ...   | 15,472 5 0                          |                          |                                      |   |                                     |
|                                     |                                     |   | £53,851 0 2                         |                          |                                      |   | £34,726 0 2                         |



DR.

No. 14. GENERAL BALANCE SHEET.

CR.

|   | Half-year ended<br>29th Sept.,<br>1884. | Half-year ended<br>29th Sept.,<br>1884.                              |              |
|---|---|--|--------------|
|   | £ s. d.                                 | £ s. d.  |              |
| To Net Revenue Account, Balance at<br>Credit thereof, as per Account No. 10 | 4,883 8 5                               | By Capital Account, Balance at Debit thereof as per<br>Account No. 4 | 855 5 5      |
| „ Unpaid Dividends and Interest   | 128 16 0                                | „ Cash at Bankers  | 17,127 5 3   |
| „ Deposits payable on long notices  | 4,650 0 0                               | „ Kilkenny Junction Railway Debenture Stock A                        | 5,000 0 0    |
| „ Debts due to other Companies  | 3,156 18 4                              | „ General Stores—Stock of Materials on hand                          | 5,343 16 4   |
| „ Amount due to Clearing House  | 1,321 18 2                              | „ Traffic Accounts due to the Company                                | 448 0 9      |
| „ Sundry outstanding Accounts   | 2,089 6 10                              | „ Amounts due by other Companies                                     | 694 4 10     |
| „ Central Ireland Railway   | 15,472 5 0                              | „ Amounts due by General Post Office                                 | 231 5 0      |
|   |   | „ Sundry Outstanding Accounts  | 1,902 15 2   |
|   | £31,602 12 9                            |  | £31,602 12 9 |

No. 15.—MILEAGE STATEMENT.

| Half-year ended<br>29th Sept., 1884. | Miles<br>Authorized. | Miles<br>Constructed. | Miles constructing<br>or<br>to be Constructed | Miles Worked<br>by Engines. |
|--------------------------------------|----------------------|-----------------------|---|-----------------------------|
| Lines Owned by Company               | 31                   | 31                    | ...   | 31                          |
| Do. Worked                           | 28½                  | 28½                   | ...   | 28½                         |
|                                      | 59½                  | 59½                   | ...   | 59½                         |

No. 16.—STATEMENT OF TRAIN MILEAGE.

| Half-year ended<br>29th Sept., 1883. | Half-year ended<br>29th Sept., 1884. |
|--------------------------------------|--------------------------------------|
| 71,362                               | 65,707                               |
| 20,007                               | 28,417                               |
| 91,369                               | 94,124                               |

JOSEPH STRANGMAN, Chairman.  
WILLIAM WILLIAMS, Secretary.

## CERTIFICATE RESPECTING THE PERMANENT WAY

I hereby Certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Half-Year, been maintained in good working condition and repair.

CHARLES R. GALWEY, *Engineer.*

Waterford Terminus, *Nov. 6th, 1884.*

## CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby Certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past Half-Year, been maintained in good working order and repair.

DANIEL McDOWELL, *Locomotive Superintendent.*

Waterford Terminus, *Nov. 6th, 1884.*

## AUDITORS CERTIFICATE.

We have examined the Accounts of the Waterford and Central Ireland Railway Company for the Half-year ending the 29th Sept., 1884, and believe that they contain a full and true Statement of the Financial condition of the Company, and that the Dividend proposed to be declared on the Preference Stock is *bona fide* due thereon, after charging against the Revenue Account all expenses, which, in our judgment, ought to be paid thereout.

ROBERT FREEMAN, } *Auditors.*  
M. R. STEPHENSON, }

Head Office, Waterford Terminus, *Nov. 6th, 1884.*

## Waterford and Limerick Railway.

FRANCIS B. ORMSBY,  
*Secretary.*

## REPORT OF DIRECTORS

AND

## STATEMENT OF ACCOUNTS

To 30th JUNE, 1884,

TO BE SUBMITTED AT THE

## SEVENTY-EIGHTH HALF-YEARLY MEETING

OF

THE PROPRIETORS,

TO BE HELD AT THE

HEAD OFFICES OF THE COMPANY, WATERFORD TERMINUS

ON

FRIDAY, THE 29th DAY OF AUGUST,

1884.

**Directors :**

ABRAHAM STEPHENS, Esq., J.P., CHAIRMAN.  
 E. RONAYNE MAHONY, Esq., J.P., DEPUTY-CHAIRMAN.  
 Sir FRANCIS WM. BRADY, Bart. | TERENCE McMAHON, Esq.  
 SAMUEL BURKE, Esq. | ANTHONY O'CONNOR, Esq.  
 WILLIAM HENRY, Esq. | JAMES SPAIGHT, Esq., J.P.  
 PATRICK MARTIN, Esq., Q.C., M.P.

**Waterford and Limerick Railway.**

NOTICE IS HEREBY GIVEN, that the Seventy-Eighth Ordinary HALF-YEARLY GENERAL MEETING of the Shareholders and Stockholders of the Company will be held at the BOARD ROOM, WATERFORD TERMINUS, in the City of Waterford, on FRIDAY, the 29th day of AUGUST, 1884, at the hour of TWELVE o'Clock, Noon, for the transaction of the business of a General Meeting.

The Stock and Share Transfer Books of the Company will be closed from FRIDAY, the 15th instant, inclusive, until after conclusion of said Meeting.

By Order,

JOHN J. MURPHY,  
*Secretary.*

Head Offices, Waterford Terminus,  
 5th August, 1884.

**WATERFORD AND LIMERICK RAILWAY.**

**DIRECTORS' REPORT**

For the Half-year ending 30th JUNE, 1884.

The following tabulated statement shows the Traffic Receipts of the Company, exclusive of the worked lines, for the half-year ended June, 1884, as compared with the corresponding period of the preceding year.

| DESCRIPTION.            | Half-year 30th June, 1884. |    |    | Half-year 30th June, 1883. |    |    | Increase in 1884. |     |     | Decrease in 1884. |     |     |
|-------------------------|----------------------------|----|----|----------------------------|----|----|-------------------|-----|-----|-------------------|-----|-----|
|                         | £                          | s. | d. | £                          | s. | d. | £                 | s.  | d.  | £                 | s.  | d.  |
| 1st Class Passengers    | 1,512                      | 13 | 0  | 1,617                      | 17 | 10 | ...               | ... | ... | 105               | 4   | 10  |
| 2nd " "                 | 2,312                      | 18 | 1  | 2,350                      | 19 | 11 | ...               | ... | ... | 38                | 1   | 10  |
| 3rd " "                 | 6,770                      | 0  | 5  | 7,059                      | 5  | 11 | ...               | ... | ... | 889               | 5   | 6   |
| 1st " Return            | 1,602                      | 3  | 2  | 1,801                      | 17 | 2  | ...               | ... | ... | 199               | 14  | 0   |
| 2nd " "                 | 2,468                      | 16 | 1  | 2,577                      | 4  | 5  | ...               | ... | ... | 108               | 8   | 4   |
| 3rd " "                 | 7,430                      | 16 | 8  | 7,690                      | 6  | 2  | ...               | ... | ... | 259               | 9   | 6   |
| <i>Military :</i>       |                            |    |    |                            |    |    |                   |     |     |                   |     |     |
| Officers ...            | 77                         | 9  | 11 | 94                         | 17 | 5  | ...               | ... | ... | 17                | 7   | 6   |
| Soldiers ...            | 640                        | 2  | 5  | 880                        | 18 | 5  | ...               | ... | ... | 240               | 16  | 0   |
| <i>Season Tickets :</i> |                            |    |    |                            |    |    |                   |     |     |                   |     |     |
| 1st Class ...           | 84                         | 18 | 2  | 101                        | 12 | 10 | ...               | ... | ... | 16                | 14  | 8   |
| 2nd " ...               | 578                        | 1  | 10 | 307                        | 18 | 4  | 270               | 3   | 6   | ...               | ... | ... |
| Excess Fares, &c. ...   | 232                        | 7  | 8  | 164                        | 7  | 8  | 68                | 0   | 0   | ...               | ... | ... |
| Total of Passengers     | 23,710                     | 7  | 5  | 25,247                     | 6  | 1  | ...               | ... | ... | 1,536             | 18  | 8   |
| Parcels ...             | 3,029                      | 7  | 2  | 3,206                      | 13 | 7  | ...               | ... | ... | 177               | 6   | 5   |
| Excess Luggage ...      | 133                        | 19 | 0  | 124                        | 10 | 3  | 9                 | 8   | 9   | ...               | ... | ... |
| Horses ...              | 811                        | 17 | 2  | 1,160                      | 19 | 1  | ...               | ... | ... | 349               | 1   | 11  |
| Carriages ...           | 51                         | 17 | 11 | 72                         | 12 | 7  | ...               | ... | ... | 20                | 14  | 8   |
| Dogs ...                | 52                         | 16 | 7  | 40                         | 5  | 3  | 12                | 11  | 4   | ...               | ... | ... |
| Mails ...               | 2,621                      | 10 | 3  | 2,629                      | 8  | 7  | ...               | ... | ... | 7                 | 18  | 4   |
| Goods ...               | 24,753                     | 12 | 9  | 28,615                     | 10 | 11 | ...               | ... | ... | 3,861             | 18  | 2   |
| Coals ...               | 3,034                      | 6  | 5  | 3,400                      | 10 | 8  | ...               | ... | ... | 366               | 4   | 3   |
| Cattle ...              | 7,068                      | 4  | 7  | 7,928                      | 12 | 6  | ...               | ... | ... | 860               | 7   | 11  |
| Total Traffic Receipts  | 65,267                     | 19 | 3  | 72,426                     | 9  | 6  | ...               | ... | ... | 7,158             | 10  | 3   |

Traffic receipts show a general decrease, nearly every item of Traffic having fallen off in sympathy with the general depression of Trade in the United Kingdom. The total decrease on the Main Line, as compared with the corresponding period last year, amounts to £7,158 10s. 3d.

The balance of net Revenue available for Dividend amounts to £22,960 19s. 6d., out of which the Directors recommend the payment of the Preference Dividends, absorbing £20,727, and leaving £2,233 19s. 6d. to be carried forward to the next half-year's account.

The working expenses exhibit an increase of £201, and include an exceptional charge of £2,350 for a new Engine, purchased and charged to Revenue.

The Permanent Way and Rolling Stock were maintained efficiently during the half-year, and all the necessary repairs and renewals executed.

Provision has been made for the estimated competitive traffic accruing to the Athenry and Ennis Company under the recent Award, and £1,000 written out of the Great Western Suspense Account as usual.

The reduction of Traffic receipts increases the amount which the Great Western Company are liable to pay under the Agreement of 1872. Pending the annual settlement of the accounts, your Directors have entered the lowest amount in the subjoined Statement, but they believe a larger sum will be found due by that Company.

The expenditure on Capital Account during the half-year was restricted to the completion of works which were already in progress, and your Directors propose at present not to undertake any new works except such as may be a pressing necessity or prove immediately remunerative.

The two Bills introduced into Parliament referred to in last Report have been disposed of satisfactorily: the Athenry and Ennis Company's Bill was withdrawn, and we secured the benefits of the Bill promoted by the Limerick and Kerry Company by agreeing to exchange the Original Shares which we hold in that undertaking for securities created under the Act.

The question of the acceleration of the mails in the district served by the Company is under negotiation, and your Directors, at the request of the Post Office authorities, have named a sum which they consider fair and reasonable remuneration for the services required.

RICHARD O'SHAUGHNESSY, Esq., has retired from the Board, and PATRICK MARTIN, Esq., Q.C., M.P. for Kilkenny, has been elected to fill the vacancy.

ABRAHAM STEPHENS, *Chairman.*  
JOHN J. MURPHY, *Secretary.*

BOARD ROOM,

*Waterford Terminus, 14th August, 1884.*

P.S.—A Proxy Form is enclosed herewith, which you are requested to sign and fill up, according to the directions given thereon, and forward to the Secretary.

STATEMENT OF ACCOUNTS

To 30th JUNE, 1884.

*WATERFORD & LIMERICK RAILWAY CO.—Half-year ended 30th June, 1884.*

No. I.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY AS NOW EXISTING.

| ACTS OF PARLIAMENT.                                      | CAPITAL AUTHORIZED. |                  |                | CAPITAL CREATED OR SANCTIONED. |                |                   | BALANCE.          |            |
|--|---------------------|------------------|----------------|--------------------------------|----------------|-------------------|-------------------|------------|
|  | Stock and Shares.   | Loans.           | Total.         | Stock and Shares.              | Loans.         | Total.            | Stock and Shares. | Loans.     |
| 1. Waterford and Limerick Railway Act, 1845              | £ 502,050           | £ 250,000        | £ 752,050      | £ 502,012½                     | £ 250,000      | £ 752,012½        | £ 37½             | £ 37½      |
| 2. " " " " " " 1847                                      | ..                  | ..               | ..             | ..                             | ..             | ..                | ..                | ..         |
| 3. " " " " " " 1850                                      | ..                  | ..               | ..             | ..                             | ..             | ..                | ..                | ..         |
| 4. Limerick and Foynes " " " " " " 1853                  | ..                  | £ 17,500         | £ 17,500       | ..                             | £ 17,500       | £ 17,500          | ..                | ..         |
| 5. Waterford and Limerick " " " " " " 1855               | ..                  | £ 30,000         | £ 30,000       | ..                             | £ 30,000       | £ 30,000          | ..                | ..         |
| 6. Waterford and Limerick Railway Act, 1860              | £ 337,950           | £ 16,600         | £ 354,550      | £ 337,950                      | £ 16,600       | £ 354,550         | ..                | ..         |
| 7. " " " " " " 1862                                      | ..                  | £ 7,000          | £ 7,000        | ..                             | £ 7,000        | £ 7,000           | ..                | ..         |
| 8. W. & L., L. & F., and R. & N. J., " " " " " " 1864    | ..                  | £ 7,000          | £ 7,000        | ..                             | £ 7,000        | £ 7,000           | ..                | ..         |
| 9. Waterford and Limerick " " " " " " 1868               | ..                  | £ 16,600         | £ 16,600       | ..                             | £ 16,600       | £ 16,600          | ..                | ..         |
| 10. Limerick and Castleconnell (Transfer) 1872           | ..                  | £ 10,080         | £ 10,080       | ..                             | £ 10,080       | £ 10,080          | ..                | ..         |
| 11. Waterford and Limerick " " " " " " 1873              | £ 49,800            | £ 16,600         | £ 66,400       | £ 49,800                       | £ 16,600       | £ 66,400          | ..                | ..         |
| 12. Do. (4 per cent. Pref. Stock) 1873                   | £ 318,950           | ..               | £ 318,950      | £ 318,950                      | ..             | £ 318,950         | ..                | ..         |
| 13. Do. (Foynes Amalgamation) 1873                       | £ 126,250           | £ 68,300         | £ 194,550      | £ 126,250                      | £ 68,300       | £ 194,550         | ..                | ..         |
| 14. Do. (Ennis Do.) 1873                                 | £ 8,450             | £ 100,000        | £ 108,450      | £ 8,450                        | £ 100,000      | £ 108,450         | ..                | ..         |
| 15. Southern Railway Act, " " " " " " 1873               | £ 50,000            | ..               | £ 50,000       | £ 50,000                       | ..             | £ 50,000          | ..                | ..         |
| 16. Limerick and Kerry Railway Act, " " " " " " 1873     | £ 25,000            | ..               | £ 25,000       | £ 25,000                       | ..             | £ 25,000          | ..                | ..         |
| 17. Waterford and Limerick Railway Act, " " " " " " 1878 | £ 100,000           | £ 33,000         | £ 133,000      | £ 100,000                      | £ 33,000       | £ 133,000         | ..                | ..         |
| 18. " " " " " " 1883                                     | £ 75,000            | £ 25,000         | £ 100,000      | £ 75,000                       | £ 25,000       | £ 100,000         | ..                | ..         |
|  | <b>Total, £</b>     | <b>1,603,530</b> | <b>621,600</b> | <b>1,603,492½</b>              | <b>621,600</b> | <b>2,225,092½</b> | <b>37½</b>        | <b>37½</b> |

No. II.—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| DESCRIPTION.  | Amount Created.   | Amount Received. | Calls in Arrear. | Amount Un-called. | Amount Un-issued. |
|---|-------------------|------------------|------------------|-------------------|-------------------|
|   |                   |                  |                  |                   |                   |
| Ordinary £50 Shares                                       | 597,600           | 597,550          | ..               | ..                | ..                |
| " " £12½ "  | 1,512½            | ..               | ..               | ..                | 1,562½            |
| 4 per cent. Consolidated Preference £50 Stock, 1873 Act.  | 599,112½          | 597,550          | ..               | ..                | 1,562½            |
| 4½ per cent. Consolidated Preferential £100 Stock, 1860 " | 318,950           | 318,950          | ..               | ..                | ..                |
| 5 per cent. Preference £50 Shares " " " " " " 1872 "      | 337,950           | 337,900          | ..               | ..                | 50                |
| 5 per cent. " " £50 " " " " " " 1873 "                    | 10,080            | 10,000           | ..               | ..                | 80                |
| 5½ per cent. " " £25 " (Foynes Amalgamation) 1873 "       | 49,800            | 49,800           | ..               | ..                | ..                |
| 5 per cent. " " £25 " (Ennis Amalgamation) 1873 "         | 29,150            | 29,150           | ..               | ..                | ..                |
| 5 per cent. " " £50 " (Southern) 1873 "                   | 8,450             | 7,675            | ..               | ..                | 775               |
| 4½ per cent. " " £100 " (Limerick & Kerry) 1873 "         | 50,000            | 50,000           | ..               | ..                | ..                |
| 5 per cent. " " £100 " " " " " 1878 "                     | 25,000            | 25,000           | ..               | ..                | ..                |
| 5 per cent. " " £100 " " " " " 1883 "                     | 100,000           | 100,000          | ..               | ..                | ..                |
|   | 75,000            | 31,800           | ..               | ..                | 43,200            |
| <b>TOTAL</b>  | <b>1,603,492½</b> | <b>1,557,825</b> | <b>..</b>        | <b>..</b>         | <b>45,667½</b>    |

*Mem.*—The above Stock and Shares were issued at a Discount of £28,687 2s. 7d., and charged off, from time to time, against Forfeited Shares, gain of £44,268 19s. 8d.

NO. III.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

|  | RAISED BY LOANS.   |             |                   | RAISED BY ISSUE OF DEBENTURE STOCKS. |                 |                |                 | Total Raised by Loans and by Debenture Stocks. |                         |
|--|--|-------------|-------------------|--------------------------------------|-----------------|----------------|-----------------|--|-------------------------|
|  | At 3½ per cent.  |             | Total Loans.      | At 4 per cent.                       | At 4½ per cent. | At 4 per cent. | At 4½ per cent. |  | Total Debenture Stocks. |
|  | £ s. d.  | £ s. d.     | £ s. d.           | £ s. d.                              | £ s. d.         | £ s. d.        | £ s. d.         |  | £ s. d.                 |
| Existing at 31st December, 1883  | ...  | 24,231 10 7 | 40,531 10 7       | 134,254 41,150                       | 10,000          | 364,647        | 550,051         | 590,582 10 7                                   |                         |
| Existing at 30th June, 1884  | ...  | 18,770 3 4  | 16,300 35,070 3 4 | 141,404 41,150                       | 10,000          | 364,647        | 557,201         | 592,271 3 4                                    |                         |
| Increase   | ...  | ...         | ...               | 7,150                                | ...             | ...            | 7,150           | 1,688 12 9                                     |                         |
| Decrease   | ...  | 5,461 7 3   | 5,461 7 3         | ...                                  | ...             | ...            | ...             | ...  |                         |
| Total Amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. I. | 621,600 0 0  |             |                   |                                      |                 |                |                 |  |                         |
| Total Amount raised by Loans, and by Debenture Stocks, as above  | 592,271 3 4  |             |                   |                                      |                 |                |                 |  |                         |
|  | Balance, being available Borrowing Powers at close of 30th June, 1884, |             |                   |                                      |                 |                |                 |  |                         |
|  | 29,328 16 8  |             |                   |                                      |                 |                |                 |  |                         |

NO. IV.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

| Dr.   | Amount Expended to 31st Dec., 1883. | Amount Expended during Half-year 30th June, 1884. | Total Expended to 30th June, 1884. | BY RECEIPTS:  |         | Amount Received to 31st Dec., 1883. | Amount Received during Half-year 30th June, 1884. | Total Received to 30th June, 1884. |
|---|-------------------------------------|---|------------------------------------|---|---------|-------------------------------------|---|------------------------------------|
|   |                                     |   |                                    | £ s. d.   | £ s. d. |                                     |   |                                    |
| To EXPENDITURE:                               | £ s. d.                             | £ s. d.   | £ s. d.                            |   |         | £ s. d.                             | £ s. d.   | £ s. d.                            |
| On Lines open for Traffic (No. V.)            | 1,700,770 1 9                       | 990 6 0   | 1,701,760 7 9                      | Shares and Stock, per Account No. II.                                   |         | 1,526,025 0 0                       | 31,800 0 0  | 1,557,825 0 0                      |
| Working Stock (No. V.)                        | 257,117 17 0                        | 302 5 1   | 257,420 2 1                        | Loans, per Account No. III.   |         | 40,531 10 7                         | 5,461 7 3   | 35,070 3 4                         |
| Subscriptions to other Railways, &c. (No. V.) | 117,562 7 10                        | ...   | 117,562 7 10                       | Debenture Stock, per Acc. No. III.                                      |         | 550,051 0 0                         | 7,150 0 0   | 557,201 0 0                        |
| Waterford Extension (No. V.)                  | 78,059 8 10                         | 2,865 0 11  | 80,924 9 9                         | Forfeited Shares gain, less Discount allowed on Issuing Shares, &c. ... |         | 2,486 0 5                           | 29 11 3   | 2,515 11 8                         |
|   | £ 2,153,599 15 5                    | 4,157 12 0  | 2,157,667 7 5                      | Balance   |         | 2,119,093 11 0                      | 33,518 4 0  | 2,152,611 15 0                     |
|   |                                     |   |                                    |   |         | ..                                  | ...   | 5,055 12 5                         |
|   |                                     |   |                                    |   |         | £                                   | ...   | 2,157,667 7 5                      |

NO. V.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 30TH JUNE, 1884.

|   | £   | s.  | d.  | £      | s. | d. |
|---|-----|-----|-----|--------|----|----|
| LINES OPEN FOR TRAFFIC :—   |     |     |     |        |    |    |
| Half cost of renewal of Bridges (Iron), and of Works at Patrick's Well ; Water Supply at Waterford, Carrick, and Limerick, ... .. | ... | ... | ... | 990    | 6  | 0  |
| WORKING STOCK :—  |     |     |     |        |    |    |
| Sundry Machinery, &c., for Workshops, &c., ... ..   | ... | ... | ... | 302    | 5  | 1  |
| WATERFORD EXTENSION :—  |     |     |     |        |    |    |
| Works connected therewith, ... ..   | ... | ... | ... | 2,865  | 0  | 11 |
| Expenditure for Half-year, as per Account No. IV. ... ..  | ... | ... | ... | £4,157 | 12 | 0  |

NO. VI.—RETURN OF WORKING STOCK.

|                                      | LOCOMOTIVE. |          | COACHING.    |               |              |            |              |                  | MERCHANDISE AND MINERAL. |                              |                         |                |                |
|--------------------------------------|-------------|----------|--------------|---------------|--------------|------------|--------------|------------------|--------------------------|------------------------------|-------------------------|----------------|----------------|
|                                      | * Engines.  | Tenders. | First Class. | Second Class. | Third Class. | Composite. | Horse Boxes. | Carriage Trucks. | Break Vans.              | Goods or Coal Waggon (Open). | Goods Waggon (Covered). | Cattle Waggon. | Timber Trucks. |
| Stock on the 31st Dec., 1883 ... ..  | 41          | 42       | 7            | 5             | 34           | 30         | 15           | 7                | 33                       | 229                          | 626                     | 69             | 18             |
| ” ” 30th June, 1884 ... ..           | 41          | 42       | 7            | 5             | 34           | 30         | 15           | 7                | 33                       | 229                          | 626                     | 69             | 18             |
| Increase during the half-year ... .. | ...         | ...      | ...          | ...           | ...          | ...        | ...          | ...              | ..                       | ...                          | ...                     | ...            | ...            |
| Decrease during the half-year ... .. | ...         | ...      | ...          | ...           | ...          | ...        | ...          | ...              | ..                       | ...                          | ...                     | ...            | ...            |

\* One Tank Engine for Limerick Yard, and One for Waterford Yard.  
One new Engine was purchased during the half-year to replace one worn out, and seven Waggon were re-constructed at the Works, and the entire cost charged to Revenue Account.



## No. VII.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

|  | FURTHER EXPENDITURE.                         |                           |          |
|--|--|---------------------------|----------|
|  | During the Half-Year ending 31st Dec., 1884. | In subsequent Half Years. | Total.   |
| <b>LINES OPEN FOR TRAFFIC :—</b>   |  |                           |          |
| Signals along the Line (additional), Cattle Pens at Stations, Signal and Gate Houses | £ 250  | £ 508                     | £ 758    |
| Unpaid Land Purchase   | ...  | 500                       | 500      |
| Ballycar Bog, Ennis Station, and Fergus Bridge (Ennis Line)                          | 150  | 88                        | 238      |
| Works—Limerick and Foynes Branch (Robertstown Viaduct, &c.)                          | 576  | 1,000                     | 1,576    |
| Balance of Purchase of Limerick and Foynes Line                                      | ...  | 2,206                     | 2,206    |
| Water Supply and Tanks, Killaloe and Tipperary                                       | 80   | ...                       | 80       |
| Goods Store, Clarecastle   | 250  | ...                       | 250      |
| Extension to Deep Water at Waterford   | 1,497  | 1,000                     | 2,497    |
| Doubling Line, Fiddown to Waterford  | 250  | 4,933                     | 4,283    |
| Tipperary Yard Works, and Bridges and Signals  | 730  | ...                       | 730      |
| Subscription to Shannon and Inland Navigation Co. (Limited)                          | ...  | 600                       | 600      |
| Gate Houses and Works on Kerry Line (Half)   | 200  | ...                       | 200      |
| Building Houses on Newrath Road  | 1,000  | 1,000                     | 2,000    |
| Sawing Machinery, including Buildings, &c., at Limerick                              | 1,000  | 2,791                     | 3,791    |
| New Stationary Engine and Boiler and Fittings, &c., Limerick                         | 423  | ...                       | 423      |
| Sundry Plant for Locomotive Shops  | 500  | 3,011                     | 3,511    |
| Travelling Crane and Appliances for Accident Van                                     | 490  | ...                       | 490      |
| Doubling Line between Tipperary and Limerick Junction                                | 3,000  | 7,000                     | 10,000   |
| New Siding for Locomotive Works, Limerick  | 170  | ...                       | 170      |
| Wagon Weighing Machine and works, Limerick,  | 200  | ...                       | 200      |
| <b>ROLLING STOCK :—</b>  |  |                           |          |
| Additional Engines, Wagons, &c.  | 2,500  | 15,607                    | 18,107   |
| Total Estimated further Expenditure of Capital                                       | £ 13,266                                     | £ 39,344                  | £ 52,610 |

MEM.—The items of expenditure enumerated above have been sanctioned in previous Accounts, with the exception of £2,870.

No. VIII.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE,  
AS PER No. VII.

|   | £   | s.     | d.   |
|---|-----|--------|------|
| Share Capital authorized or created, but not yet received, per Accounts Nos. I. and II. | ... | 45,705 | 0 0  |
| Loan Do. " " " " Nos. I. and III.   | ... | 29,328 | 16 8 |
| Less—Balance at Capital Account, per Account No. IV.                                    | ... | 75,033 | 16 8 |
|   | ... | 5,955  | 12 5 |
| Total   | £   | 69,978 | 4 3  |



No. XI.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

| Half-year ended 30th June, 1883. | £     | s.  | d.  | Current Half-year ending 30th June, 1884. | £  | s. | d. |
|----------------------------------|-------|-----|-----|---|----|----|----|
| £ 23,161                         | 6,206 | ... | ... | £ 22,960                                  | 19 | 6  | 6  |
| 7,397                            | 4     | 4   | 4   | 6,246                                     | 2  | 1  | 1  |
| 243                              | 5     | 5   | 5   | 7,444                                     | 7  | 2  | 2  |
| 1,211                            | 5     | 5   | 5   | 244                                       | 15 | 10 | 10 |
| 780                              | 5½    | 5½  | 5½  | 1,219                                     | 1  | 3  | 3  |
| 187                              | 5     | 5   | 5   | 784                                       | 18 | 6  | 6  |
| 1,216                            | 5     | 5   | 5   | 187                                       | 17 | 7  | 7  |
| 547                              | 4½    | 4½  | 4½  | 1,223                                     | 19 | 2  | 2  |
| 2,433                            | 5     | 5   | 5   | 550                                       | 15 | 7  | 7  |
| ...                              | 5     | 5   | 5   | 2,447                                     | 18 | 4  | 4  |
| 20,220                           | 5     | 5   | 5   | 377                                       | 4  | 6  | 6  |
| ...                              | ...   | ... | ... | 20,727                                    | 0  | 0  | 0  |
| 2,941                            | ...   | ... | ... | 2,233                                     | 19 | 6  | 6  |

Balance available for Dividend, as per Account No. X. ...  
 4 per cent. Consolidated Preference Stock, 1873 Act, £318,950, (Less Income Tax) ...  
 Do. Preference Stock 1860 Act, 337,900 ...  
 Preference Shares, 1872 " 10,000 ...  
 " " 1873 " 49,800 ...  
 " " 1873 " 29,150 ...  
 " " 1873 " 7,675 ...  
 " " 1873 " 59,000 ...  
 " " 1873 " 25,000 ...  
 " " 1878 " 100,000 ...  
 " " 1883 " 31,800 ...

Recommended for allocation as follows :—  
 Dividend of — per cent. per annum on the £597,550 Ordinary Capital ...  
 Balance carried forward to next half year ...

No. XII.—ABSTRACTS.

| Half-year ended 30th June, 1883. | A. MAINTENANCE OF WAY, WORKS, &c.                             | Current Half-year ending 30th June, 1884. |
|----------------------------------|---|---|
| £ 524                            | Salaries, Office Expenses, and Gen. Superintendence           | £ 531 s. 9 d. 6                           |
| 6,160                            | Maintenance and Renewal of Permanent Way :—                   | £ 6,529 s. 3 d. 10                        |
| 7,744                            | Wages ... ..  | 6,614 s. 18 d. 11                         |
| 14,428                           | Materials ... ..  | 13,675 s. 12 d. 3                         |
| 2,718                            | Less—Old Materials Sold and on hands ...                      | 2,188 s. 5 d. 5                           |
| 11,710                           | Repairs of Roads, Bridges, Signals, and Works                 | 11,487 s. 6 d. 10                         |
| 3,213                            | Repairs of Stations and Buildings ... ..                      | 3,047 s. 1 d. 5                           |
| 843                              | Ballasting .. ..  | 1,102 s. 10 d. 11                         |
| 125                              | Less—Received for Grass Rents ... ..                          | 15,636 s. 19 d. 2                         |
| 15,891                           | MILES MAINTAINED :—   | 97 s. 17 d. 10                            |
| 60                               | Double ... .. 32½   |   |
|                                  | Single ... .. 238½  |   |
|                                  | 270¾  |   |
| 15,831                           | ...   | £ 15,539 s. 1 d. 4                        |
|                                  | B. LOCOMOTIVE POWER.  |   |
| £ 176                            | Salaries, Office Expenses, and Gen. Superintendence           | £ 179 s. 10 d. 8                          |
| 2,956                            | RUNNING EXPENSES :—   |   |
| 4,328                            | Wages connected with the Working of Locomotive Engines ... .. | 2,900 s. 15 d. 9                          |
| 586                              | Coal and Coke ... ..  | 4,347 s. 9 d. 3                           |
| 440                              | Gas and Water ... ..  | 613 s. 6 d. 7                             |
| 8,486                            | Oil, Tallow, and other Stores ... ..                          | 447 s. 16 d. 3                            |
| 2,329                            | REPAIRS AND RENEWALS :—                                       | 8,488 s. 18 d. 6                          |
| 1,397                            | Wages ... ..  | 2,418 s. 3 d. 10                          |
| ...                              | Materials ... ..  | 1,035 s. 7 d. 10                          |
| 12,212                           | One new Engine purchased ... ..                               | 3,453 s. 11 d. 8                          |
|                                  | ...   | 2,350 s. 0 d. 0                           |
|                                  | ...   | £ 14,292 s. 10 d. 2                       |
|                                  | C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.              |   |
| £ 86                             | CARRIAGES :—  | £ 86 s. 4 d. 4                            |
| 416                              | Salaries, Office Expenses, and Gen. Superintendence           | 428 s. 15 d. 10                           |
| 536                              | Wages ... ..  | 610 s. 15 d. 6                            |
| 1,038                            | Materials ... ..  | 1,125 s. 15 d. 8                          |
| 86                               | WAGONS :—   | £ 86 s. 4 d. 4                            |
| 1,235                            | Salaries, Office Expenses, and Gen. Superintendence           | 1,307 s. 8 d. 2                           |
| 1,020                            | Wages ... ..  | 1,158 s. 0 d. 10                          |
| 3,379                            | Materials ... ..  | 2,551 s. 13 d. 4                          |
|                                  | ...   | £ 3,677 s. 9 d. 0                         |

No. XII.—ABSTRACTS.—*continued.*

| D. TRAFFIC EXPENSES.             |  | Current Half-year ending 30th June, 1884. |
|----------------------------------|--|---|
| Half-year ended 30th June, 1883. |  | £ s. d.                                   |
| £                                |  | £ s. d.                                   |
| 9,338                            | Salaries and Wages, &c. ... ..   | 9,553 11 0                                |
| 1,754                            | Fuel, Light, Water, and General Stores ... ..  | 1,636 7 0                                 |
| 297                              | Clothing ... ..  | 326 6 9                                   |
| 645                              | Printing, Stationery, Tickets, and Advertising ... ..                                  | 763 3 0                                   |
| 1,537                            | Shunting Engines, Horses, Harness, Vans, Provender, &c. ... ..                         | 1,457 11 5                                |
| 187                              | Waggon Covers, Ropes, &c. ... ..   | 189 1 6                                   |
| 642                              | Joint Stations' Expenses ... ..  | 640 11 11                                 |
| 393                              | Miscellaneous (including Travelling) Expenses ... ..                                   | 132 5 11                                  |
| 210                              | Bridge Tolls, Numbermen, &c. ... ..  | 240 4 7                                   |
| 301                              | Steam Tug and Boats... ..  | 106 17 10                                 |
| 880                              | Wages, Fuel, Stores and Repairs in connexion with Stationary Engines, Waterford ... .. | 736 11 11                                 |
| 16,184                           |  | £ 15,782 12 10                            |
| E. GENERAL CHARGES.              |  |   |
| £                                |  | £ s. d.                                   |
| 300                              | Directors ... ..   | 300 0 0                                   |
| 25                               | Auditors ... ..  | 25 0 0                                    |
| 703                              | Salaries of Secretary, Accountant, and Clerks ... ..                                   | 641 5 0                                   |
| 165                              | Office Expenses, do. do. ... ..  | 166 15 8                                  |
| 8                                | Advertising ... ..   | 17 8 2                                    |
| 77                               | Fire Insurance ... ..  | 69 15 0                                   |
| 55                               | Telegraph Expenses ... ..  | 69 11 11                                  |
| 472                              | Railway Clearing House Expenses ... ..   | 559 5 1                                   |
| 356                              | Audit Office Expenses ... ..   | 341 13 3                                  |
| 162                              | Stores' Department ... ..  | 200 15 9                                  |
| 432                              | Travelling and Miscellaneous Expenses ... ..   | 450 5 0                                   |
| 25                               | Fidelity Insurance Fund ... ..   | 24 0 0                                    |
| 2,780                            |  | £ 2,865 14 10                             |

Gr.

## No. XIII.—GENERAL BALANCE SHEET.

Dr.

| Dr.   |              | Gr.   |              |
|---|--------------|---|--------------|
| £   | s. d.        | £   | s. d.        |
| To Net Revenue Account, Balance at Credit thereof, as per Account No. X. ... .. | 22,960 19 6  | By Capital Account, Balance at Debit thereof, as per Account No. IV. ... .. | 5,055 12 5   |
| „ Unpaid Dividends and Interest ... ..  | 1,292 19 7   | „ Shares Investment ... ..  | 23,350 0 0   |
| „ Interest on Mortgages and Debenture Stock to 30th June, 1884, payable ... ..  | 12,194 14 3  | „ General Stores—Stock of Materials on hand ... ..                          | 28,588 15 11 |
| „ Balance due to Bankers ... ..   | 27,747 8 11  | „ Traffic Accounts due to the Company ... ..                                | 4,012 16 2   |
| „ Debts due to other Companies ... ..   | 6,312 14 7   | „ Amounts due by other Companies ... ..                                     | 17,505 16 0  |
| „ Amount due to Clearing House ... ..   | 2,107 12 9   | „ Amount due by Post Office ... ..  | 1,472 10 0   |
| „ Sundry Outstanding Accounts ... ..  | 17,978 19 10 | „ Sundry Outstanding Accounts ... ..  | 1,277 14 8   |
| „ Company's Friendly Society as its Treasurer ... ..                            | 192 18 3     | „ Suspense Accounts, viz. :—  |              |
| „ Fidelity Insurance Fund ... ..  | 479 12 9     | Great Western Co.'s Settlements ... ..                                      | 2,144 0 9    |
|   |              | Athenry and Ennis Line award ... ..   | 7,860 14 6   |
| Total, £  | 91,268 0 5   | Total, £  | 91,268 0 5   |

## No. XIV.—MILEAGE STATEMENT.

| Half-Year ended 30th June, 1883. | Half-year ending 30th June, 1884.           |          |  |          |                   |          |
|----------------------------------|---|----------|--|----------|-------------------|----------|
|                                  | Miles worked by Engines.                    |          | Miles constructing or to be constructed. |          | Miles authorized. |          |
| M. F. C.                         | M. F. C.                                    | M. F. C. | M. F. C.                                 | M. F. C. | M. F. C.          | M. F. C. |
| 140 4                            | 141 6 8                                     | 141 6 8  | ...                                      | 141 6 8  | ...               | 141 6 8  |
| 129 0                            | 129 0 0                                     | 129 0 0  | ...                                      | 129 0 0  | ...               | 129 0 0  |
| 269 4                            | 270 6 8                                     | 270 6 8  | ...                                      | 270 6 8  | ...               | 270 6 8  |
| 1 1                              | 1 1 0                                       | 1 1 0    | ...                                      | 1 1 0    | ...               | 1 1 0    |
| 270 5                            | 271 7 8                                     | 271 7 8  | ...                                      | 271 7 8  | ...               | 271 7 8  |
|                                  | Lines owned by Company Do. Leased or Rented |          |  |          |                   |          |
|                                  | Foreign Lines Worked Over                   |          |  |          |                   |          |
|                                  | Total                                       |          |  |          |                   |          |

## No. XV.—STATEMENT OF TRAIN MILEAGE.

| Half-Year ended 30th June, 1883. |   | Half-Year ending 30th June, 1884. |                     |
|----------------------------------|---|-----------------------------------|---------------------|
| W. & L. Line.                    | Other Lines Worked.   | W. & L. Line.                     | Other Lines Worked. |
| MILES 209,936                    | MILES 133,324   | MILES 201,370                     | MILES 152,462       |
| 76,841                           | 19,071  | 66,075                            | 15,406              |
| 286,777                          | 152,395   | 267,445                           | 167,868             |
|                                  | Total 439,172   | Total 435,313                     | Total 435,313       |
|                                  | Passenger Trains—and Mixed Trains, carrying also Goods and Live-Stock |                                   |                     |
|                                  | Goods, Cattle, and Mineral Trains                                     |                                   |                     |

ABRAHAM STEPHENS, *Chairman of the Company.*  
JOHN J. MURPHY, *Secretary of the Company.*

## CERTIFICATE RESPECTING THE PERMANENT WAY, &amp;c.

I HEREBY certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past Half-year, been maintained in good working Condition and Repair.

JAMES TIGHE, *Engineer.*

Date, 29th July, 1884.  
Waterford.

## CERTIFICATE RESPECTING THE ROLLING STOCK.

I HEREBY certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Waggons, Machinery, and Tools, also the Marine Engine of the Steam Tug, have, during the past Half-year, been maintained in good working Order and Repair.

HENRY APPLEBY, *Locomotive Superintendent.*

Date, 26th July, 1884.  
Limerick.

## AUDITORS' CERTIFICATE.

We, the Auditors of the WATERFORD AND LIMERICK RAILWAY COMPANY, hereby certify that we have examined the Half-yearly Accounts of the Company for the Half-year ending 30th June, 1884, which are proposed to be issued to the Shareholders of said Company, and that the said Half-yearly Accounts contain a full and true statement of the financial condition of the Company, showing a gross sum of £22,960 19s. 6d. to the credit of Revenue, after charging thereon all expenses which ought to be paid thereout in our judgment, leaving this sum available for dividend on the respective Stocks and Shares of the Company.

GEORGE GIBSON, } *Auditors.*  
ANTHONY CADOGAN, }

WATERFORD,  
14th August, 1884.

Waterford and Limerick Railway.

NOTICE TO SHAREHOLDERS.

Shareholders desirous of attending the Meeting will be furnished with Free Passes over the Company's Line, on making timely application therefor to the Secretary at Waterford.

Proprietors who have changed their address since last Meeting should notify same.

17  
FRANCIS B. ORMSBY,  
Secretary.

Waterford and Tramore Railway Company.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

Half-year Ended 30th JUNE, 1884,

TO BE SUBMITTED TO THE

PROPRIETORS

AT THE

Sixty-Third Half-yearly Meeting

OF THE COMPANY,

TO BE HELD AT THE

COMPANY'S OFFICE, THE TERMINUS,

WATERFORD,

At 11 o'Clock, in the forenoon, on Tuesday, the 16th day of Sept., 1884.

WATERFORD

"STANDARD" STEAM-PRINTING WORKS, 22, BAILEY'S NEW-STREET

**D**irectors:

ABRAHAM DENNY, Esq., D.L., CHAIRMAN.

CORNELIUS MORLEY, Esq., J.P., VICE-CHAIRMAN.

JOHN L. BLOOD, Esq.,

CHARLES E. DENNY, Esq.

JOHN N. WHITE, Esq., J.P.

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**N**OTICE IS HEREBY GIVEN that the next Half-yearly Ordinary GENERAL MEETING of the Shareholders of this Company will be held at the Company's Office, THE TERMINUS, WATERFORD, on TUESDAY, the 16TH SEPT., 1884, at ELEVEN o'CLOCK, in the forenoon, for the purpose of receiving a Report and Statement of Accounts for the Half-year ended the 30th June 1884.

The Transfer Books will be closed from the 2nd Instant until the 16th Instant, inclusive.

WILLIAM REA,

SECRETARY.

*Office, The Terminus,*

*Waterford, September 2nd, 1884.*

DIRECTORS' REPORT.

Subjoined is the usual comparative Statement of Traffic, showing the details of the earnings of your line for the past half-year :—

|                                 | June 30th, 1884. |          |       | June 30th, 1883. |      |      |   |
|---------------------------------|------------------|----------|-------|------------------|------|------|---|
|                                 | £                | s.       | d.    | £                | s.   | d.   |   |
| First Class Passengers.....     | 3167½            | 158      | 7 6   | 2972½            | 148  | 12 6 |   |
| Third " " .....                 | 4989½            | 166      | 6 4   | 4668             | 155  | 12 0 |   |
| First " Return .....            | 10508½           | 700      | 15 3  | 10187            | 672  | 16 6 |   |
| Third " " .....                 | 15973            | 674      | 7 5   | 16090½           | 675  | 10 2 |   |
| Bathing Tickets.....            | 230              | 7        | 17 10 | 169              | 5    | 15 0 |   |
| School " .....                  |                  | 33       | 9 6   |                  | 38   | 7 0  |   |
| Season " .....                  |                  | 239      | 6 0   |                  | 265  | 5 0  |   |
| Parcels, Dogs, and Excess Fares |                  | 120      | 13 4  |                  | 90   | 9 6  |   |
| Goods .....                     |                  | 152      | 12 6  |                  | 148  | 2 11 |   |
|                                 | 34868½           | 2253     | 15 8  | 34087            | 2200 | 10 7 |   |
|                                 |                  | Increase |       |                  | 53   | 5    | 1 |

The balance available for Dividend, after providing for Interest on Loans, and all Outstanding Accounts, is £678 1s. 0d, out of which your Directors recommend the payment of the usual Dividend on the Preference Shares, at the rate of 5 per cent. per annum, carrying forward a balance of £428 1s. 0d. to the next Account.

A. DENNY, Chairman.

WILLIAM REA, Secretary.

Waterford and Tramore Railway Company.

Half-Year ended June 30th, 1884.

No. I.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

| Acts of Parliament.                                     | CAPITAL AUTHORIZED. |       |        |       |        |       | CAPITAL CREATED. |
|---|---------------------|-------|--------|-------|--------|-------|------------------|
|   | SHARES.             |       | LOANS. |       | TOTAL. |       |                  |
|   | £                   | s. d. | £      | s. d. | £      | s. d. |                  |
| Waterford and Tramore Railway Act, 1851. ....           | 48,000              | 0 0   | 16,000 | 0 0   | 64,000 | 0 0   | All.             |
| Waterford and Tramore Railway Amendment Act, 1857. .... | 10,000              | 0 0   | 3,350  | 0 0   | 13,350 | 0 0   |                  |
|   | 58,000              | 0 0   | 19,350 | 0 0   | 77,350 | 0 0   |                  |

No. II.—STATEMENT OF SHARE CAPITAL CREATED, SHOWING THE AMOUNT RECEIVED.

| DESCRIPTION.  | AMOUNT CREATED. |     |     | AMOUNT RECEIVED. |     |     |
|---|-----------------|-----|-----|------------------|-----|-----|
|   | £               | s.  | d.  | £                | s.  | d.  |
| Original Shares (4,800 @ £10 each.)...                | 48,000          | 0 0 | 0 0 | 48,000           | 0 0 | 0 0 |
| Five per cent. Preference Shares (1000 @ £10 each.).. | 10,000          | 0 0 | 0 0 | 10,000           | 0 0 | 0 0 |
| Total .. .. .   | 58,000          | 0 0 | 0 0 | 58,000           | 0 0 | 0 0 |





No. IX.—REVENUE ACCOUNT.

Cr.

Dr.

| Half year ending 30th June '83. | EXPENDITURE   | Half-year ending 30th June '84 |       | Half-year ended 30th June, '85, £ | RECEIPTS                               | Half-year ending 30th June, 1884, |           |
|---------------------------------|---|--------------------------------|-------|-----------------------------------|--|-----------------------------------|-----------|
|                                 |   | £                              | s. d. |                                   |  | £                                 | s. d.     |
| 481                             | To Maintenance of Way, Works, and Stations, see Abstract A. | 342                            | 13 5  | 821                               | By PASSENGERS:                         | 859                               | 2 9       |
| 530                             | " Locomotive Power B.                                       | 478                            | 14 4  | 831                               | " First Class                          | 840                               | 13 9      |
| 146                             | " Carriages & Waggon's C.                                   | 156                            | 3 0   | 265                               | " Third " Season Tickets               | 239                               | 6 0       |
| 284                             | " Traffic Expenses D.                                       | 314                            | 6 5   | 6                                 | " Bathing .. .. .                      | 7                                 | 17 10     |
| 192                             | " General Charges E.  | 196                            | 18 0  | 38                                | " School .. .. .                       | 33                                | 9 6       |
| 32                              | " Rates and Taxes .. .. .                                   | 29                             | 6 9   | 1961                              |  |                                   | 1980 9 10 |
| 1665                            |   | 1518                           | 1 11  | 91                                | " Parcels, Dogs & Excess Fares .. .. . | 120                               | 13 4      |
|                                 |   |                                |       | 148                               | " Goods .. (1700 Tons.)                | 152                               | 12 6      |
| 545                             | " Balance to Net Revenue Acct.                              | 748                            | 17 2  | 10                                | " Rent .. .. .                         | 273                               | 5 10      |
|                                 |   |                                |       |                                   |  | 13                                | 3 5       |
| 2210                            |   | 2266                           | 19 1  | 2210                              |  | 2266                              | 19 1      |

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No. X.—NET REVENUE ACCOUNT.

Cr.

Dr.

| Half-year ended 30th June, '82 | £                                | Half-year ending 30th June '84 |       | Half-year ended 30th June '83 | Half-year ending 30th June, 1884,        |      |       |
|--------------------------------|----------------------------------|--------------------------------|-------|-------------------------------|--|------|-------|
|                                |                                  | £                              | s. d. |                               |  | £    | s. d. |
| 411                            | To Interest on Mortgage Bonds..  | 420                            | 2 4   | 383                           | By Balance from last half-year's account | 339  | 2 7   |
| 516                            | " Balance available for Dividend | 678                            | 1 0   | 544                           | " Balance Revenue Account. No. 9. . .    | 748  | 17 2  |
|                                |                                  |                                |       |                               | " Interest on Bank Balance... ..         | 10   | 3 7   |
| 927                            |                                  | 1098                           | 3 4   | 927                           |  | 1098 | 3 4   |

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No. XI.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

| Half-year ended 30th June, '83 | £   | Half-year ending 30th June, 1884 | £   |
|--------------------------------|---|----------------------------------|-----|
| 516                            | Balance available for Dividend, as per Account No. 10. . . . .  | 678                              | 1 0 |
| 250                            | Preference Shares, [£10,000] at 5 per cent. per annum, .. . . . | 250                              | 0 0 |
| 266                            | Balance to next Half-year. . . . .                              | 428                              | 1 0 |



CERTIFICATE RESPECTING THE PERMANENT WAY.

— O —

I CERTIFY that the Company's Permanent Way, Stations, Buildings, and other Works have been maintained in good Working Condition and Repair during the past Half-year.

JAMES OTWAY, ENGINEER.

Waterford, September 3rd, 1884.

— O —

CERTIFICATE RESPECTING THE ROLLING STOCK.

—————

I HEREBY CERTIFY that the whole of the Company's Plant, Engines, Carriages, Waggons, Machinery, and Tools have, during the past Half-year, been maintained in good order and repair.

HENRY WAUGH, LOCOMOTIVE ENGINEER.

September 4th, 1884.

— O —

AUDITORS' CERTIFICATE.

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We have examined the Accounts, with the Vouchers, of the Waterford and Tramore Railway Company for the Half-year ending the 30th June, 1884, and find that they contain a full and true Statement of the Financial Condition of the Company, and that the Dividend proposed to be paid, at the rate of 5 per cent per Annum, on the Preference Shares, has been *bona fide* earned during the Half-year, after debiting Revenue with all expenses, which in our judgment, ought to be charged to that Account.

ISAAC THORNTON. } AUDITORS.  
GEORGE W. MAUNSELL, }

12

September 4th, 1884.

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- 9267

