SECRETARYS OFFICE 3. S. & W. R.

Reports of Triel Railways

Half-year ended 31st Deer 1884.



Contents

1 1. Atheny and Enris Junation Railway. 2. Alherry and Learn Railway 3. Ballycastle Railway 4. Ballymena Tharne Railway 5. Belfast and Co. Down Railway 6. Belfast and Northern Counties Radeoce 7. Clara and Banagher Railway 8. CorRand Bandon Railway 19. Cork Blackrock and Passage Railway 1 10. Cork and macroom Railway 1 11. Derry Central Railway 1 12. Dublin and Kingstown Railway. 1 13. Dublin Wicklow and Wexford Railway 14. Emickillen Bunderan Vligo Raelway 15. Finn Valley Radway 1 17. Great Southern and Western Railway 1 18. Ilen Valley Railway Railway 1 20. Londonderry Thought willy Railway 21. Midland Skeet Western Radway Radway 23. Sligo Rection & Northern Cos Railway

1 24. West Worseal Railway
1 25. Waterford and Central Indand Railway
1 26. Waterford and Remover and his more Railway
1 27. Waterford and Limerick Railway
1 28. Waterford and Framore Railway
1 28. Waterford and Framore Railway

FRANCIS B. ORMSBY, Secretary.

Athenry and Ennis Junction Railway Company.

REPORT OF THE DIRECTORS,

AND

STATEMENT OF ACCOUNTS,

To 31st DECEMBER, 1884,

TO BE SUBMITTED AT THE

Fiftieth Half-yearly General or Ordinary

MEETING OF PROPRIETORS,

TO BE HELD IN

DUBLIN,

On SATURDAY, the 28th FEBRUARY, 1885.

Board of Directors:

- (3) JAMES FITZGERALD LOMBARD, Esq., J.P., Rathmines, Dublin, Chairman.
- (2) L. 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.

- (3) MICHAEL MACNAMARA,
- (1) A. BELLEW NOLAN,

Auditors.

- (1) Retire February, 1885.
- (3) Retire February, 1886.
- (2) Retire Februarv, 1887.

ATHENRY AND ENNIS JUNCTION RAILWAY COMPANY.

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

NOTICE IS HEREBY GIVEN, that the FIFTIETH HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will be held on SATURDAY, the 28th day of February, instant, at 10 30 o'clock a.m., at Brunswick Chambers, Dublin, for the transaction of the business of a General Meeting.

Dated at Dublin, this 13th day of February, 1885.

By Order,

J. FOWLER NICOLL, Secretary.

ATHENRY AND ENNIS JUNCTION RAILWAY COMPANY.

REPORT of the Directors to be submitted at the Fiftieth Half-yearly

General Meeting of the Proprietors.

The following analysis of the Traffic for the Half-years ending 31st December, 1883 and 1884, will enable a comparison to be made under each head of the Traffic for the respective periods.

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

The above analysis shows a total increase upon the past half-year of £435 as compared with the corresponding period of the previous year. In Passengers there is an increase of 3,352, representing a money increase of £245; in Cattle an increase of 320 and £125. In Goods a decrease of £89.

The total Receipts for the year 1884 amoun to £11,681 14s. 8d., and as you are entitled, under your Lease, to a moiety of such Receipts in excess of £11,000, amounting to £340 17s. 4d., that sum has been entered to your credit in the Revenue Account.

In their last Report your Directors stated that they were again obliged to resort to arbitration to obtain a settlement from the Waterford and Limerick Company of the competitive traffic under the award made in June, 1882, and upon application to the Board of Trade Sir James Allport was, in September last, appointed Arbitrator. The case came before him in Dublin on the 27th ult., when all the various questions raised were amicably settled, and it now only remains to get out returns of the traffic for the last three years, which, when agreed, will be reported to Sir James, and his award may be expected very shortly thereafter, probably in not more than two months from the present date.

The further application made to the Lords of the Treasury in respect to the Loan from the Public Works Loan Commissioners was unsuccessful, except as regards a slight further concession offered.

Your Directors have not given up all hope of being ultimately successful in obtaining what they think fair terms in regard to the Loanand by fair terms they mean what will fully and fairly pay the Government for their advance. If it could be shown that 4 per cent. interest in the past and the redemption of the Loan, calculated on a basis of 312 per cent. in the future, amounting to 5 per cent. over 35 years in repayment of principal and interest, is not sufficient to meet fully the cost of the Loan, they would gladly forego all further attempts to obtain such terms. They feel, however, too strongly upon the point to vield without another effort. For years past the whole available income of the Company has been paid to the Loan Commissioners until the amount so paid amounts to more than £40,000, and the Company might be placed in a decent financial position in regard to its Debenture and Bond Creditors and Shareholders if the first (the Loan Commissioners') charge could be placed in a reasonable position. Having regard to the security, it is difficult to see why it should not be done, unless the Treasury, on the one hand, desire to make a profit on the Loan, or, on the other, doubt the substantiality of the security they hold. In regard to this, however, nothing more can now be done until after Parliament meets, but it is of the first importance to the future of the Company if such a fair arrangement as has been described could now be made with the Loan Commissioners.

One Director and one Auditor retire by rotation at this meeting, but are eligible for re-election.

By Order,

JAMES F. LOMBARD, Chairman.
J. FOWLER NICOLL, Secretary.

Board-Room, Brunswick Chambers, 17th February, 1885.

ATHENRY AND ENNIS JUNCTION RAILWAY COMPANY. Half-year ending 31st December, 1885.

No. I. No. I. Statement of Capital authorized and created by the Company. Capital Powers are consolidated under States are consolidated under Acts 28 Vic., cap. 144, 13th In 195,coo gr,600 a 86,600 rg 5,000 gr,600 a 86,600 No II. Statement of Stock and Share Capital created, shorting the proportion received in Amount Description Description Description Total Stock and Share Capital created, shorting the proportion received in Amount and Shares of £10 each, Class "A" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference, entitled to a first preference of £10 each, Class "B" Preference of £10 each, Clas)	-	0 2	1	. 0			
Capital Powers are consolidated under Acts 28 Vic., cap. 18, 26th May, 1865; 31 & 32 Vic., cap. 144, 13th July, 1868, - 195,000 No II. Statement of Stock and Share Capital created, shorting the proper Preferential Dividend of Five Pounds per centum per annum - 15,000 Preferential Dividend, after the said Class "A" Shares, at the rate of 20,000 20,000 20,000 20,000 8 Preferencial Dividend, after the said Class "A" Shares, at the rate of 20,000 20,000 20,000 8 Preferencial Dividend, after the said Class "A" Shares, at the rate of 20,000 20		pital author	rized and c	reated by	the Com	pany.			
Capital Powers are consolidated under Acts 28 Vic., cap. 18, 26th May, 1865; 31 & 32 Vic., cap. 144, 13th July, 1868, No II. Statement of Stock and Share Capital created, showing the properties of £10 each (original Capital) Preferential Dividend of Five Pounds per centum per annum 2,000 Shares of £10 each, Class "A" Preference, entitled to a first Preferential Dividend, after the said Class "A" Shares, at the rate of Five Pounds per centum per annum 2,000 20	Acts of Darlomane	Capital authori	zed	Capital	created or sa	nctioned		Balance	
Capital Powers are consolidated under Acts 28 Vic., cap. 18, 26th May, 1865; 31 & 32 Vic., cap. 144, 13th July, 1868, No II. Statement of Stock and Share Capital created, showing the properties of £10 each (original Capital) 7,500 Shares of £10 each, Class "A" Preference, entitled to a first Preferential Dividend of Five Pounds per centum per annum - 2,000 Shares of £10 each, Class "B" Preference, entitled to a first Preferential Dividend, after the said Class "A" Shares, at the rate of Five Pounds per centum per annum - 2,000 20			Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
No II. Statement of Stock and Share Capital created, showing the property of Stock and Share Capital created, showing the property of Stock and Share Shares of Lio each (original Capital) Theorem Shares of Lio each (original Capital) Preference, entitled to a first Preference, entitled to a first Preference of Lio each, Class "A" Preference, entitled to a First Preference of Lio each, Class "B" Preference, entitled to a First Preference of Lio each, Class "B" Preference of Lio each, Class "B" Preference, entitled to a First Preference of Lio each, Class "B" Preference of Lio	Powers are consolidated under 28 Vic., cap. 18, 26th May,	3	3	42	N.	N	2	4	3
No II. Statement of Stock and Share Capital created, showing the proper Description 10,000 Shares of £10 each (original Capital) 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 Preferential Dividend, after the said Class "A" Shares, at the rate of Five Pounds per centum per annum - 20,000 20	31 & 32 VIC., cap. 144, 13th 868, 195,co	009,16	286,600	000,561	91,600	286,600	1	1	1
Amount Created 100,000 75,000 20,000	Statement of Stock and S	hare Capita	il created,	showing t	he propor	tion recei	ved.		
100,000	Description			Amou		Amount	Calls in Arrear	Amount	Amount
	hares of £10 each (original Capital)	nce entitle	- 2		-	£ 061,66	809 IS	31	31
	ntial Dividend of Five Pounds per centuares of Lo each, Class "B" Pre	m per annu erence, en	m - titled to			0 065,390	1	1	8,410
	ounds per centum per annum	Shares, at	the rate o			20,000 0	1	-1	1
195,000 185,780 5				195,00	00 185,	80 5	809 IS		8,410

No. III.		Capital rai	sed by Loa	ns ana	Capital raised by Loans and Debenture Stock.	Stock.			
					Raised b	Raised by Loans	Raised b Debent	Raised by issue of Debenture Stock	Total Raised by
					At 5 per cent.	Total Loans	At per cent.	per cent. Debenture Stock	Loans and by Debenture Stock
					Z	Z	Z	2	A
Existing at 30th June, 1884,			od.	1	85,100	1	N.	Nii.	85,100
Do. 31st December, 1884,	84,			f	85,100	1	Nii.	Nii.	85,100
Increase, -	1								1
Decrease,	,				36		,		1
Total Amount authorized to be raised by Loans in respect of Capital created, as per Statement No. I, -	raised by	Loans in r	espect of	Capit	al created,	as per State	ment No. I	1	009,16
Total Amount raised by Loans, as above,	as above,							1	85,100
Balance, being available Borrowing Powers, at 31st December, 1884,	rilable Bo	rrowing P	owers, at	3 ist D	ecember,	I 884, -			6,500

			1	ON CAPITAL ACCOUNT.					Q	Tr.
TO EXPENDITURE	Amount expended to 30th June, 1884	Amount expended during Half-year	Total	BY RECEIPTS	Amount to 30th	received June,	Amount re durin Half-ye	g	To	otal
Line open for Traffic	£ s. d. 306,370 14 9	£ s. d.	1	Shares, Ordinary, per Account No. 2,	£ 99,190	s. d.		. d.	£ 99,190	
			17 9	Shares, Preference, per Account No. 2, Class "A," Preference, £10, fully paid up, Class "B," Preference, £10, fully	66,590	0 0	_		66,590	0
			2	paid up,	85,100	0 0			85,100	
			8	Sundries as follows:— Interest received on Calls, Calls paid on Forfeited Shares, .		15 4			358	
					271,384	0 4	_		271,384	0
				Balance,	•		al :		34,986	14
3	06,370 14 9	- 3	06,370 14						306,370	14

For the Half-yanding 31st December, 1884.	
Construction of Way and Stations, Station Signals, Plant, Engineerizes, including Land, Law Expenses, Parliamentary Charges, Interest, &c., General Expenditure, including Travelling, Advertising, Printistationery, Stamps, Taxes, Salaries,	L s. d.

		any taking up the Working	OUNT.	PENDITURE	In subsequent Half-years Total	s. d. f. s. d.	THER EXPENDITURE	4	809 15 0
KING STOCK.		ailway Company upon that Compovember, 1872.	TURE ON CAPITAL ACC	FURTHER EXPENDITURE	Liabilities to In subseque	£ 5. d. E	AILABLE TO MEET FUR	8,410 0 0 6,500 0 0	1
No. VI.	NIL.	The Working Stock was transferred to Waterford and Limerick Railway Company upon that Company taking up the Working of the Line on 1st November, 1872.	No. VII. ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.	PARTICULARS		None during existence of Lease to the Waterford and Limerick Railway.	No. VIII. CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE as per No. VII.	Share and Loan Capital authorized but not received— Preference Capital, per Account No. II., Debentures,	Other Assets—Arrears of Calls (ordinary capital), as per Account No. II.

No. IX.		Half-year ended 31st Dec., 1884	£ 3. d.	340 17 4		2,940 17 4
T. Ct.	Receipts		By Rent received and owing from Waterford and Limerick Railway Co. for 6 Months, at £433 6s. 8d. per Month,	Limerick Railway Company,		" Total Receipts, - "
REVENUE ACCOUNT.		Half-year ended 31st Dec., 1883	£ 5. d.	563 10 10		4 3,163 10 10
REVENUE		Half-year ended 31st Dec., 1884	£ 5. a. 205 6 4 337 10 6 25 II 10		2,372 88 89 89 89 89 89 89 89 89 89 89 89 89	2,940 17 4
er.	Expenditure		To Traffic Expenses, see Abstract D, ,, General Charges, see Abstract E, ,, Income Tax,		", Total Expenditure, Balance carried to Net Revenue Account,	
No. IX		Half-year ended 31st Dec., 1883	337 10 6 H	- 1	542 2621 9 2	3163 10 10

	9
- 5-	2
-	ī
	ė
5	
	ú
	•

	Half-year ended 31st Dec., 1884		6 600
		Revenue Account	ABLE FOR DIVIDEND.
HE WELLINGE MOOONING.	Half-year ended 31st Dec , 1883	2,621 9 46 17 32,770 II	ALANCE AVAIL
ייני ייני דייי	Half-year ended 31st Dec., 1884	\$3,303 I II 1,475 0 0 640 0 0 575 0 0	TON OF BA
		\$2,736 14 \circ To Balance from last Half-year, \$3,303 I II To Interest on Temporary Loans and Bonds, 12,3 9 Interest on Government Loan, 1,475 \circ 640 \circ To Interest on Debentures, 2,575 \circ 0 \circ To Interest on Lloyd's Bonds, 1,475 \circ 0 \circ 540 \circ 0 \circ 575 \c	PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND. NIL
	Half-year ended 31st Dec., 1883	£ s. 4. 32,736 14 0 1,475 0 0 640 0 0 575 0 0	No. XI.

XII.—ABSTRACTS.

A.	MAINTENANCE OF WAY AN	works.	
	NIL.		
В.	LOCOMOTIVE POWE	ER.	
	NIL.		
C. RE	PAIRS AND RENEWALS OF CARR	IAGES AND W	AGONS.
	NIL.		
D. Half-year ended 3 1st Dcc., 1883.	TRAFFIC EXPENSE	S.	
£ s. d. 65 0 0 10 0 0 72 10 0 24 16 1	Salaries,	£ s. d. 65 0 0 10 0 0 72 10 0 48 19 3 8 17 1	£205 6 4
E.	GENERAL CHARGI	ES.	
157 10 0 10 0 0 170 0 6	Directors, Auditors, Salaries, including Office Expenses, Postage, and General Office Charges, Advertising, &c., Travelling and Special Expenditure,	157 10 0 10 0 0 170 0 6	£337 10 6

	-		11				
		k 1.	d.	By Capital Account. Balance to debit thereof, as per	Balance to debi	t thereof, as per	£ s. d.
To Liabilities on Lloyd's Bonds,	F	23,000 0	0	Account No. IV.,	7.9 Balance to	dehir cherence as	34,986 14 5
" Interest due on Lloyd's Bonds,	,	8 685,61	4	France of Orthernia with Waterford and Limerick	. X.,	ord and Limerick	33,582 15 2
", Interest due on Debentures,	-1-	22,370 6	6	Railway Company,	ny,		
" Interest due on Government Loan, -	r	9,184 16 10	Io	", W. & L. Co., Amount due under Surplus Receipts,	nount due under	Surplus Receipts,	2,100 0
" W. and L. R., Balance under settlement	1	81 111	н	" Cash in Deposit,		1 1	7,058 0 3
" Award in Arbitration, the Co. v. W. & L.,		7,000 0 0	0	", balance, Cash at Bankers,	bankers, -		1,104 2 0
	_1						
		81,256 10 0	0				81,256 10 0
No. XIV.		MILEA	IGE ST	MILEAGE STATEMENT.			
				Miles	Miles	Miles constructing or to be constructed	Miles worked by Engines
Lines owned by Company,	1	1	,	36	36	Nil	36

31st Dec., 1884	36,300	ETTYCEP AID LOMBABD CL
	,	AIDIO
		TYCED
		I EI
	7	
	Passenger and Goods Trains mixed, including Specials,	

STATEMENT OF TRAIN MILEAGE.

J. FITZGERALD LOMBARD, Chairman of Comp. J. FOWLER NICOLL, Secretary of Company.

6th February, 1885.

35,339

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 31st Dec., 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, 6th February, 1885.

PRINTED BY JOHN FALCONER, 53 UPPER SACKVILLE-STREET, DUBLIN.

Athenry and Tuam Kailway, FRANCIS B. ORMSBY, Secretary.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS,

To 25th March, 1885,

TO BE SUBMITTED AT THE

FIFTY-FOURTH

Half-yearly Meeting of Proprietors,

TO BE HELD IN TUAM,

On Saturday, 16th of May, 1885.

Board of Directors.

PERCY B. 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-FOURTH ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS of this COMPANY will be held, in Tuam, on Saturday, the 16th May, instan, 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 11th to the day of meeting, both days inclusive.

By Order,

J. FOWLER NICOLL, Secretary.

Dublin, 1st Mey, 1885.

ATHENRY AND TUAM RAILWAY COMPANY.

REPORT of the Directors, to be submitted at the Fifty-Fourth Half-yearly Meeting of the Shareholders, to be held in Tuam, on Saturday, the 16th May, 1885.

The following analysis of the Traffic for Half-years ended 31st December, 1883 and 1884, will enable a comparison to be made under each description of Traffic for the respective periods:—

	Half-ye	ar, Dec., 1884	Half-ye	ar, Dec., 1883	Incr	ease in 1884	Decr	ĉase in 1884
Description	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.
Passengers— 1st class sub- scribers	_	-	-	-		-31	-	-
2nd class do. 1st class single	899 863	117 7 5 88 17 0	858 1,040	114 0 4 107 12 2	41	3 7 1	_ 	18 15 2
3rd ,, ,, Ist ,, return	7,929 1,128	462 8 1½ 112 18 0	8,248	480 14 11	_	_	319	18 6 91
2nd ,, ,, 3rd ,, ,, Military—	9,022	85 I 5 30I 8 81	934 9,042	75 19 10 305 12 5	144	9 1 7	20	4 3 8 1 2
Officers Soldiers ExcessFares,&c.	96 —	0 18 8 6 6 3 4 9 9	74 —	0 8 0 4 18 8 7 8 11	4 22 —	0 10 8	=	2 19 2
Total of Pas- sengers	21,022	1,179 15 4	21,357	1,214 17 2	-	-	335	35 1 10
Parcels Excess Luggage Horses		101 2 2 0 17 6 31 11 10	111	81 7 10 0 17 10 22 6 8 4 15 0		19 14 4		0 0 4
Carriages . Dogs . Mails . Goods . Tons	6,525	3 12 0 6 9 3 25 0 0	6,906	3 17 0 25 0 0 1,119 I I		2 12 3	381	93 10 7
Coals . ,, Cattle . No.	582	7 1 11 538 19 5	504 15,656	Dd. 9 13 10 400 15 6	78 487	16 15 9	_	
Total Traffic Receipts	-	2,919 19 11	-	2,863 4 3	-	56 15 8	-	_

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

The returns of Traffic for the half-year ended 31st December last require no comment, it being, however, a matter of congratulation that they show an increase, though a small one, over the corresponding period of the previous year.

Your Directors regret that the Receipts for the current half-year show a falling off, but they must console themselves with the fact, that your Company is not more affected by the general depression than other Railways throughout the country.

The question of Rates is engaging attention, it being the opinion of your Board, that your Company is entitled to a larger share in the division of through Booking Rates, than it at present possesses.

On the 2nd proximo, there will be due in repayment of the Loan advanced to your Company by the Public Works Loan Commissioners the annual sum of £1,734 18s.—of that amount £732 0s. 11d. is in discharge of the Principal of such Loan, and £1,002 17s. 1d. for Interest—this payment will increase the amount of Bonds paid off by you, to the sum of £5,660 14s. 10d.

By Order,

PERCY B. BERNARD, Chairman.
J. FOWLER NICOLL, Secretary.

Dublin, 7th May, 1885.

ACCOUNTS.

ATHENRY AND TUAM RAILWAY.-Half-year ending 25th March, 1885.

		Total	41		Amount	£ 28,050		Total by Loans	Debenture Stock	£ 5,071 6 1 25,071 6 1	11	30,000 0 0 25,071 6 I	4,928 I3 II
	Balance	Loans	41		Calls in Arrear	122				8 8	1.1		
		Shares	1 2	ived.	Amount	£ 828		Raised by	at per o	311	, ,	reated, as	8
Company.	ctioned	Total	30,000 120,000	portion rece	Amount R Created R	go,000 6		ns	Total Loans	5. d. 5. d. 5. d. 5. d. 6 I		Capital c	35, -
t by the	Capital created or sanctioned	Loans	30,000	ng the prop	Cre	06	Stock.	Raised by Loans		6 1 25,071 6 1 25,071	1 1	espect of	farch, 188
nd create	Capital	Shares	000°06	ed, shoavi			bebenture !	24	At 4 per cent.	£ 25,071		tocks in r	at 25th N
Statement of Capital authorized and created by the Company.	Po	Total	30,000 120,000	pital creat			Capital raised by Loans and Debenture Stock.				FA	Senture Si	Powers,
apital aus	Capital authorized	Loans	30,000	Share Ca			sed by Lo					d by Det	orrowing
ment of C	Cal	Shares	90°006	Stock and	Description	ch Share,	Inpital ra				1 1	Loans an	vailable B
No. 1.		Acts of Parliament	21 & 22 Vic., cap. 112,	No. 2. Statement of Stock and Share Capital created, showing the proportion received.		9,000 Shares (original capital) of £10 each Share,	No. 3.			Existing at 29th September. 1884, - Do. at 25th March, 1885, -	Increase, Decrease,	Total Amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. 1, Total Amount raised by Loans, as above,	Balance, being available Borrowing Powers, at 25th March, 1885,

	F	7	2	61,828
	Amount received during. Half-year	F : d. 1 6. d.	2	1.1
	ved 884	d.		ОН
	Amount received to 29th Sept., 1884		2	61,828 0
RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.	BY RECEIPTS			for 101,360 4 8 1,070 0 0 102,430 4 8 Shares, per Account No. 2, - 61,828 0 0 Loans, per Account No. 3, 25,071 6 1
PENDITURE	Total		£ 5. a.	02,430 4 8
TS AND EX	Amount expended during Half-year		L s. d. L s. d. L s. d.	1,070 0 010,1
RECEIL	JRE approved cxpended during to to Half-year		£ 5. d.	101,360 4 8
Ur. No. 4.	TO EXPENDITURE			On Lines open for Traffic, No. 5,

Cr.

		_			-		1	1
		£ 5. d.	61,828 0 0 25,071 6 I	615 15 10	5,669 13 I	93,214 15 0	9,215 9 8	102,430 4 8
	=	3	00	IS O	Н3	IS	0	4
	Total	2	328 07I	30	699	2 I 4	2 I S	430
			61,828 0 25,071 6		5,	93,	6	023
-				-				-
1	ring	~						
	Amount received during Half-year	a	1.1	11	1	1	i	
1	Ar Ha	5			Ť			
-	-	72	-30					
	ed 84	£ 5. d. £ 5. d.	ОН	615 15 10	5,669 I3 I	93,214 15 0		
1	Amountreceived to 29th Sept., 1884	2	00	T O	H 3	I.S	T	
1	to to 1 Sep	X	328 071	30	699	214		
1	Amo 29th		61,828 0 25,071 6	0	5,6	93,		
1		-	1	· ~	0			
1		I.	Shares, per Account No. 2, Loans, per Account No. 3,	Sundries, as follows:— Interest, &c., Received on Shares forfeited,	Transfer from Revenue to credit of Capital Account,-			
	S		ZZ	orforf	cco			
1	IPT		unt	llow	Rev			
	CE	1	000	s fo	m			
	BY RECEIPTS		L'A	,5, a	Fro Cal		3	
١	× ×		pe pe	dried st, 8	er it o		6	
1	. 14		ans,	Sundries, as follows:— Interest, &c., Received on Shares forfeit	red		Balance,	
			Sha	Int	Tra		Bal	
		d.	00					00
	-	£ 5. d.	4					4
	Total	2 2	0					30
		1	2,4					2,4
	50	-	H) i
	nt durin ar	a	0					0
	Amount pended duri Half-year	5	0					0
	Amount expended during Half-year	13	,00					1,07
		£ 5. d. £ 5. d.	Io1,360 4 8 1,070 0 0 102,430 4 8 Shares, per Account No. 2, - 61,828 0 0 Loans, per Account No. 3, 25,071 6 I					101,360 4 8 1,070 0 0 102,430 4 8
	Amount expended to 29th Sept., 1884	5.	4					4
	to to Sept.,		0					0
	mour	13	I,36					I,36
	< "		0					IO
	O EXPENDITURE		On Lines open for Traffic, No. 5,	,				
	LO	1	u .					
-	DI		ope c. s					
	E	1	Z.					
1	XP		Line					
- : :	E	1	Tra					
eri (1							

No. 5. Details of Capital Expenditure f	
Outlay—Claremorris Extension, &c., Costs, &c., Land—Purchase of Tithes—Law Charges Works—Renewal and re-erection of Sign Junction,	als at Athenry
No. 6. Return of Workin, NIL.	g Stock.
No. 7. Estimate of further Expendit.	ure on Capital Account.
No. 8. Capital Powers and other Asset Expenditure, as pe	
Share Capital authorized, but not yet rec Nos. 1 and 2, Debenture, No. 3,	eived, as per 28,172 0 0 4,928 13 11 Total, - 33,100 13 11

ar. No. 9.	STATE OF STATE OF	REVENUE	REVENUE ACCOUNT.		Cr.
Half-year ended 25th March,	EXPENDITURE	Half-year ended 25th March,	Half-vear ended 25th March,	RECEIPTS	Half-year ended 25th March, 1885
133 7 3 4.	To General Charges (see Abstract E)	£ 5. d. 129 6 0	£ 5. d. 1,3∞ 0 0	By Receipts— "Rent received from Waterford and Limerick Railway Company for Six Months, at £216 13s. 44 per month, £1,300 0 o "Moiety of Surplus Receipts over £5,000 per annum received from Waterford and Limerick Company for	s. d.
1,336 16 8	,, Balance carried to Net Revenue Account	1,563 8 5	193 10 5	year ended 31st December, 1884, as per agreement,	263 8 5
Tr. No. 10.		REVENUE Half-wear	NET REVENUE ACCOUNT. Halfwar Halfwear		Cr.
25th March,		ended 25th March, 1885	ended 25th March, 1884		25th March, 1885
£ 5. d. 829 5 0 846 1 3	To Dividend of 14 per cent., declared 29th Nov., 1884, "Interest on Government Loan, Half-year to date.", Balance	6, 3. d. 846 1. 3	1,336 16 8	By Balance brought from last Half-year's Account "Ditto Revenue Account, No. 9 "Interest, &c."	11,379 10 11 1,411 19 10 69 12 1
12,099 8 6		12,861 2 10 12,099	12,099 8 6		12,861 2 10

No. 11.	Proposed Appropriation of Balance availa	able for Dia	vidend.				
Balan	ce available for Dividend as per Account	No. 10,	£ s. d.				
No. 12.	ABSTRACTS.						
Α.	MAINTENANCE of WAY and V	VORKS.—	NIL.*				
В.	LOCOMOTIVE POWER.—N	IIL.*					
C. REPA	AIRS AND RENEWALS OF CARRIAGES	S AND WA	GONS.—NIL.*				
D. TRAFFIC EXPENSES.—NIL.*							
* Line worked by Waterford and Limerick Company under lease for 20 years, dating from 1st November, 1872-							
E.	E. GENERAL CHARGES.						
Half-year ended 25th March, 1884			Half-year ended 25th March, 1885				
£ s. d.	General Expenditure, including Auditors and Secretary's Fees—Advertising, Printing, and Stationery—Travelling—Special Expenditure, including	£ s. (d. L s. d.				
133 7 3	Office Rent, Postage, and Office Petty Expenses,	-	129 6 0				

Mr. No. 13.		ENERAL BAL	GENERAL BALANCE SHEET.				Cr.
To Net Rev as per "Unpaid I", Public V	To Net Revenue Account—Balance at Credit thereof as per Account No. 10, "Unpaid Dividends, "Public Works Loan Commissioners,	L 5. d. 11,085 16 7 385 10 4 1,411 13 9	By Capital Account—Balance to Debit, per Account No. 4, No. 4, No. & L.—Rent for March, Cash at Bankers,	Capital Account—Balance to Debit, pe. No. 4, Investment in Government Securities, W. & L.—Rent for March, Cash at Bankers,	to Debit, per nt Securities, ch,	Account	£ 5. d. 2,257 19 9 2,257 19 9 216 13 4 1,192 17 11
		12,883 0 8					12,883 0 8
No. 14.		MILEAGE S	MILEAGE STATEMENT.				
				1	Half-year ended 25th March, 1885.	5th March, 18	35.
Half-year ended March 25, 1884				Miles Authorized	Miles Constructed	Miles Constructing or to be Constructed	Miles Worked by Engines
152	Line owned by Company,			152	152	1	ISE
No. 15.	STA	TEMENT OF	STATEMENT OF TRAIN MILEAGE.	GE.			
Half-year ended 31st Dec., 1883							Half-year ended 31st Dec., 1884
21,038	Passenger, Goods, and Mixed Trains,	1		× j	i.		21,066
					PERCY B	3. BERNAI	PERCY B. BERNARD, Chairman.

We, the Auditors of the Athenry and Tuam Railway Company, do hereby Certify that the Half-yearly Accounts, entered up to the 25th March, 1885, 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. EDWARD VAUGHAN, Audipra.

DUBLIN, 7th April, 1885.

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

FRANCIS B. ORMSBY,
Secretary

BALLYCASTLE RAILWAY COMPANY.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

For the Half-year ending 31st December, 1884,

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE

Fourteenth Half-yearly General Meeting,

TO BE HELD AT

THE RAILWAY STATION, BALLYMONEY,

On Wednesday, the 25th day of February, 1885,

At 12-30 o'clock, p.m.

BALLYMONEY:
PRINTED BY JOHN FERGUSON, QUEEN STREET.
1885.

DIRECTORS.

- 1 Rev. Sir Frederick Boyd, Bart., The Mansion, Ballycastle, Chairman.
- 2 JOHN CASEMENT, Esq., J.P., Magherin Temple, Ballycastle, Deputy Chairman.
- 3 RICHARD M. DOUGLAS, Esq., J.P., Portballantrae, Coleraine.
- 1 JAMES M. KNOX, Esq., Armoy.
- 2 WILLIAM WOODSIDE, Esq., Dunduan House, Coleraine.
- 3 THOMAS M'ELDERRY, Esq., Ballymoney.
- * EDMUND M'NEILL, Esq., J.P., Craigdun, Craigs, Co. Antrim.
- * John Young, Esq., J.P., Galgorm Castle, Ballymena.
- † John M'Gildowney, Esq., J.P., Clare Park, Ballycastle.
 - 1 Vacates in February, 1885.
 - 2 Vacates in February, 1886.
 - 3 Vacates in February, 1887.
 - * Represents Belfast & Northern Counties Railway Co.
 - † Represents the Grand Jury of County Antrim.

DIRECTORS' REPORT.

THE Statement of Accounts of the Company for the past half-year shews that the business of the Railway has been about the same in extent as that for the corresponding period of 1883, the receipts from all sources being £2,148 10s. 3d., against £2,155 16s. 11d., or £7 6s. 8d. less. The number of passengers carried was 2,746 in excess of that for 1883, which produced £5 7s. 1d. less money. The receipts for Goods were about the same as last year. Parcels produced £10 5s. 5d. Horses, Carriages, &c., £3 19s. 2d. Live Stock, £10, 5s. 0d. more, but Minerals shew a falling off of £12 4s. 0d., and Subscriptions of £10 10s. 0d. for the Half-year. The working cost has been slightly increased, arising from repairs to the Locomptives, increased taxes, new Sleepers, &c. The Working expenses have been 1s. $5\frac{3}{4}$ d. per train mile.

Commencing with the current half-year a slight increase has been made in the rates hitherto charged for Goods on the line.

At the conclusion of the proceedings of the ordinary half-yearly meeting of the Company, the same will be made special for the purpose of approving, or otherwise, of a Bill promoted in the present Session of Parliament by the Giant's Causeway Portrush and Bush Valley Railway and Tramways Company. The object of this Bill is to make (amongst other things) a Railway from their present line at Bushmills to join this Company's line at Dervock Station, and to make provisions for entering into a working agreement with this Company. The Directors, considering that the proposed line, if made, would be of advantage to this Company by increasing its traffic receipts, and as the powers asked for are permissive only, recommend the approval of the Bill.

At the approaching meeting two of the Directors retire, namely Sir Frederick Boyd, Bart, and J. M. Knox., Esq., and also one of the Auditors, Mr. Alex. M'Alister, all are eligible and seek reelection.

(By Order)

JOHN CASEMENT,

Leputy Chairman.

STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY

		Total.	NIL.
	BALANCE.	Loans.	NIL
		Shares.	NIL
100000000000000000000000000000000000000	NCTIONED.	Total.	£135,000
7,199	CAPITAL CREATED OR SANCTIONED.	Loans.	£45,000
	CAPITAL CI	Shares.	£90,000
-		Shares. Loans. Total.	£135,000
	CAPITAL AUTHORISED.	Loans.	£45,000
4 7	CAPIT	Shares.	290,000
The state of the s	A one on Danstatenson	AUI OF I ABEIANEN I.	"Ballycastle Railway Act, 1878." £90,000 £45,000 £135,000

No. 2.—SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Amount Unissued	£27,850	£27,850
Amount Uncalled.	NIL NIL	NII,
Calls in Arrear.	£575 10 0	£575 10 0
mount Created. Amount Received.	£51,574 10 0 *9,026 10 0	£60,601 0 0
Amount Created.	£80,000 10,000	€90,000
	::	
DESCRIPTION.	Ordinary £10 Shares Baronial Guarantee Shares	

^{*}Issued at a discount of £973 10 0

RAISED BY LOANS.	OANS.	THE THE THE		At 4 per cent.	RAISED BY LOANS. At 4 per cent. At 4½ per cent. At 5 per cent.	At 5 per cent.	Total.	
Existing at 30th June, 1884,	::	::	. :	20,000 0 0 0 20,000 0 0	£ s d 200 0 0 200 0 0	£ s. d. 9,800 0 0 0 9,800 0 0	\$ 8. d. 4 s. d. 9,800 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
Increase,		: :	::	::				
Total amount authorised to be raised by Loans in respect of Capital created as per Statement No. 1, Total amount raised by Loans as above	by Loans in	respect of C	apital cre	ated as per Statem	ent No. 1,		45,000 0 0	00
Dolon of Plat Do. 1884	John Louwound	outourous sous	1+ 210+ De	1884			15,000 0 0	10

			- 1	-1
		000	900	2
Cr.	i.	2000	77	44
	Total.	60,601 30,000 122	90,723	101,886 4
Y.T.	Amount Received during Half-year to Dec. 31, 1884.	% : : : G		
L ACCOU.	Amount Received to June 30, 1884.	€ s d 60,601 0 0 30,000 0 0 122 2 6	90,723 2 6	
No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.		By Receipts— Shares— As per Account No. 2. Loans— As per Account No. 3. Solved As per Account No. 3. Miscellaneous Receipts 122	Balance,	
ND EXPEND	Total.	£ s. d. 88,999 19 2 12,886 5 0		368 0 11 101,886 4 2
ECEIPTS AN	Amount Expended during Half-year to Dec. 31, 1884.	£ s. d.		
No. 4-R	Amount Expended to June 30, 1884.	£ s. d. 88,631 18 3 12,886 5 0		101.518 3 3
Dr.		To Expenditure— On Line open for traffic Working Stock		

	£ s. d.	43 19 7	010	# O W		368 0 11
			:	:	•	
TO SEE THE OF CADIMIT PUDDINITION TO SEE DROTHING 1884	on farming		:	:	:	
Stot DECE	1910		:	•	:	
OT TATI	OT STORE			:	1	
MUNACAS	EALENDIN		:	:	:	
I TIME	ALITADI		1	:	:	
O ELO O ALE	AILS OF C		:	:	:	
1	5 DEL		:	:	3	
**	No.	LINE OPEN FOR TRAFFIC-	Works, &c.,	Law and Parliamentary,	Land and Compensation,	

	7	Total.	63	
		Break Vans.	ගෙ ගෙ	
	NDISE.	Cattle Wagous.	ro ro	
	Merchandise.	Open Wagous.	40	
No. 6.—RETURN OF WORKING STOCK.		Covered Wagous.	12 12	
ORKIN		Total.	0101	
N OF W	HING.	3rd Class.	4 4	
RETUR	COACHING.	Composite 3rd Class. Class.	ಕಾ ಕಾ	
No. 6.	Locomotive	Tank Engines.	ග ග	
			::	
			Stock at 30th June, 1884.	

		Line open fe	Line open for Traffic-Details.	tails.			Half-year ending	Half-years*
							p s F	
NIL.	::::	:::	11:	:::	111	: : :	NIL	

Share Capital authorised or created but not yet received, as per Account No. 2, 28425 10 0 15000 0 0 15000 0 0 15000 0 0 15000 0 0 11163 1 8 11163 1 8	No. 8.—CAPITAL POWER & ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER No. 7.	TURE AS	PER NO. 1.	
: :	9 8	3425 10 0 5000 0 0	8	
	pital anthorised but not yet rooms, at the same as per Capital Account, No. 4		43425 10 11163 1	0 %
			32262 8	4

Cr.	Half-year ending Dec. 31, 1884.		1513 0 2		518 11 9	2031 11 11	100 0 0 112 4 10 4 13 6	2148 10 3
		202 0 4	12 15 0 86 7 2 7 10 0		385 10 0 54 18 6 78 3 3			
DUNT.	Receipts.	By Passengers— 2466 3rd ,, 30,543	". Subscriptions 39 ". Parcels, ". Horses, Carriages and Dogs		". Merchandise 2484 tons ". Live Stock, " Minerals "."	3565 tons	"." Transfer fees, " Rents, " Miscellaneous Receipts, "	
No. 9.—REVENUE ACCOUNT.	Half-year ending Dec. 31, 1883.	180 6 10 1231 8 3	23 5 0 76 1 9 3 10 10	1514 12 8	384 14 10 44 13 6 90 7 3	2034 8 3	100 0 0 0 5 0 14 6 3 6 17 5	2155 16 11
REVE	Half-year ending Dec. 31, 1884.	295 12 533 10 1 29 4 384 11	348	0 01 0	1434 17 0 713 13 3			2148 10 3
No	EXPENDITURE	To Maintenance Way and Works, A Locomotive Power B Repairs and Renewals of Carriages and Carriages and Carriage Carriages and Carriage Carriages and Carriage Ranges D	s and loss of Goods,	", Rents,	", Balance carried to Net Revenue Account			
Dr.	Half-year ending Dec. 31, 1883.	@ 00 ru 00	15 16	12 0 0 15 3 0	1334 4 10 821 12 1			2155 16 11

	No 10-NET	No 10-NET REVENUE ACCOUNT.	NT.	Cr.
	Half-year ending Dec. 31, 1884.	Half-year ending Dec. 31, 1883.		Half-year ending Dec. 31, 1884.
	£ s d.	p s 3		£ 3
Isalance from last half-year's	ear's 915 2 5	821 12 1 13 3 0	By Balance from Revenue Account, No 9, ", Interest	713 13 3
Interest on Morgage Donas and Board of Works, Paid Bankers, on Temporary Loans.	644 9 1 102 19 7 63 19 9	834 15 1	Barren Channel Trave	713 13 3
Paid holders of Baronial	onial 1726 10 10	224 2 5	"Amount received from orang any of County Antrim, for Baronial Guarantee Shareholders,	224 12 7
Guarantee shares, as per Statement below,	State- 224 12 7	544 0 0	" Balance,	1012 17 7
	1951 3 5	1602 17 6		1951 3 5
". Balance carried to next half-year's account,	lalf- 1012 17 7			

No. 11,-STATEMENT OF DIVIDEND PAID ON BARONIAL GUARANTEE SHARES.

No. 12. -ABSTRACTS

Half-year ending Dec. 31,1883 £ 8 d Sala 10 0 0 Maii				0.	REPAIRS AND KENEWALS OF CARRIAGES AND WAGONS.	HONB.	
b 0 881			Half-year ending Dec. 31, 1884.	Half-year ending Dec.31, 1883			Half-year ending Dec. 31, 1884
18 3	Expenses, and General nce, d Renewal of Permanent	£ 8 d	ж в ф	12 13 3	intendence	9 19 5	
7 01	Wages, Materials	228 1 2 43 19 8	277 0 10	10	d General Superintendence	17 1	13 8 11
8 7 6 W	Repairs of Roads, Bridges, Signals, and Works, Penairs of Stations and Buildings	8 14 5		37 18 5 D.	TRAPPIC RYDRINGE		
			18 11 10	Half-year ending Dec. 31,1883	100 D 100 S 100 P D 1 1 1 1 1 1 1 1 1		Half-year ending Dec. 31, 1884.
	Total 164			298 6 8 25 0 9 39 19 3	Salaries, Wages, &c. Fuel, Lighting, Water, and General Stores. Printing, Stationery, and Trickets		£ 8. d. 294 6 8 40 14 9
278 10 9			295 12 8		: :		
B.	LOCOMOTIVE POWER.				Wagon Covers,		0 7 0
Half-year ending Dec. 31, 1883			Half-year ending				
1		£ 8. d.	£ 8. d.	372 12 3	GRNERAL CHARGES.		384 11 1
26 5 0 Su Su RUN	Salaries, Office Expenses, and General Superintendence RUNING EXPENSES. Wares cornected with the working	25 15 0		Half-year ending Dec. 31, 1883			Half year ending Dec. 31, 1884.
138 9 4 205 9 8 56 9 2 8 22 18 6 22 3 0	of Locomotive Engines Onl. Tallow, and other Stores Onl. Tallow, and other Stores Wages, Makerials	138	880 87	10 10 0 100 0 0 8 4 11 0 18 6 5 0 0	Arbitrators' fees re Guarantee shares, Salary of Sceretary and Assistants, Office and Travelling Expenses, Postage, Stationery, &c. Advertising and Printing, Clearing House Expenses, Telegraph Expenses,	ry, &c.	14 14 0 100 0 13 11 6 11 8 10 8 15 5
471 14 8			10 1	134 13 6			148 9 9

	£ s d 11163 1 8 1012 17 7 256 7 11 378 6 11	12805 14 1
No. 13—GENERAL BALANCE SHEET.	By Capital Account, Balance at Debit thereof, as per Account No. 4	
3—GENERAL 1	£ s. d. 4628 10 9 7184 2 6 43 0 10 950 0 0	12805 14 1
No. 1	1111	
	To Balance due Bankers and Temporary Loans "Sundry outstanding and other Accounts "Irish Railway Clearing House, "Bills Payable,	

No. 14—MILEAGE STAT	FEMENT	Γ.	
	Half-year	ended 31	Dec., 1884
Lines owned by the Company,	Miles Author- ized.	Miles constructed.	Miles worked by Engines.
	164	164	164

No. 15	-STATEMENT OF TRAIN MIL	EAGE.
Half-year ending 31 Dec., 1883.		Half-year ending 31 Dec., 1884.
19,399	Passenger and Goods Trains,	19,332

FREDERICK BOYD, BART., Chairman of Company. SILAS EVANS, Secretary of Company.

CERTIFICATE RESPECTING THE PERMANENT WAY, ETC.

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 F. MACKINNON, 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.

GEORGE BRADSHAW, Locomotive Superintendent

AUDITORS' CERTIFICATE.

We have examined the Accounts of the Ballycastle Railway Company, for the six months ending 31st Dec., 1884, and find that they contain a full and true statement of the financial condition of the Company.

ALEX. M'ALISTER, T. B. HAMILTON, Auditors.

BALLYMONEY, 11th February, 1885.

Ballycastle Railway Company.

一年ではないとい

Notice is hereby Given that the Fourteenth Ordinary General half yearly meeting of the Shareholders of this Company will be held at the Railway Station, Ballymoney, on Wednesday, the 25th day of February, 1885, at the hour of 12.30 o'clock, p.m., to receive Report of Directors and Statement of Accounts, and to transact the other usual business.

The Transfer Books will be Closed from the 11th to the 25th February, inclusive.

And Notice is hereby also given, that a Special General Meeting of the Proprietors in the above Company will be held at the Railway Station, Ballymoney, on the said 25th day of February, 1885, immediately after the conclusion of the Ordinary General Half yearly Meeting of the Company, for the purpose of considering and (if thought fit) of approving of a Bill in Parliament, entitled "A Bill to enable the Giant's Causeway, Portrush, and Bush Valley Railway and Tramways Company to abandon part of their authorised Railway, and to construct a new Railway instead thereof, to confer further powers upon that Company for completing the remainder of their authorised undertaking, to authorise the abandonment of the Glenariffe Railway and Pier, and for other purposes."

(By Order,)

SILAS EVANS, Secretary.

Qated 9, Victoria Chambers, Belfast, 2nd February, 1885.

Ballymena and Larne Kailway.

ANCIS B. ORMSBY.

Secretary.

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

For Half-Year ended 31st December, 1884,

TO BE SUBMITTED TO THE PROPRIETORS

AT

The Nineteenth Half-Yearly General Meeting

TO BE HELD AT

THE COMPANY'S OFFICE, LARNE HARBOUR,

ON

MONDAY, THE 16th DAY OF FEBRUARY, 1885,

AT FOUR O'CLOCK P.M.

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

BELFAST:

PRINTED BY W. & G. BAIRD, 10 & 12 ARTHUR STREET, 1885,

LIST OF DIRECTORS.

Chairman:

1 JAMES CHAINE, Esq., M.P., - Ballycraigie, County Antrim.

Deputy-Chairman :

2 O. B. GRAHAM, Esq., J.P., - Larchfield, Lisburn.

1 HUGH M'CALMONT, Esq., Abbeylands, Whiteabbey, Belfast, and 9 Grosvenor Place, London.

2 WILLIAM ECCLES, Esq., - Larne.

3 NATHANIEL MORTON, Eq, - Ballymena.

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

DIRECTORS REPORT.

The following Table shows the Receipts and Expenses for the Half-Year ending 31st December, 1884, compared with corresponding period of 1883.

DESCRIPTION.		year e Dec.,				year e Dec.,			I	ncrea	se.		De	ecreas	se.	
PASSENGERS 1st Class	No. 3,905 82,710	210	I	II	No. 3,441 96,648	262	8		No.		s.		No. 464	£ 7	s. 13	
Mails Parcels, Dogs, &c Merchandise Live Stock	86,615 Tons 17,950	2,683 151	3 3 7	0	Tons 16,110	2,422 238	0 7 12 1	5 8 0	13.474	10	16	2	Tons 1,840	260		4
Minerals Total Traffic Receipts Rents and Transfer Fees Expenditure	35,363	3,176 8,257 31 8,288 4,709 3,579	13	96	34,259	8,025	I 19 I 12	6 6 0 3					1,104	353	-	3

It will be observed that there is a decrease of £232 10s 3d in the gross receipts. First Class Passengers are 464 less in number, and £7 13s 6d in receipts. Against this there is a very satisfactory increase of 13,938 Third Class, and £292 9s 7d more than the corresponding period. A portion was derived from Excursionists to Larne during the favourable weather, but the greater part is due to the development of the Ordinary Third Class Traffic.

There is an increase of £10 in Parcels, and £86 14s 0d in Live Stock. The latter from the relaxing of restrictions on the admission of Irish Cattle to the English and Scotch Markets.

The loss of £260 10s 4d in Merchandise is attributed to the smaller demand for the commodities under that head.

Minerals show a decrease of £353 14s 2d, caused by the continued depressed state of the Iron Ore business, and the favourable season for saving Turf which reduced the Coal Traffic considerably. In September last a concession was made in the rates

for conveyance of Iron Ore, for the purpose of assisting the Mining Companies in their competition with foreign ore. This accounts for a portion of the decrease in minerals from the Glenravel District, but your Directors hope that the reduction will enable the Mining Companies to increase the tonnage over your Line.

After providing for interest on Loans and Debentures and the Dividend of $4\frac{1}{2}$ per cent. on Preference Shares, there is a balance of £1,697 15s 5d. The Directors recommend that a Dividend at the rate of 2 per cent. per annum be paid on the fully paid up Ordinary Share Capital, carrying over £343 11s 5d to next half-year.

Two of your Directors, Mr. James Chaine, M.P., and Mr. Hugh M'Calmont, and Mr. W. P. Holmes, Auditor, retire by rotation, but are eligible and offer themselves for re-election.

J. CHAINE, CHAIRMAN. F. W. REW, SECRETARY.

	CAI	CAPITAL AUTHORISKD.	ISRD.	CAPITAL C	CAPITAL CREATED OR SANCTIONED.	INCTIONED.		BALANCE.	
ACI OF FAKLIAMENT.	Shares.	Loans or Deb. Stock.	Total.	Shares.	Loans or Deb. Stock.	Total.	Shares	Loans or	Total Total
"Larne and Ballyclare Railway Act, 1873," and "Ballymena	વર	વર	अ	વ	4	બ		3	
"Ballymena and Larne Railway Act, 1874," "Ballymena and Yortglenone Railway Act, 1879,"	136,000 40,000 10,000	45,100	181,100	136,000	45,100	181,100	.: 10,000	:::	10,00
	The second secon								
Total	186,000	65,100	251,100	176,000	65,100	241,100	10,000	:	10,00

2-SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. No.

DESCRIPTION			Amount Created.	Amount Created, Amount Received,	Calls in Arrear.	Amount Uncalled.	Amount Unissued.
			3	વ્ય	ચ	3	4
Ordinary £10 Shares	-	:	136,000	135,552	861	:	, K
210-45 per cent. Preference Shares	:	:	40,000	31,980	:	:	8,020
	Total,	:	176,000	167,532	198		8,270

The Dividend Warrants will be posted on 24th February, and it is particularly requested that Shareholders will please notify to the Secretary any change in their addresses before that date,

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

			-		Raised by Loans.		Raised by	Raised by Debenture Stock	Total Raised by Loans and Debenture Stock.
				At 41 per cent.	At 4 per cent.	Total.	4 per cent.	4 per cent. 44 per cent.	
Existing at 32th June, 1884.	84.	h 99	::	£9,130 10,780	£41,475 40,450	£50,605 51,230	\$700	£9,120 9,120	£60,425 61,050
LAISUILE AL JISC DECLINOS		: :	:	1,650	1.035	625	::	::	625
Total Amount authori	ithorised t	to be raised b	by Loa	ised to be raised by Loans and Debenture Sto	Decrease Total Amount authorised to be raised by Loans and Debenture Stock in respect of Capital created, as per Statement No. 1 Total Amount authorised to be raised by Loans and Debenture Stock. as above	created, as per Statemer	nt No. 1	::	059,100
TOMI WINDHIN IN	of for noon	Comp orms		al Alliount taked by Locale and Locale to Documber 100.			:	:	£4,050

No. 4-BECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr.

Cr.

Amount Expended during half-year Total. Expended to 30:h June, 1884. Amount Received during Total. Received during Total. Received during Total. Sat Dec., 1884. Total.	E. S. d. E. S. d. Shares, as per Account No. 2 . 166,832 o 700 o 167,532 o 0 1	By Balance	238,888 2 IO
	To Expressivers— On Lines open for Traffic ,, Working Stock		

No. 5-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31st DECEMBER, 1884.

88 B	663 16 4 132 3 I
282 14 1 316 3 4 64 18 11	
:::	:
7.1:	
:::	30
:::	ار خار
; : :	
:::	-
:::	:
:::	:
:::	:
:::	:
Compensation	
rerc— Line I and Compe ck	
Links Open for Traffic. Construction of Line . Purchase of Land and (Miscellaneous Stock .	Rolling Stock

		Mineral Magons.	100 347	100 347	:	:
		Ballast Wagons,	122	12	:	:
	Merchandise.	Break Vans.	5	r)	:	:
	Merci	Cattle Wagons.	17	17	:	:
		Тітрет Тrucka.	IO	10	:	:
		Open Wagons.	190	061	:	:
LOCK.		Covered Wagons.	13	13	:	:
ING S		Total	IS	15	:	:
WOKK	IING.	sealo brg segairtad	N)	ນາ	:	:
EN OF	COACHING	Composite r and 3 class	0	6	:	:
TO L TO L		Saloon Carriages.	H	н	:	:
No. 6 REIUKN OF WORKING STOCK	Locomorive.	Tank Engines.	9	9	:	:
			:	:	:	:
			:	:	:	:
			:	ir, 1884	f-year	:
			Stock on the 3oth June, 1884	" 31st December,	Increase during half-	Decrease ",

No. 7.-ESTIMATE OF FURTHER EXPENDITURE ON GAPITAL ACCOUNT.

In subsequent Half-years.		Not determined	
During the Half-year ending In subsequent 30th June, 1885.	£ 8. d.	Nil	
		NIL	

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

j 2		22,518 0 0		12,147 8 8	* ** ***	10,3/0 11 4
j 0	8,468 0 0	01 0 900 01	1,841 5 10			
			: ;			
			: :			
	:::		: :			
	:::		::			
	:::		: 1			
	mt No. 2)		: :			
	is per Account No. 3)		0 13)			
	Balance of Capital (as per Account No. 1) Share Capital authorised and created, but not yet received (as per Account No. 2) Loan Capital authorised, but not yet received (as per Account No. 3)		Less Balance at Debit of Capital Account (as per Account No. 4) Less New Works in Progress (payments on account) Account No 13)			
	Balance Share C. Loan Ca		Less Bal Less Nev			

۵	
Ö	
I.	
ND	
0000	
EVENUE ACC	
ENG	
EV	
9—E	
0	
Z	
Dr.	

Half-year ended 31st Dec., 1884.	5,482 19 8 8. d. 32 17 6 8 2 2 6	8,060 I o
	2,481 14 5 10 0 0 0 10 0 0 0 0 238 1 0 0 0 238 1 0 0 0	
Васегртв.	By Passengers— First Class, No. 95,648 2,279 6 0 Third ", '95,648 2,279 6 0 "Mails roo,089 ", Parcels, Horses, Carriages, &c "Live Stock	
Half-year Half-year ended 31st Dec., 1884.	210 111 111 11,986 16 5 5 3,40 16 5 5 19 6 18 4 10 3 3 3 3 2,47 1 7 2,68 3 3 0 3,176 0 2 2 10 0	8,288 13 3
Half-year ended 31st Dec., 1884.	£ 8. d. 1,505 10 2 1,445 11 2 443 3 2 1,447 15 4 552 15 0 189 0 9,071 8 9	8,060 I O
Expenditure.	To Maintenance of Way, Works, and Stations and Stations Locomotive Power Traffic Expenses Traffic Expenses Control of Concrat Charges Compensation E. Compensation Loss and Damage to Goods in transit Rates and Taxes Balance carried to Net Revenue Account	
Half year ended 31st Dec., 1883.	8 9 8 d. 879 3 4 1,271 12 4 453 8 6 1,504 7 11 11 10 6 150 17 11 4,709 11 11	8,288 13 3

	No.	No. 10.—NET REVENUE ACCOUNT.	ENUE ACCOU	MT.	Cr.
Half-year ended 31st Dec., 1883.		Half-year Half-year ended 31st Dec., 1883.	Half.year ended 318t Dec., 1883.		Half-year ended 318t Dec., 1884.
1,388 9 4 1,75 19 1 98 14 1	To Interest on Loans and Debenture Stock ,, Miscellaneous	8 8. d. 1,264 5 2 386 7 0 67 14 I	£ 8. d. 558 7 o 3,579 I 4	By Balance from last half-year's Account , , , Bevenue Account, No. 9	£ 8, d. 1,053 9 8 3,071 8 9
1,663 2 6		1,718 6 3			
5 10	Balance available for Dividend	2,406 12 2			
9		4,124 18 5	4,137 8 4		4,124 18 5

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

Half-year ended t Dec., 1884,	£ 8. d.	343 11 5
Half-year ended 31st Dec., 1884.		
	£708 16 9 1,354 4 0	:
	: 98 H	:
	:::	:
	; 8:	:
	(:::0	:
	:::	:
	:::	:
	:::	:
	 sr annum	:
	t No. 10) res er cent. pe	:
	r Accounterence Sharres at 2 p	
	nd (as pe it. Prefer £10 Shar	ear
	or Divide	xt half-y
	ailable for	Salance to next
	Balance available for Dividend (as per Account No. 10) Dividend on 4s per cent. Preference Shares Dividend on Ordinary £10 Shares at 2 per cent. per annum	Balai
Half-year ended st Dec., 1883.	2,474 5 10 2,052 8 6	421 17 4
Half end 31st De	2,474	421

No. 12.-ABSTRACTS.

A	MAINTENANCE OF WAY, WORKS, &C.			ò	INDIAING AND MENNINAUG OF CARRIAGES AND TROOMS	D WASSAND.	
Half-year ended			Half-year ended	Half-year ended			Half-year ended
31st Dec., 1883			Dec., I	ec.,			gist Dec., 1004
£ 8. d.	Salaries, Office Expenses, and General Super-	.s. d.	ж в.	\$ 8. d. 92 12 4 132 1 10	Wages and General Superintendence Materials	132 19 3 98 8 8	231 7 11
:	Maintenance and Renewal of Permanent			128 6 2	WAGONS: Wages and General Superintendence	131 18 0	
602 7 5	Wages	6 4 109		_ 1	Materials		211 15 3
181 10 10	Talls Deldoor Cionale o	2	003 0	453 8 6			443 3 2
41 4 7	íg,	100		D,	TRAFFIC EXPRISES.		
	Repairs of Stations and Buildings	19 5 II	122 0 8	Half-year			Half-year
	Mills Martained			31st Dec., 1883			31st Dec., 1884
					111		53.
	Total, 311			1,092 14 7 177 3 0	Salaries and Wages, we. Fuel, Lighting, Water, and General Stores		0 0
879 3 4			1,005 10 2	49 12 3	Clothing Printing, Stationery, and Tickets		38 84
p	Loconomics Power			2I 4 I	Miscellaneous Expenses		SI
Half-year			Half-year	1,504 7 11			1,437 15 4
ended			arst Dec., 1884		GRNERAL CHARGES.		
£ 8. d.		£ 8. d.	£ 8. d.	Half-year			Half-year
	Salaries, Office Expenses, and General Super-	(arst Dec., 1883			318t Dec., 1884
88 9 10	RINNING EXPENSES :-	50 2 4		£ 8. d.			£ 8. d.
1	d with the V	× × × ×		o or or	Auditors Salaries of Secretary, General Manager, Accountant, and	countant, and	0 01 01
495 II 9	Coal	374 9 0		278 13 0	Clerks	:	376 1
00	John Stores				:	:	24 O
122 15 3	REPAIRS AND RENEWALS :-	4	1,073 7 7	13	Fire Insurance		33 7
9		-					
114 17 10	Matchais	131 4 4	272 3 7	2 11 0	Miscellaneous Expenses	: :	61 8
1,271 12 4			-0	000			552 IS TO

Cr.	8. d	2 TO	S Io	3	850 12 5	60 3		4
	બ	10,306	1,841 5 10	165	850 1	10,870 19 3		24,460 3 4
		ы						
	count	:		:	1	:		
	per Ac	1	:	1	:			
	By Capital Account-Balance at Debit thereof, as per Account	:	ŧ		:	counts		
	bit the				:	ise Ace		
	at Del	:	:		:	Suspen		
ET.	alance			sit	7	g and		
SHE	unt-B	:	in prog	y Depo	pur	standin		
No. 13.—GENERAL BALANCE SHEET.	A Acco	No. 4	" New Works in progress	" Parliamentary Deposit	" Stores on hand	" Sundry Outstanding and Suspense Accounts		
BALA	Capita	No.	New	Parlia	Stores	Sund		
AL	By		•	•				
NER	d.	63	7	0	0	0 1		3 4
.—GE	જે વ્ય	2,406 12	12,477 4 2	I,000 0 0	150 0	8,426 7		24,460 3
13		(3)	12	_		-		69
								-
No.	s per	:	:	:	;			7
No.	reof as per	:	:	:	:	:		
No.	lit thereof as per	:	:	:	:	:		
No.	it Credit thereof as per	:	:	:		:	7	
No.	unce at Credit thereof as per	:	:	:	:	:		
No.	t-Balance at Credit thereof as per	:	:	: : : : : : : : : : : : : : : : : : : :		:	*	
No.	Account-Balance at Credit thereof as per	: : :	:	:		:		
No.	enue Account-Balance at Credit thereof as per	: : :	:	:		:		
	et Revenue AccountBalance at Credit thereof as per	: : :	:	:		:		
Dr. No.	To Net Revenue Account.—Balance at Credit thereof as per	:	:	:		:		

No. 14.-MILEAGE STATEMENT.

Half-year ended				Half-year ended 31st Dec., 1884.		
Miles Autho- rized.	Miles Con- structed	Miles Worked by Engines		Miles Autho- rized.		Miles Worked by Engines
32}	30	30	Lines owned by the Company	321	31½	312

No. 15.-STATEMENT OF TRAIN MILEAGE.

Half-year ended 31st Dec., 1883.				Half-year ended	
31,546 25,382	Passenger Trains Goods ,,		 	 35,045 25,718	
56,928		Total	 . ,	 60,763	

J. CHAINE, M.P., Chairman of Company. F. W. REW, 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.

F. W. REW, Secretary and General Manager.

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.

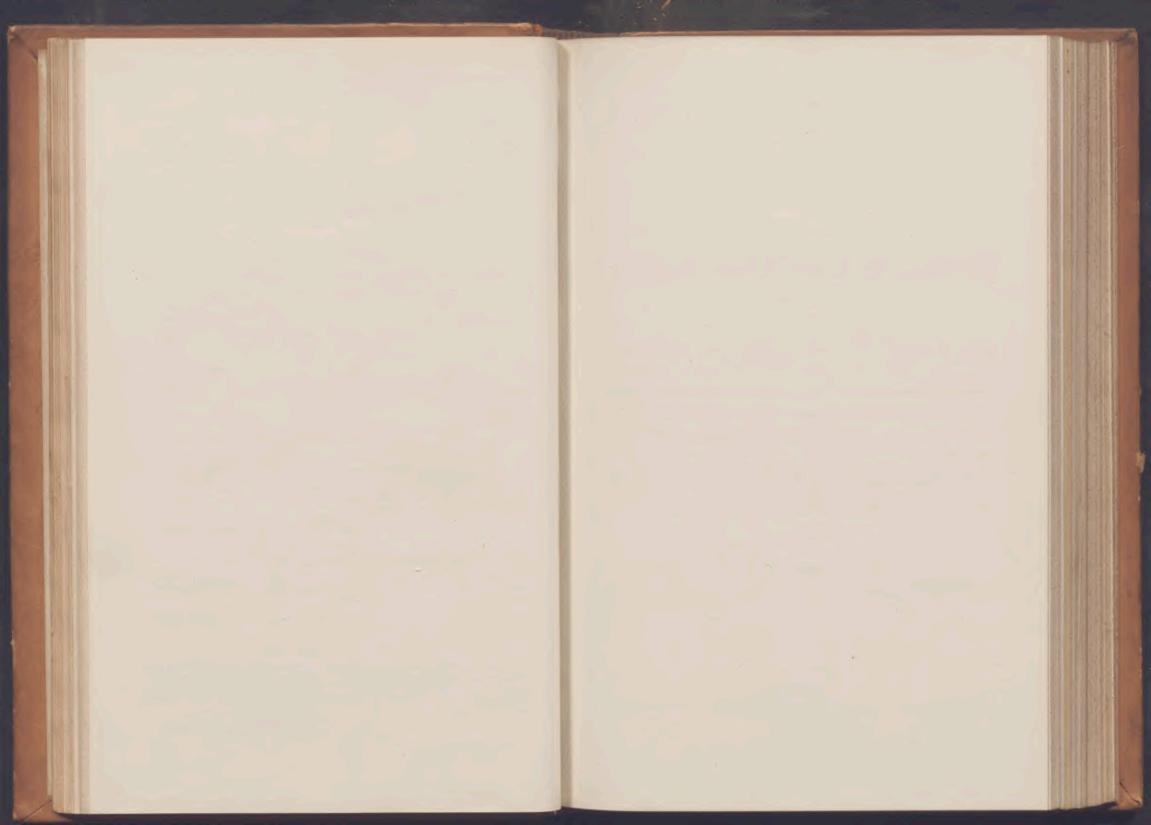
F. W. REW, Secretary and General Manager.

AUDITORS' CERTIFICATE.

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

A. CARUTH, W. P. HOLMES, Auditors.

LARNE HARBOUR, 5th February, 1885.



REPORT OF THE DIRECTORS

AND

Secretary,

STATEMENT OF ACCOUNTS

OF THE

Relfast and County Down Railway COMPANY,

For Half-year ended 31st December, 1884,

TO BE SUBMITTED TO THE

Seventy-eighth Half-yearly General Meeting of the Proprietors

BOARD-ROOM, AT BELFAST TERMINUS,

On WEDNESDAY, the 11th February, 1885, AT THE HOUR OF ONE O'CLOCK AFTERNOON.

MEETING to be held on 11th February, 1885.

DIVIDENDS payable on 1st March, 1885.

BELFAST:
PRINTED BY ROBERT CARSWELL & SON, ROYAL AVENUE.
1885.

Ballymana & Farne Railway Company.

NOTICE is hereby given that the Ordinary General Half Yearly Meeting of the Proprietors of the Ballymena and Larne Railway Company will be he'd at the Company's Office, Larne Harbour, on Monday, 16th February next, at Four p.m., to receive Report of Directors and Statement of Accounts, and to transact the other usual business.

The Transfer Books will be closed from the 2nd February till the 16th February, inclusive

(By Order)

F. W. REW, SECRETARY.

LARNE HARBOUR, 24th January, 1885.

DIRECTORS.

CHAIRMAN.

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

DEPUTY-CHAIRMAN.

JOSEPH RICHARDSON, Springfield, Lisburn

- I R. W. KELLY, 13 & 14 Cope Street, Dublin.
- I W. J. PIRRIE, Queen's Island, Belfast.
- I 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.

Your Directors beg to submit herewith the Accounts for the halfyear ended 31st December last, duly certified by your Auditors.

RECEIPTS AND WORKING EXPENSES.

The traffic receipts from all sources show an increase of £7,496 13s 11d on the half-year.

The increase in the receipts for the half-year, as compared with corresponding period of last year, is £1,177 18s 1d.

The Working Expenses show an increase of £1,498 135 2d.

The Receipts and Working Expenses of the Holywood and Bangor Branch being included in the Accounts from 1st September last, a proper comparison cannot be made with the corresponding half-year.

For particulars of the expenditure on the Way and Works you are referred to the Engineer's Report annexed.

CAPITAL ACCOUNT.

£9,636 175 6d of 4 per cent. and £138,000 of 3 per cent. Debenture Stocks, and £77,595 of 4 per cent. Preference Stock has been issued during the half-year.

DOWNPATRICK, DUNDRUM, AND NEWCASTLE RAILWAY.

Redeemable Debentures of the Newcastle Company amounting to £4,000 have been paid off during the half-year.

TREASURY LOAN.

Three Instalments of the Treasury Loan, amounting to £7,063 2s. 6d., have been paid off during the half-year.

RESERVE FUND.

A sum of £7,000 has been placed to the credit of this account, which raises the amount now at credit to £12,000.

REVENUE ACCOUNT.

After providing for the interest on all prior charges, there remains at credit of the Net Revenue Account a sum of $\pounds_{18,475}$ 4s. 4d., which your Directors recommend to be applied as follows:—

In payment of Dividends for the half-year ended 31st December last, on the 5 per cent. Pre-			
ference Stock,	£6,203	10	6
In payment of Dividends for the half-year ended 31st December last, on the 4 per cent. Pre-			
ference Stock,	2,135	5	I
In payment of Dividends for the half-year ended 31st December last, on the Original Shares of the Company, at the rate of 6 per cent.			
per annum,	7,078	10	0
Leaving a balance to be carried forward to next			
half-year's Accounts of		18	9
	£18,475	4	4

BELFAST, HOLYWOOD, AND BANGOR RAILWAY.

Your Directors report that the undertaking of the Belfast, Holywood, and Bangor Railway was transferred to this Company on the 1st September last in accordance with the Belfast and County Down Railway (Bangor Transfer) Act, 1884.

Payments have been made on account of the purchase money to the Belfast, Holywood, and Bangor Railway Company, leaving only a small balance due, which is retained pending a final settlement of account between the two Companies, which your Directors expect will be arranged at an early date.

The prior charges, consisting of £22,000 $4\frac{1}{2}$ per cent. Debenture Stock, and £30,280 of Mortgage Bonds, have been paid off, leaving £7,720 of the latter to be paid off as they fall due.

Under the Bangor Company's Act of 1876 this Company would have become entitled to seven yearly instalments of £1,000 each from the 1st May, 1886, for arrears of Rent of the Holywood Branch. It was agreed at the time of purchase to compromise this claim for a sum of £4,000, which amount is carried to credit of Net Revenue Account.

BELFAST CENTRAL RAILWAY (SALE) BILL.

Negotiations having been opened between the Great Northern Railway of Ireland and the Belfast Central Railway for the purchase by the former company of the undertaking of the Belfast Central Railway, the Great Northern Company having invited this company and the Belfast and Northern Counties Company to join in the purchase, so that the three Companies should be interested in its development, your Directors have agreed to comply with the request, and have resolved to recommend the shareholders of this company to contribute a sum of £500 per annum towards the scheme. A Bill has been introduced by the Great Northern Company to carry out this arrangement, which will in due time be submitted to a Wharncliffe meeting of the shareholders for approval, in accordance with the standing orders of Parliament.

THE COUNTY DOWN LIGHT RAILWAY COMPANY, LIMITED.

Since the date of the last Report some further progress has been made towards completing the Agreement between this Company and the Light Railway Company for the working of the proposed undertaking. The Agreement, when finally settled, will be submitted for the approval of the Shareholders at a Special Meeting convened for that purpose.

DIRECTORS.

The Directors who retire by rotation are Messrs. R. W. Kelly, Chairman, W. J. Pirrie, and John Campbell. They are all eligible, and offer themselves for re-election.

(Signed by order of the Board)

R. W. KELLY, Chairman.
J. MILLIKEN, Secretary.

Board Room, 30th January, 1885. BELFAST AND COUNTY DOWN RAILWAY,
ENGINEER'S OFFICE,
BELFAST, 17th January, 1885.

To the Chairman and Directors.

GENTLEMEN,

During the past half-year your Permanent Way, Stations, and Buildings have been kept in good order, and well maintained. Nearly three-and-a-half miles have been re-laid with steel rails and creosoted sleepers, including over half-a-mile re-laid upon the Holywood Branch, and 1,600 creosoted sleepers were put into the line for repairs.

6,000 tons of ballast have been put out on the line.

Newtownards Station Yard has been entirely re-laid, including several sets of steel points and crossings. A new signal cabin has been erected, and the signals re-arranged at this station.

Alterations are being carried out at the Belfast Terminus, so as to accommodate the Holywood and Bangor Traffic.

Sydenham Station has been repaired and painted, and Clandeboye and other Stations are in progress.

Iron girders have been placed over the centre span of the timber viaduct across Conswater River on the Holywood Branch.

I am, Gentlemen,

Your obedient Servant,

BERKELEY D. WISE.

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

-						_	-				_		r
Ì			d.			0	0	0	0	0		0	ı
		4	80			0	0	0	0	0		0	ı
		Total.	क्ष	. 10		07	8	100	07	20		107	
		F	0			2,807	40,000	42,807	42,807	42,807		42,807	
							4	4	41	44		A)	1
	5.7		d.			*0		0	0	0		0	ı
	BALANCE	. 88	200			0		0	0	0		0	ı
	LA	Loans.	3	1:	:	2,807 0	:	7.	1	10		11	L
	BA	H	4			20,00		2,807	2,807	2,807		2,807	ŀ
									34	64			ı
		-	d.				0	0	0	0		0	ı
		Stock and Shares.	00				0	0	0	0		0	1
		tock ar Shares.		111	1 (30	:	0	g :	2:	1	:		L
		Stoc	લક				40,000	40,000	40,000	40,000		40,000	ı
		3/2						40	40				L
	-		d.	00	0	0	0	00	00	10	0	0	1
	Ď.		oc oc	00	0	0	0	00	00	0	0	0	ı
	NE	Total		200	2	33		620	66.89	91			ı
	CIO	I	વર	666,666 15,000	50,000	135,193	223,000	0,0	38,609	3,4	1,659	1,7	1
	NC			99	10	136	22	908	0,00	8		8	ı
	SA		d.	0		0	00	0 1,089,859 0 51,250	0 1,038,609 0 85,193	10		0 1,001,757	-
	CAPITAL CREATED OR SANCTIONED.	rê	.00	0		0	00	00	00	307,666 0 0 1,003,416 0 0		0	
	A	Loans.	500	99 :	- :			1		0			L
	TE	Lo	વર	166,666		85,193	25,000	364.859	342,859 35,193	999		807,666	1
	RE.			1066		355	98	22,	855,	07,		07,	П
	5		1	00					0.0				н
	LVI	pi .	d		0	0	0	00	0	0	0	0	1
	PIT.	Stock and Shares.	000	00	0	0	0	00	0	0	0	0	ı.
	Co	oel	43	15,000	50,000	75,000	85,000	250	50	150	1,659	100	hla
		200		15,	20,0	75,0	35,0	25,0	15,7	35,7	1,6	14,0	ma
	-			0 0 500,000 0 0 15,000	0	0	0	0 725,000	0 695,750	0 0 1,046,223 0 0 695,750		0 1.044.564 0 0 694,091	* Radaamahla
			d.							0	1,659 0 0	0	Ra
		al	20		0	0	0	00	00	0	0	0	*
		Total	4	66,666	9	9	000	256	193	228	659	564	ı
	· o			066,666	50,000	138,000	263,000	333	35.193	46,	1,	44.	ı
	SE						61	0 1,132,666 0 51,250	1,	1,0		1.0	ı
	ORI		d	0		*0	0	00	00	0		0	L
	L	118	50	0		0	0	00	00	0		0	1
	Au	Loans	વર	99	:	88	38	99	93	130		73	П
	AL	H	-15	166,666		88,000	138,000	367,666	845,666 85,193	310,473		310,473	Ł
	PIT			16		000	133	36	400			31	L
	CAPITAL AUTHORISED,	p	d.	00	0	0	0	00	0	10	0	0	
		Stock and Shares.	00	00	0	0	0	00	0	0	0	0	L
		tock ar Shares.		88	90	9	9	20	9	0			П
		SE	લર	500,000	50,000	75,000	2,0	29,250	735,750	735,750	1,659	1,09	П
		-				Lo.	ay 125,000	76	20	20		73	ı
					Act, 1876,"—Stock, £65,000, Reduced by The Beliast and County Down Bailway (Neweastel Transfer) Act, 1881."	3	E :			on	:	734,091	
			1	vila	willy	1	MII			of Stock on	B iii		1
			F	R. F.	Bg.	T C	Ž.		-1	stoc	are		ı
				185 Wn	Re Wn 31.	17	= :	1876,	36	0.2	Sb.		L
		-	1	t, 1	180 P	188	28	11	of	ofo	国 '	6	1
		N	1 -1	N V K	5,0	ot.	, 1	ct o	ot	int	nt.		
		AM		way unt	en (A (Act	A	A T	100	ce		1
		RLI	2	SE: 2	Ren C	sfer	SE.	der	nde	RI	per		
		PA	-	E B	Sto and	Rn	sfe	an	T a	no	44 0ck		
		40	-	rich al	Tr	Tr	an .	led	ned	g	of	Total	
		S	1	nati	6," lfas	the	T	cel	eer	tion	on or	To	
		ACTS OF PARLIAMENT.	0100	855 prt	Be Be	CRE	200	Cancelled under Act of	Redeemed under Act of 1881.	luc	cer		
		4	-	PE	Act, 1876,"—Stock, £65,000, Redu The Belfast and County Down I (Newcastle Trunsfer) Act, 1881." he Belfast and County, Down	(Newcastle Transfer) Act, 1881,	(Bangor Transfer) Act, 1884		had	rec	conversion of 4‡ per cent. E Shares into 5 per cent. Stock,		
			De 6 The Delease and Court of the Delease	"The Portpatrick Ballway Act, 1857." "The Portpatrick Ballway Act, 1857." "The Belfast and County Down Railway	Act, 1876,"—Stock, £65,000, Reduced by The Belfast and County Down Railway (Newcastle Trunsfer) Act, 1881." "The Belfast and County Down Pollucing	(Newcastle Transfer) Act, 1881,	10			" Less reduction on amount	920		
		- 0	99	23	99	. 99				Le			
			ď	2 2 2		P. P.	33			2.0			ı.

No. 2-STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Drecription. Ordinary £50 Shares, 5 per cent. Preference Stock, 4 per cent. "A" do, 6 1876, arthorised	Amount Created. 235,950 0 0 248,141 0 0	Amount Allotted. 285,950 0 0 248,141 0 0	Amount Allotted. Amount Received. Calls in Arrear. 235,950 0 0 285,950 0 0 248,141 0 0 0 248,141 0 0 0		Amount Unealled. Amount Uniss	Amount Unissued.
to £55,000 to £55,000 fper cent. Preference Stock	50,000 0 0 0 160,000 0 0	50.000 0 0 0 131,960 0 0	50,000 0 0 128,110 0 0	::		31,890 0 0
Total	694,091 0 0	668,051 0 0	662,201 0 0			31,890 0 0

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

TOTAL RAISED BY LOANS, DEBENTURES,	DEBENTURE STOCKS.	£ 8. d. 148,614 2 11	292,251 0 5	143,636 17 6	310,473 0 0 292,251 ₄ 0 5	18,221 19 7
TOTAL RAISED BY DEBENTURE STOCKS		£ 8. d	219,336 0 0	138,000 0 0 154,700 0 0	apital created,	1
BAISED BY ISSUE OF DEBENFURE SPOCES,	At 3 per cent,	्छ अ :	138,000 0 0 219,336	1	n respect of C	i
RAISED B DEBENTO	At 4 per cent.	£ 8. d. 64,636 0 0	81,336 0 0	16,700 0 0	nture Stocks i	1 ,488
RAISED BY TERMINABLE DEBENTURES ISSUED UNDER ACT OF 1881.	At 8 per cent.	£ 8. d.		4,000 0 0	ures, and Debe Stocks, as abo	lst December, 1
RAISED BY LOANS.	At 84 per cent. (Treasury Loun).	79,978 2 11	72,915 0 5	7,068 19 6	Total Amount Authorized to be raised by Loans, Debeutures, and Debenture Stocks in respect of Capital created, as per Statement No. 1,	Balance, being available Borrowing Powers, at 31st December, 1884,
		:		: :	otal Amoun	B
		Ė	:	: :	HH	
		1		; ::		
		Existing at— 80th June, 1894,	31st Dec., 1884,	Іпогеане, Decrease,		

Cr.	Toral.	662,201 0 0. 72,915 0 5	954,452 0 5 32,074 16 6 986,526 16 11
	Amount Received during during Dec. 31, 1884	£ 598. d. 77,595 0 0 Less Paid off, 7,063 2 6 Less Redeemed, 4,000 0 0 Received, 164,700 0 0	221,231 17 6
COUNT.	Amount Received to June 30, 1884	\$684,606 0 0 0 79,978 2 11 1 4,000 0 0 64,636 0 0	783,220 2 11
No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.		Stock and Shares, per Account No. 2 Loans per Account No. 3 Debentures ,, ,, Debenture Stock per Account No. 3	Balance,
EXPENDIT	Total.	£ 8. d. 590,637 12 7 73,461 11 0 15,704 7 6 288,728 5 10 248,000 0 0	986,526 16 11
EIPTS AND	Amount Expended during Half-year ended Dec. 31, 1884.	£ 8. d. 4,346 11 6	252,346 11 6
No. 4—REC	Amount Expended to to June 30, 1884.	586,291 1 1 78,461 11 0 15,704 7 6 10 58,728 5 10	734,180 5 5
Dr.		To Expenditure:— On Lines open for Traffic (No. 5) Working Stock Subscription to Portpatrick Rail- way, way, Dudrum, and Newcastle Railway— Subscription, Paid on a/c of pur- 12,000 0 0 Lase Cost of obtaining of 1,530 5 10 Act. 1,530 5 10 Balfast, Holywood, and Bangor Railway Paid on account of Purchase	

	Under Bangor Transfer Act of 1884.	Land.	Land. Way and Works. TOTAL.	TOTAL.
	- P P.	£ 8. d.	8. d.	£ 8. d.
Purchase of Ballast Pit		126 16 2		126 16 2
Alterations at Belfast Station, and on Works, Way, and Rolling Stock, on Holywood and Bangor and Newcastle Branches, &c.			4,157 0 8	4,157 0 8
Land Purchase (Costs)	:	62 14 8		62 14 8
Beffast, Holywood, and Bangor Railway, on account of Purchase	248,000 0 0			248,000 0 0
	248,000 0 0	248,000 0 0 189 10 10 4,157 0 8	4,157 0 8	252,346 11 6

No. 6-RETURN OF WORKING STOCK.

_				
	LatoT	342	859	17
	Goods Brake Vans	10	2	
DISE.	Timber Trucks	4	4	
MERCHANDISE.	Drop side Trucks	41	41	
MB	Uncovered Cattle Waggons	26	26	
	Covered Goods & Cattle Waggens	108	111	တ
	Open Box Waggons	158	172	14
	[atoT	17	120	49
	Carringe Trucks	-	-	
	Horse Boxes	9	9	:
COACHING	Passengers, Luggage Vans	6	12	00
COAC	bad Saa tel Composite	15	20	9
	saalO bītē	27	39	. 12
	saafO bn2	4	14	10
	lat Class	6	28	18
IOTIVE	Tenders	6	6	
Locos	Engines	14	20	9
			:	
		:	:	::
		:	:	::
		:	:	::
		1884	788	Car
		Stock on 30th June, 1884	Do. 81st Dec., 1884	Increase during half-year
		30th J	81st]	during
		tock on	Do.	Increase during
1		002		HA

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

FURTHER EXPENDITURE.	In Subsequent Toral.	2,807 0 0 2,807 0 0	2,807 0 0 8,407 0 0
	During Half year ending June 30, 1885.	5,000 0 0 1,600 0 0	0 0 009'9
		Anticipated Expenditure on Belfast Station, Works, Way, and Rolling Stock, on Holywood and Bangor Branch Law Costs Balance of Purchase of Downpatrick, Dundrum, and Newcastle Railway. under the provisions of the Belfast and County Down Railway (Newcastle Transfer) Act, 1881	

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

_	_		12.00		
	0	0	[-	100	-
	0	0	0	0.0	co
	0	0	11	1 1	1
	8,	88	,22	,111	03
	640	62	00	32	58
			:		
	:			:	
	:	:	:	:	
	•	•		•	
	:	:	:	:	
	:	:		:	
	:	:		:	
	:	:		:	
		:		:	
	-;	:	ž.	71.	
				:	
		:	:		
			•		
	1	- 1	2	:	
	1)	63	3		
	0	0	0		
	Z	Z	4		
	nen				
	ter	33			
	Sta				
	Jer				
	as I	33		1	
	pq (-		
	Sive				
	rece	33	86	1	
	et				
	ot y				
	I n	99	2	:	
	ised	_	ped	491	
	TOU	ted	orie	S	
	ut	rea	th	nt	
	al a	Created	lau	noa	
	pit	33	Loan Capital authorise	Acc	
	Ca		Car	Tec	
	are		an	200	
	Share Capital authorised not yet received (as per Statement No. :		Lo	Le	
				Less per Account No 4	

	1 88	d.	1999	н	7.5	-	00	10	00
1 .:	Half-year ended Dec. 31, 1884.	cå		153		10	04	10 10	10
G.	alf-yea ended . 31, 1	બ		27,898 12		11,560	39,459	34	200
	H			27,		11.	39,	6570	* 39,700 10
		Ö	2 90	112	00 00 00	T			1 **
		οô	6 20	800	113				
		વા	1,816	8,365	7,869 13 719 11 2,971 5				
			25,782 1,816 300	00	2,2				
			1 ::	::	::	-	:	::	
		10 0 4 0 15 8 19 11	9						
1		24,035 10 0 4,737 4 0 14,217 15 8 2,791 19 11	1000	ton	ton			0.0	
1		46	::	35,543 tons	39,668 голя		i	::	
	02	73,630 112,841 444,407 630,878 2,610	9698						
	P 1	V11 8	eirrie :	::	::		pts	::	
	ECEIPT	No.	C				ecei		
	E C	Holo	. B		= :		c B	. :	
	田	s, set	rseg	6 6			raffi	eB,	
	떠	Passengers— Second " Third " Sesson Ticket Holders,	" Parcels, Horses and Carriages,	" Merchandise, Less Cartage,	ck,		Total Traffic Receipts	" Rents, " Transfer Fees,	
1		Passeng First Cl Second Third	" Parcels, E	char	" Live Stock,		Tota	ts,	
Z			Parc	Mer	Live			Reni	
DO		By	2.2	2	2.2				
No. 9—REVENUE ACCOUNT.	1 888	d. 11 22 11 25 25 25 25 25 25 25 25 25 25 25 25 25	1 60	7,956 13 4 482 13 10	911	6	100	00 00	4
A	Half-year ended Dec. 31,1883	2,772 14 3,412 10 12,138 7 1 1,089 15	8 410	2 2 2	7,473 19 729 11 2,820 9	0	93	-101	32,203 16
15	Half-yes ended ec. 31,1	£ 2,772 3,412 2,138 1,089	1,305	7,956	7,473 729 2,820	11,024	31,993	194	203
EN					2 63	=	-		
E	Half-year ended Dec. 31, 1884.	5000000 000000	0	0 0			1 5	8 16	63
1 "	Half-year ended sc. 31, 188	£ 8. 6,512 10 4,575 18 849 9 4,845 15 1,695 19 15 12	83 19	298 12 18 5			1		39,700 10
00	Hall er ec.	£ 84 84,84 1,69	00	62 -			17,846	21,854	0.70
No.	9						1		00
1		of Way, Works, &c., (See Abstract A) ower, B Wagon Repairs (" C) see, D see, " E)	: 00	::			:	1 1	
		ract	3 19						
		Abst	£30 :	::			3	:	
		99						nt.	
	田	S						COL	
1	UR	&c.						Ac	
	H	orks,						nue	
	DIT	Wor pair	Go				es,	Rev	
	Z	ry,	go g				ens	net	
	XPEN	Wa rer, agon	Log,				Exi	il to	
	×		Inju	ense			ing	ried	
	田	ance and ance when the contract of the contrac	nal nal	Exp			ork	car	
		iage iage fie E fie E chs	ompensation— (Personal Injury, (Damage and Loss of Goods,	is ar			Total Working Expenses, .	Balance carried!to net Revenue Account.	
1		To Maintenance of Way, Work Locomotive Power, Carriage and Wagon Repairs Traffe Expenses, General Charges, Law Charges,	Compensation— { Personal Inju	" Rates and Taxes, Special Expenses			Tot	Bal	
19		Total series	2 2	2 2					
1	E 88	960120440	-	00		-	93	н	14
Dr.	Half-year ended Dec. 31, 1888	. 0 00 00 00 00	4	19		12	00	00	16
H	Talf-yes ended c. 31, 1	5,0394 95,0394 95,080 1,542	16	272		13	16,347	15,856	82,203 16
	E 9	4,00 4,0					8	10	oi oi

Including Receipts of Holywood and Bangor Branch from 1st September

		1	1 1	-
	Cr.	Half-year ended Dec. 31, 1884.	2,390 9 7 21,854 8 10 271 17 6 240 1 9 500 0 0 1,251 4 0 0 4,000 0 0 0 4,000 0 0 0	31 438 1 8
	UNT.		By Balance brought from last Half-year's Account Balance brought from Revenue Account, No. 9. Dividends on Shares in Portpatrick Railway, Interest on Current Account, Rent of Holywood Line for 2 months, Premium on Issue of Skocks. Rebate on Newcastle Debentures Belfast, Holywood, and Bangor Railway, in settlement of Arrears of Rent due	
-	No. 10.—NET REVENUE ACCOUNT.	Half-year ended Dec. 31, 1883.	2, s d. 1,218 16 9 15,856 8 1 13,815 0 0 1,500 0 0 0 1,908 1 3	20,941 19 1
	O.—NET REV	Half-year Half-year ended Dec. 31, 1884	2. 8. 8. d. 1,844 12 0 1,849 13 0 1,380 0 1,25 0 1,1,25 0 1,1,25 0 1,25 0 1,25 0 1,25 0 1,25 0 1,35	31,438 1 8 20,941 19
	No. 10		To Interest on Treasury Loan, " 4 per cent, Debenture Stock " 5 per cent, A Preference Stock " Unpaid Land Claims " Rein clariges (wersatle Branch) " Balance available for Dividend	The second secon
-	Dr.	Half year ended Dec. 31, 1883.	1,564 8 8 1,104 14 5 1,105 14 15 1,105 14 11 138 2 11 138 2 11 138 2,000 4 0 0 14,887 15 0	20,941 19 1

Z
5-7
7
0
7
-
-
H
~2
H
0
1
国
H
20
4
3
日
4
5
1
A
2.3
OE
Z
4
. 7
H
A.
29
-
H
0
h-m
Z
0
PPROPRIATION
-
29
2
0
05
0.
<u> </u>
A.
0
E
1
00
PO
P
0
2
0
T
H
\vdash
0
10
FI

-		-	
			7 6 8
	88.	aj.	8 2 4
	1, 18	Total.	18,475 4 4 115,417 5 7 3,067 18 9
			18
	Half-year ended Dec. 31, 1884.	-	010
	ded	d.	8 000
	r en	Dividend.	6,203 10 2,135 5 7,078 10
	yea	Divi	6,9
	Ialf		
	H	Rate per Cent.	10 4 0
		See E	
			£248,141 128,110 235,950
			: 52 :
			- ::: :
			3 411
			No.
			: :::
			94-3
			r.ye
			oouni ::
			Acco
			per no
			as p
			rwa
			vide
			r Di
			ren ",
			refe refe ares
			tt. P
			nce available for Dividend, as per Account No. 1 r Cent. "." inary Shares "." Balance to be carried forward to next half-year
			Balance available for Dividend, as per Account No. 10 5 per Cent
			H 7040
1	7, 1		6 6 6
	88	al.	2. 8. d. 14,837 15 0 0 12,934 15 6 1,902 19 6
	1, 18	Total	,934 15 ,902 19
	3.3		14,8
	Half-year ended Dec. 31, 1883		
	led	d.	£ 8. d. 208 10 6 832 10 0 898 15 0
	enc	Dividend.	6,208 10 832 10 5,898 15
1	rear	Div	5 8 8
	alf-y		
1	H	Bate Per Cent.	13 4 10
1		E -0	

45
9.
1
20
- 500
-
R
4
pio.
LT.
-
100
100
CC
Wil
PC.
pho
-
~
_
_
(9)
PK
004
0
0
No.
all.
1

NS.	Half-year ended Dec. 31, 1884.	£ 8. d	518 6 11	849 9 6	Half-year ended Dec. 31, 1884.	8,537 11 7	D =	325 68 98	4.845 15		Half.year ended Dec. 31, 1884.	26 8. 300 0 40 10	158 91 174 174	200	1,695 19 6
ES AND WAGO		£ s. c 192 1 139 1	265 12 5 252 14 6				: :		:			Accountant, and	::::	::	
REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.		Carriages— Wages and General Superintendence Materials Wagons—	Wages and General Superintendence Materials	To aver Average	A MARKACI ALAK ELVINGS	Salaries and Wages, &c.	Clothing	Printing, Stationery, and Tickets Shunting Expenses Wacon Covers. Rones. &c.	Miscellaneous Expenses	GENERAL CHARGES		Directors Additors and Public Accountant Salaries of Secretary, General Manager, Accountant,	Office Expenses, Stamps, Stationery, &c. Advertising. Fire Insurance Trie Transference	Railway Clearing House Expenses	
C. BEPAII	Half.year ended Dec. 31, 1883.	. 22 .	271 8 0	952 1 8	Half-year ended Dec. 31, 1883.	3,019 5 3	# 6	225 4 5 49 13 9 122 5 2	0 0		Half-year ended Dec. 31, 1883.	.0	79 13 1 96 6 5 131 15 0		1,542 8 4
	Half.year ended Dec. 31, 1884.	ж ф	4,634 10 6	11 61 778		5,512 10 5	- A. A.	half-year ended Dec. 31, 1884.	£ 8. d.			3,637 1 2	1,147 5 8	00	4,575 18 1
&co.		£ 8. d. 196 9 10 1,813 0 11	2,624 19 9						£ 8. d.	1 270 18	1,577 6 6 194 0 2	348	799 0 0		
MAINTENANCE OF WAY, WORKS,		Salaries, Office Expenses, and General Superintendence Maintenance and Renewal of Permanent Way—	573 19 573 19 Signals, a	repairs of Stations and Dundings	Miles Maintained————————————————————————————————————		LOCOMOTIVE POWER.		Salaries, Office Expenses, and General Superintendence	Expenses—	Coal and Coke Water Oil Tallow and other Stores	3 13	CI #A	Less for use of Engine Ballasting	
4	ulf-year	£ 8. d. 189 6 2 1,605 6 7	1,497 9 2	4		4,394 2 5	B.	Half-year ended Dec. 31, 1883.	£ 8. d.	и	201 13 7	=	1,410 6 3		5,058 8 2

No. 13.—GENERAL BALANCE SHEET,

Cr.

	s. d.	5,340 10 10	936 7 10	5,246 1 3	6,412 11 5	50,010 7 10
	£ 8.					50,010
	4	1)		:		
	By Capital Account, Balance at Debit thereof, as per Account No 4		:	:	:	
	per Acc	:	:	npany	1	
	ereof, as	n hand	:	Sundry Outstanding Accounts due to the Company		
	Debit th	" General Stores-Stock of Materials on hand	" Traffic Accounts due to the Company	ts due to	4	
	ance at	k of Ma	to the C	Account		
	int, Bal	es-Stoc	ints due	anding	. 0	
	al Accou	ral Store	ic Accou	ry Outst	" Bank Balance	
	y Capita	Genel	, Traffi	" Sund	Bank	
	<u> </u>	-		26	26	
	£ 8. d.	11,170 7 10	644 15 8	0 0	12,000 0 0	7 10
	£ 18,476	11,170	644	7,720 0	12,000	50,010 7 10
-	w per	:	:	:		
1	reof :	:	:	:		
	lit the	ympany	84.	:		
	at Crec	y the C	Loan till 31st Dec., 1884.	yet due		
1	Jance	ts due b	11 31st 1	tes not	9	
	int, Ba	Accoun	Loan ti	fortgag		
	Accou	nding	easury	angor h	:	
		CEL				
	Revenue coount	y Outsta	st on Tr	ce of B	re Fun	
	Toline Revenue Account, Balance at Credit thereof as per Account No. 10	" Sundry Outstanding Accounts due by the Company	" Interest on Treasury	" Balance of Bangor Mortgages not yet due	" Reserve Fund	

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

H. H. BOYD, & MAGILL, AUDITORS.

RELFAST, 29th January, 1885.

	1, 1884	Total.	153,979	31,433	185,412
EAGE.	Half-year ended Dec. 31, 1884	Lines worked by B. & C. D. Railway.	:	:	:
AIN MIL	Half-year e	Belfast & Lines County worked by Down B. & C. D Railway & Railway.	153,979	31,4333	185,4123
NO. 15.—STATEMENT OF TRAIN MILEAGE.			114,786 Passenger Trains	Goods & Mineral Trains	Total
STATE	31, 1883.	Total.	114,786	80,700}	145,4864
No. 15	Half-year ended Dec. 31, 1883.	Lines worked by B. & C. D. Rallway.	:		:
	Half-year	Belfast & County Down Railway & Branches.	114,786	30,700}	145,4861
		-			

88

89

98

owned by

Lines

553

553

: 88

: 8

91, 1884.

Half-year ended Dec.

Miles Autho-rised.

14.-MILEAGE STATEMENT.

No.

Half Year ended Dec. 31, 1883.

R. W. KELLY, Chairman of Company. HUGH EVANS, Accountant of Company.

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.

18t January, 1885.

BERKELEY D. WISE, Engineeer. CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

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 January, 1885.

R. G. MILLER, Loco. Supt. CERTIFICATE RESPECTING THE ROLLING STOCK.

AUDITORS' CERTIFICATE.

We have examined the Accounts of the Belfast and County Down Railway Company for the half-year endedDec. 31st, 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 tone fide due thereon, after debiting the Revenue of the Half-year with all expenses which in our opinion ought to be charged thereto.

Relfast, 29th January, 1885.

CAUGHEY, BOYD, & MAGILL, Auditors of the Company. W. B. H. H.

Belfast and County Down Railway.

NIOTICE IS HEREBY GIVEN, that the SEVENTY-EIGHTH ORDINARY GENERAL HALF-YEARLY MEETING of the Shareholders of this Company will be held at the OFFICE of the Company, OUEEN'S OUAY, Belfast, on WEDNESDAY, the 11th day of FEBRUARY, 1885, at the hour of ONE o'clock in the Afternoon, to transact the usual Business, and all parties interested are requested to take Notice that the "Registry of Transfers" of the Company will be Closed on and from Wednesday, the 28th day of January, 1885, until such Ordinary Meeting shall have been held.

By order of the Directors,

(Signed)

JOHN MILLIKEN, Secretary.

Dated at the Company's Office, Belfast, 7th January, 1885.

Belfast and County Down Railway Company.

LIST OF SHAREHOLDERS

AT 1st DECEMBER, 1884,

As required by the regulation of the Railways Act, 1868, 31 & 32 Vic., cap. 119.

Proprietors marked [*] are qualified to be Directors.

ADDRESS.

87, Shirland Gardens, Maida Vale, London, W Armstrong, Mrs. Honoria Lisbarnet, Kilmood, Comber Austin, Miss Elizabeth 51. Lower Leeson Street, Dublin Andrews, The Hon. Justice Newtownards, Co. Down *Armstrong, George Atkinson, Miss Jane and Miss Mary Atkinson 33, Curzon Street, Dublin *Acheson, Thomas Rathdowney Atkinson, Mrs Naunie *Alexander, Robert Quin Caledon, Co. Tyrone Do. Alexander, Mrs Gertrude Alexander, Mrs Fanny 18. Clarendon Street, Londonderry 10. Kent Terrace, Kendal, Westmoreland Allen, Mrs. Mary A. *Allen, Richard Oristown, Kells, Co. Meath 16. Belgrave Square, Rathmines, Co. Dublin Allen, Miss Mary Anne Palmerston Park, Allen, Miss Ellen Hill of Ward, Athboy *Alley, George William Alexander, Mrs. Jane Letitia Castlerock, Co. Londonderry Tronbridge *Andrews, The Hon. Justice, and) 51, Lower Leeson Street, Dublin Alexander, Mrs. Mary Abraham, John, J.P., Anderson, Hugh, Armstrong, Mrs. Margaret, *Andrews, Thomas, Andrews, Mrs. Eliza,

Mrs Mary Catherine Andrews | Carnesure, Comber Size Hill, Ballyclare 30 Lower Leeson Street, Dublin 21 Palmerston Road, Rathmines, Co. Dublin Comber, Co. Down Rademon Cottage, Listooder, Lisburn Anderson, Miss Jane,

8 Claremont Terrace, Belfast *Beck, John Woods, M.D. Beamish, Benjamin Swayne and Care of Captain William Hamilton, 7, Waterloo Place, Upper Leeson Street, Dublin Charles Pratt Hamilton 4, Clare Street, Dublin Baker, John Andrew

*Baker, Henry

Boag, Robert, and John Arnott Taylor Bristow, James Thomson, Henry Hugh M'Neile and Edmund M'Neill Beat, James *Bell, Robert Baxter, Robert George Blount, Major William Baxter, Robert, George and Mrs. Isabella Baxter Brady, James, M.D. Bermingham, Mrs Catherine Bewley, Edmund Thomas Bannon, William

Beckett, Miss Marianne, Miss Catherine Fitzgerald, & Miss Bridget Scanlan Bourke, Mrs Mary, Miss Margt. Matilda Bourke, and Miss Lillie Bourke Backhouse, Joseph *Black, John Banks, Miss Mary

*Benbow, Vernon William Henry Sattwell, Rev. Maudell Creighton and Miss Louisa Brady Brown, John Biggs, Samuel Dickson Brady, Daniel Frederick, M.D. *Biggar, Joseph Gillis, M.P., and Miss Elizabeth Biggar Biggar, Joseph Gillis, M.P. Richard Altamont Smythe

Bell, Miss Louisa *Bell, Elias Hughes Mrs Helen Edwards, and Thomas Smyth Gleadowe *Belfast Banking Company, Ltd. Boyd, John Blain, Mrs. Anne and Mrs. Mary Jane Craig *Bailie, Major Wm. Alexander *Bruce, Miss Mary and Miss Matilda Bruce

Butler, Rev. Richard, Burne, Mrs. Jane, and Mrs. Sarah Lamb, *Belfast Presbyterian College Trustees, The

Brabazon, Robert Henry and William Roe

Spencer House, Wimbledon Park Road, Wandsworth, London

Belfast Parkmount, Co. Antrim Craigdunn, Melbourne Villa, Bothwell, Glasgow 7. Victoria Terrace, Rathgar, Co. Dublin

Albany, Ballybrack, Co. Dublin

Ballina

38, Harcourt Street, Dublin Eccles Street, Dublin 40, Fitzwilliam Place, Dublin 12, Prince Edward Terrace, Carysfort Avenue, Blackrock

The Convent of Mercy, Birr

Uplands, Elmsleigh Road, Paignton, Devonshire

Corduff House, Lusk, Co. Dublin 72, Hill Street, Lurgan Roseberry House, Hilldrop Road, Camden Road, London, N. Kempsford, Lower Warberry Road, Torquay 1. Hone Buildings, Lincoln's Inn, London, W.C. Robert Taunton Raikes, and (24, Coleman Street, London, E.C. Merton College, Oxford Brady, Daniel Frederick, M.D., La Choza, 159, Rathgar Road, Dublin Convent of Mercy, Downpatrick Greenville Mills, Kilmacow, Waterford Bellevue, Coolbawn, Roscrea La Choza, 159, Rathgar Road, Dublin

Crumlin Road, Belfast

Ardvilla, Crumlin Road, Belfast Butler, Sir Thomas P., Bart, & Ballin Temple, Tullow, Co. Carlow Lauragh, Portarlington, Queen's County Moorefield, Roebuck, Dundrum, Co. Dublin Linen Hall, Belfast 3, Earlscourt Square, London Alderlez Edge, Cheshire Belfast Crossgar, Co. Down Marine Parade, Holywood Maxwell Court, Comber, Co. Down

Antrim

Higher Ardwick, Manchester Hillsborough, Co. Down

Belfast

11 Burgh Quay, Dublin

NAME.

Baker, Joshua Baker, Jonathan William *Barrett, William Thomas *Boland, Mrs. Margaret The Rev. John O'Mulloy, D.D. and Joseph Walsh Beale, Mrs. Charlotte Eliza Barlow, Alfred Henry, and Thomas Manifold Craig Barber, Mrs. Emma Jane John Milliken, and Richard Lewis (sen.) *Bell, Elias Hughes John Frederick Hodges, M.D.

William John Johnston William Macargur Scott, and Henry Samuel Purdon, M.D. Boyle, Mrs. Honoria Theodosia Brown, Samuel *Barbour, James Bayly, Emanuel James Bewley, Henry Theodore, M.D. Busteed, Miss Isabella Busteed, Miss Mary Bretland, Josias Corbett, C.E., and James Munce, C.E. Balmain, Thomas, and Walter Ritchie

*Barbour, James, and Thomas Digby Johns Busteed, Miss Anna

*Campbell, William and John Campbell Campbell, Miss Mary Campbell, Miss Mary Ann, jun. *Charters, George Washington Clarke, James Johnston *Caruth, Alexander Cummin, Miss Anna *Close, Robert Barry Coey, Sir Edward, and John Shelly *Campbell, Ferris Carson, Mrs. Martha Crawford, Charles S. Carson, Robert, Q.C. Campbell, Mrs. Marianne (sen.) *Cleland, John Austen Damer Cooper, and John Warnock, Solicitor Carroll, Miss Mary

*Craig-Laurie, Rowland, Conway, Patrick Joseph *Chapple, Surgeon-Major Robert Augustus Corscaden, John Findlater, and Rev. W. V. Kitching

ADDRESS 1 Lower Dorset Street, Dublin Do.

94 South Mall, Cork 27 Northumberland Road, Dublin -St. Joseph's, Terenure Road, Dublin 7 Rathmines Road, Rathmines, Co. Dublin

5 Adelaide Place, Cork Bank of Ireland, Dublin

27 Tomlin's Grove, Bow Road, London E. The Knock Strandtown

of Belfast

9 Seafort Terrace, Williamstown, Co. Dublin Ballinaloob, Co. Antrim Ardville, Holywood Kilgobbin, Sandyford, Co. Dublin Willow Park, Booterstown, Co. Dublin 19 Palmerston Park, Rathmines Do.

Belfast.

The British Linen Company, Glasgow

Belfast

32 Crosthwaite Park East, Kingstown

Lennoxvale, Belfast

Windsor, Belfast Holywood, Co. Down Stoke Park, Ipswich Largantogher, Maghera Ballymena 3 Mount Street Crescent, Dublin Henry Street, Dublin

Belfast

Cottown, Ballygrainey, Co. Down Jordanstown, Whiteabbey The University Club, Stephen's Green, Dublin 3 Henrietta Street, Dublin Holywood, Co. Down) Downpatrick 111 Rathmines, Co. Dublin Downpatrick Care of R. Farquharson, Esq., The Munste

Bank, Dame Street, Dublin Myra Castle, Downpatrick Railway Station, Mullingar

23 Clyde Road, Dublin 33 Wellington Street, Strand, London Great Finborough, Suffolk

	4
NAME	ADDRESS
Cruise, Francis Richard, M.D.	3 Merrion Square West, Dublin
Crosthwaite, John Joseph, J.P.	The Hall, Crosthwaite Park, Kingstown
Croker, Mrs. Jane	Southview House, Basingstoke, Hampshire
Curran, Rev. Thomas, R.C.C.	Chapelizod
Costello, Rev. Francis James	Ross Glebe, Killaloe
Costello, Rev. Francis James Collins, Mrs. Letitia, and	34 Chelmsford Road, Ranelagh, Dublin
Robt. Conway Harly Collins	2 Warrenpoint, Clontarf
Chapman, Miss Elizabeth Emma	1 Knapton Terrace, Kingstown
Chapman, Miss Helen	Do. do.
Chapman, Miss Josephine	Do. do.
Campbell, John, and	Lennoxvale, Belfast
James Carr	Belfast
Carroll, William, M.D.	Lady Lane, Waterford
Campbell, William Carrigan, Mrs. Harriette Conolly, Mrs. Mary Emily	North Street, Belfast
Carrigan, Mrs. Harriette	19 Charleston Road, Rathmines
Conolly, Mrs. Mary Emily	49 Clarinda Park East, Kingstown, Co. Dublin
Crawford, James	12 Palmerstown Road, Rathmines, Dublin
Coates, David Lindsay	Clonallon, Strandtown, Belfast
Cullenan, Bernard	24 Market Street, Lurgan
Campbell, Thomas	49 Henry street, Dublin
Carolin, Edward	69 Northumberland Road, Dublin
Clibborn, Miss Sarah Sophia	Moate
Carolin, Miss Susan	37, Northumberland Road, Dublin
Conway, Rt. Rev. Dr. Hugh	R. C. Bishop of Killala, Ballina
Clery, Lieut Col. Cornelius Fras.,	
Campbell, John	Lennoxvale, Belfast
Coen, Rev. Thomas, P.P.	Kilconnell, Co. Galway
Campbell, Miss Anne Jane, and	
	Windsor Avenue, Belfast
Miss Mary Campbell	Donogall Place Relfact
Cuming, Alexander Coogan, Miss Eliza	Donegall Place, Belfast
Chamles John Hanns and	Leixlip, Co. Dublin
Chomley, John Henry, and	40, Upper Gloucester Street, Dublin
George Henry Jones	2 Dagmar Terrace, Southsea
Campbell, Miss Anne Jane	Windsor, Belfast
Coulter, Christopher	44 Heytesbury Street, Dublin
Cairns, John	9 Ardee Street, Dublin
Cooper, MjrGel. Wm. Spencer	Du Bank House, Chester
Col. John Edmund Harvey,	9 Brittania Terrace, Great Yarmouth, Norfolk
and Alfred Edward Darley	10 Ardee Street, Dublin
Colonial and United States	Hull
Mortgage Company Ltd., The	
Cooper, Mrs. Lucy	Corduke House, Sandymount, Dublin
Cunningham, Thomas and	
Miss Mary Cunningham	Ballacolla, Queen's County
Collett, Robert Arthur Singleton	Maitland, Blackrock, Co. Dublin
and Charles Henry Lloyd	Lisheen Castle, Templemore, Co. Tipperary
Cotton, Stephen Fairbairne, and	
Charles Cotton Jury	Shelburne Hotel, Dublin
Crawford, George Alexander	Queen Street Veining Factory, Lurgan
Caldwell, James	52 Patrick Street, Dublin
Cutbill, Mrs. Lucy	Dartmouth Hill House, Blackheath
Henry Collier, and Rev. Thomas Norman Rowsell	Eltham, Kent
Corscaden, John Findlater	33 Wellington Street, Strand, London
Clibborn, Charles Edward	Anner Park, Clonmel, Co. Tipperary
Clibborn Barclay Joseph	
Clibborn, Barclay Joseph Christy, Wakefield	Anner Mills, Clonmel, Co. Tipperary
Christy, Wakefield Carson, John, Adam, and	35 Gracechurch Street, London, E.C.
Margaret Jane Carson	Lower Ballyveely, Pharos, Ballymoney
Cairnes, Thomas Plunket	
Carriero, Inomas I lumber	Stameen, Drogheda

ADDRESS. NAME. 39 Prospect Terrace, Botanic Road, Belfast *Drennan, Lennox Dawson Street, Dublin Drummond, David *De Spailier, Jules, and Manor House, Newcastle, County Down Mrs. Frederica Isabella de Spailier Dickey, John 63 North Street, Belfast 36 Melrose Gardens, West Kensington Park, *Druitt, Charles and London Samuel A. Bell Bellevue, Lurgan Care of Mrs. Wolmerhausen, Curzon Street, Didron, Mrs. Emma Mayfair, London, W. Downes, Michael (deceased) and West Street, Drogheda Peter M'Quillan Dickson, Rev. John and Ballyworphy, Hillsborough Samuel Cleland Darley, Miss Barbara 7 St. James' Terrace, Clonskeagh, Co. Dublin Darley, Miss Penelope Do. do. The Green Hills, Tallaght, Kilnemanagh, Co. Dunne, Lawrence Dublin Abbey, Wicklow Dillon, Rev. Wm. Joseph Glasshouse, Vicarstown, Queen's County Devoy, Patrick, and Courtwood, do do Miss Anne Devoy Glasshouse, do do Devoy, Patrick and do do James Devoy Courtwood Care of Messrs. O'Donnell & Fitzgerald, 17 St. Dunne, Miss Henrietta Andrew Street, Dublin Santa Clara County, California Miss Kate Dunne do Miss Alice Dunne do 36 Grosvenor Road, Rathgar Mrs. Mary Kynsey Corbally, Ballylinan, Queen's County Mrs. Fanny M'Hugh, and Southpark, Ballingarry, Shinrone, Co T'pp'rary Mrs. Jane O'Connor Cross Park, Teignmouth, Devonshire Dobson, Percival Gordon Drury, John Girdwood, J.P., & Kenilworth House, Rathmines, Co. Dublin La Bergerie, Portarlington Alex. Kirkpatrick, jun., J.P., Daly, Joseph Richard, and Provincial Bank, Limerick, Charles Gibbons Stanuell Clyde Road, Dublin 8 Upper Merrion Street, Dublin Duncan, James Foulis, M.D., Edward Hudson Kinahan, & Merrion Square, North, Dublin 23, Pembroke Road, Dublin William Edmund Dickinson Darlington, Miss Marianne The Monastery, Enniskerry Dalton, Isaac Youghal Dawson, Miss Mary Elizabeth 18, Hilldrop Road, London, N Duff, William Duffmount, Coagh De Versan, Jno. Richard Raoul 4, Lansdowne Road, Dublin Conturier 1 Merrion Square North, Dublin Dowling, Charles 61, Upper Sackville Street, Dublin. *Dix, Ernest Reginald M'Clintock,) and Vice-Admiral Sir Francis LeopoldM'Clintock Halifax, Nova Scotia Hill Street, Newry *Denvir, George and Water Street, Newry Thomas Boyd 7. Percy Place, Dublin Dane, Richard Martin, and Holywood, Co Down Archibald Dunlop, M.D. Dillon, Michael and Munster Bank, Dublin Robert Farquharson Bellevue, Killowen, Newry Douglas, Charles 96, Haddington Road, Dublin Davis, Arthur Alexander Dempsey, Mrs. Anne Jane Care of Mr. Deverell, of Longford Gilford Doak, Joseph Deverell, Miss Ellie, and

Earl street, Longford

Miss Harriette May Deverell

7 Percy Street, Dublin

NAME. Deverell, Miss Harriette May, and Miss Ellie Deverell Darley, Benj. Guinness, M.D., and John James Hornidge Dudgeon, Henry James Dane, Richard Martin

Errington, John Archd. H. Blount, and Alfred John Blount Elrington, William F. and Joseph Faviere Elrington, Erskine, James Francis, and Peter Quinn, J.P. and Mrs Marian Evans Elmes, Mrs Susan Knight

*Edge, John Henry Egan, Rev John Johnston Eaton, Edward and Mrs. Helen Eaton Eves, Miss Charlotte *Elrington, Rev. Charles, and Thomas W. Bell

Fitzgerald, Miss Martha Ann ffolkes. George Browne. Rev. Edward Heasley, and Rev. George H. Butler Ferguson, James (deceased) and Mrs. Eliza Ferguson Findlater, Miss Jane Finlay, Miss Rebecca *Fenton, Samuel Greame *Findlater, William, solicitor *Farrell, Thomas *Ferguson, Samuel Farrell, William Farran, Mrs. Eliza Farrell, Miss Elizabeth Finlay, Rev. John Flood, William Hanford Fitzgerald, Captain Francis Augustus Falconer, John Boursiquot

Flood, Miss Sarah, and Miss Mary Cosgrove *Fennell, John George James N. Richardson, and Llewellyn Fennell Fleming, John Ferguson, William, and Mrs. Mary E. Ferguson Fowler, Robert, and

Earl Street, Longford 9 Breffni Terrace, Kingstown Russelstown, Blessington, Co. Wicklow 113 Grafton Street, Dublin

High Warden, Haxham Orche Hill, Gerard's Cross, Bucks 9, Lincoln's Inn Fields, London, W.C. 69, Prince's Gate, London

Carrickbrennan, Monkstown, Co. Dublin The Tews, Canal Street, Newry The Agency, Newry Evans, Thos Waller Eyre, LL.D. Lower Norwood, Surrey, near London 6, St. John's Terrace, Clontarf, Co. Dublin Care of Messrs. Hallett & Co., St. Martin's Place, Trafalgar Square, London 25. Upper Mount Street, Dublin The Glebe, Derrylane, Belturbet Charleville, Tullamore, King's County

> 1 Palmerston Park, Rathgar Newbarnes Vicarage, Barrow-in-Furness 2 Herbert Street, Dublin

Glenanea, Drumcree, Killucan Manor House, Wolferton, King's Lynn Parkham Rectory, near Bideford, Co. Devon Bury Lodge, Hambledon, Co. Hants Care of Rev. Hugh Moore, Yew Villa, Newtownards 72, Iffley Road, Oxford 93, Leinster Road, Rathmines, Co. Dublin Fitzwilliam Square, Dublin The Grove, Stillorgan, Co. Dublin Butlerstown Castle, Waterford Mullingar Abbeyside, Dungarvan, Co. Waterford Greville Street, Mullingar Ballymoya Parsonage, Whitecross, Armagh Farmley, Kilkenny Weston, Upper Churchtown, Dundrum, Co. Care of Messsrs. Quain & Powell, 2 College

1 St. Stephen's Green, Dublin Cahir, Co. Tipperary Lissue, Lisburn Cahir, Co. Tipperary 24 Magdala Terrace, Edinburgh Fetherstonhaugh, Miss Margaret 54 Leinster Road, Rathmines, Co. Dublin Castleavery, Newtownards

Rahinstown, Co. Meath Thomas Pakenham Law, Q.C. | Stephen's Green, Dublin

Street, Dublin

NAME. Fawcett, Mrs. Hannah

Franks, Thomas John, and Thomas Watts, surgeon *Faulkner, James, *Ferguson, William *Findlater, John, J.P., Samuel Ewing Hamilton, J.P. and Walter Veitch Fossitt, Homan North

Fennell, James, and Henry Barcroft Finlay, Miss Jane Eliza Faris, Mrs. Martha Jane

Guinness. Miss Frances Gordon, Sir Lionel Smith, Bt.

*Gibson, John George *Gillis, Thomas *Gordon, Mrs. Geraldine (decsd.) Sir Lionel Smith Gordon, Bt., and Robert Cassidy, LL.D. (deceased) *Gamble, Arthur Gore, Miss Martha Elizabeth Gore, Miss Elizabeth Esther *Gavnor, George, and Mrs. Anne Gaynor

*Gamble, James, jun., John Johnston Shillington, & Miss Jane How Greville, Robert, and James Griffin Gilborne, Edward, and Mrs. Eliza Jane Gilborne Goodbody, Robert, Joshua Pim, and William Henry Smith

Gordon, Robert Francis, and Robert John Kennedy Gore. Miss Martha Elizabeth, & Miss Elizabeth Esther Gore Greene, Edward Jonas, and

Joseph Boyce Lambe *Goodbody, Robert, and James Perry Goodbody Gilborne, Mrs Eliza Jane Goulding, William, and Benjamin Haughton Goodbody, Robert, Humphrey Smith, and Anthony Pim Gray, George, M.D.,

*Goodbody, J. Perry Joseph Robert Richardson, & J. Nicholson Richardson Pim | Lisnagarvey, Do.

ADDRESS. Victoria Terrace, Earl Street, Tullamore,

King's County Ballyscadane, Knocklong, Co. Limerick Frampton-on-Severn, Gloucestershire Castlebar, Co. Mayo Castleavery, Newtownards Melbeach, Monkstown, Co. Dublin 38 Thomas Street, Dublin The Grange, Kinghorn, Fifeshire 23 Upper Mountpleasant Avenue, Rathmines,

Co. Dublin Newry Bessbrook, Newry Ballymover Parsonage, Whitecross, Co. Armagh Care of George C. Lett, of Leinster Chambers, Dame Street, Dublin

The Grange, Stillorgan, Co. Dublin Care of Messrs. Cox & Co., Craig's Court, London S.W.

38 Fitzwilliam Place, Dublin Butlerstown Castle, Waterford Late of 4 Southwick Place, Hyde Park Sq., W. Care of Messrs. Cox & Co., Craig's Court,

London, S.W. Late of Belfast Chepstow Villa, 69 Pevensey Road, Eastbourne 26 Brunswick Square, Brighton Do.

Tullybaylin, Athlone 5 Royal Terrace, Belfast

Belfast

Straneymore, Rathmolion, Co. Meath

1 Pembroke Road, Dublin

All of Mountmellick

34B College Green, Dublin Cultra, Co. Down

26 Brunswick Square, Brighton

12 Clyde Road, Dublin The Fort, Aughrim, Co. Wicklow 50, Dame Street, Dublin Clara, King's County 1. Pembroke Road, Dublin

Cork

Mountmellick, Queen's County

Castlewellan Beechmount, Clara, King's County Springfield, Lisburn, Co. Antrim

NAME.

Goodbody, Jonathan Guilbride, Francis, and Samuel Guilbride Goodbody, James Perry *Goodbody, Marcus Goodbody, Jonathan, and Henry White Garrett, James Hugh Moore The Rev. Wm. Thos. Garrett, and Colonel Edward Thomas St. Lawrence MccGwire Goodbody, Richard Gordon, Rev. David, and Hugh Taylor *Goodbody, Henry Perry "Galwey, Richard, and

James Moloney, M.D. *Hogg, William Houston, Mrs. Isabella How, Miss Jane Hawkshaw, Mrs Catherine E. Hutton, Miss Mary M. Holmes, John, and John M'Keen Hardy, Mrs Isabella Higgins, David Harris Hodges, John F., M.D. *Hunt, Mrs Ellen, and Miss Elizabeth M. Hunt Halpin, Mrs. Eliza L. (deceased) and Joseph Halpin *Hall, William James Heather, Wm. Arthur, Robert James Goodbody, and John Douglas *Hamilton, Samuel Ewing, and

Mrs Margaret Hamilton Hibernian Joint-Stock Company Limited Hughes, Edward *Hogg, Jonathan

Joseph Todhunter Pim *Hall, William Hoare, Nicholas Thos. Hardy, Rev. Edward John

Jonathan Pim.

Thomas Pim, and

Liverpool Mossley, Co. Antrim Sion Mills, Strabane Chapel Street, Liverpool Sion Mills, Strabane Mossley, Whiteabbey, Co. Antrim

50, Dame Street, Dublin 23 Royal Terrace West, Kingstown, Co. Dublin Knocklow, Tullow, Co. Wicklow Broomfield Rectory, Bridgewater, Co. Somerset, England Clara, King's County

Newtownbarry, Co. Wexford

Clara, King's County Obelisk Park, Blackrock, Co. Dublin Clara, King's County Waterford Ballyhaise, Co. Cavan The Manor House, Crakehall, Bedale, Yorkshire

Armagh Clara King's County Downpatrick Greyabbey Obelisk Park, Blackrock, Co. Dublin Rockvalley, Nenagh, County Tipperary Clonmore, Tulla, Co. Clare

Ballymena Ballyearl, Carnmoney Royal Terrace, Belfast Fahan, Kent's Road, Torquay, Devon Field View, Wollaston, Stourbridge Ballytober, Islandmagee, Co. Antrim Balloo. do. do. Armagh Windsor, Belfast

Rockmount, Kilmacthomas, Co. Waterford

24 Usher's Quay, Dublin

Narrow Water, Warrenpoint 22, Lower Bridge Street, Dublin Tullamore, King's County 18, Wexford Street, Dublin Grosvenor Park, Leinster Road, Rathmines, Dublin

College Green, Dublin Cope Street, Dublin William Street, Dublin Do. do. Do. do. The Commercial Hotel, Belfast Blessington Street, Dublin

Islam, Bury Road, Gosport

NAME.

William M'Keen

*Hone, Mrs Anna Maria

Nathaniel Hone, and

James Tardy Hone

Harrison, Mrs Margaret

Haughton, Miss Sarah Elizabeth

Hardy, Miss Annie Elizabeth F.

and Miss Georgiana Juliana

Miss Charlotte Sophia Hardy,

*Houghton John Francis, and

James Jackson Houghton

Hanly, Andrew, R.I.C.

Holmes, John, and

Hunter, William

Hill, John, C.E.

Hegan, James

Hardy

Hutton, Hugh,

Joseph Perry

Hobson, George,

*Henderson, James

Hoowe, Thomas

Higgins, Patrick

William Gamble

Harrison, Arthur, and

Houston, Thomas

Thomas Smyth

Hoey, Charles, and

George Fottrill

Houston, Thomas

*Ireland, Miss Jane

George Martin

*Horley, John Theodore, and

Andrew Smith Michie

Edward Bolton Murphy

Miss Emily Hamilton,

Hamilton, Miss Annie Maria

Miss Harriette Hamilton

Miss Sarah Ireland, and

Miss Hannah Hamilton, and

Hamilton, Rev. Thomas, M.A.,

Handcock, William Domville, J.P.

Thomas Alexander Archbold, &

ADDRESS.

Castle Chester, Islandmagee

St. Dolough's Park, St. Dolough's, Co. Dublin Seafield, Malahide, Co. Dublin Beechy Park, Rathvilly, Co. Carlow Ballyreagh, Poyntzpass The Manse, Castlebellingham, Co. Louth Dromore West, Co. Sligo Oldderrig House, Carlow

Ballybride, Loughlinstown, Co. Dublin

Ennis, Co. Clare Grange, Cookstown

Care of Julius Casement, Esq., of Cronroe, Ashford, Co. Wicklow

Leggamaddy, Co. Down James Hutton, and Cargagh Grove Hill 92 Lower Leeson Street, Dublin Hodder, Francis George, B.L., The Vicarage, Gilford, Co. Down Harding, Mrs. Cecilia Frances, Hill, Miss Louisa Mary Temple Ardville, Donaghadee Rose Cottage, Lisburn 1 Wellington Road, Dublin *Hawkshaw, Miss Eleanora Frances 30 Clarinda Park West, Kingstown, Connty Healy, Mrs. Mary Jane and Dublin Mrs. Margaret Lawless

38 Thomas Street, Dublin *Hamilton, Samuel Ewing, J.P. The Grange, Kinghorn, Fifeshire Walter Veitch, and Melbeach, Monkstown, Co. Dublin John Findlater, J.P. 8 Fitzwilliam Place, Dublin Hutton. Lucius Octavus and James Mather Darbishire Belfast Norwood Tower, Strandtown, Co. Down Clanbrassil Street, Dundalk Hill, Robert William Edenderry Seamount, Liscannor, Co. Clare 37 Leinster Road, Rathmines, Co. Dublin Hutchinson, Robert Deey, and The Grange, Strabane, Co. Tyrone

> 123 Bishopsgate Street, London, E.C. Drumlummon, Carrick-on-Shannon

2 Duncairn Terrace, Belfast

1 Trinity Street, Dublin

52 Dame Street, Dublin Brookvale House, Cliftonville, Belfast Ballyearl, Carnmoney Carnmoney

Do. Ballyearl, Carnmoney 59 Fitzwilliam Square, Dublin 146 Fleet Street, Dublin

Oakley, Holywood Do. Glenview, Castlereagh Comber, Co. Down

Clyde Road, Dublin

Do.

Rosebank, Brentwood, Essex

3, Wilmont Terrace, Belfast

Haughley, Suffolk, England

Rose Bank, Brentwood, Essex

Melbeach, Monkstown, Co. Dublin

NAME. *Irvine, Captain W. H. Irwin, Mrs. Elizabeth Irwin, Miss Edith Mary Anne *Irvine, Captain W. H., and Henry Irvine Ingoldsby, Joseph Francis

ADDRESS. Valclusa, Enniskerry, Co. Wicklow Crescent House, Portstewart, Co. Derry Crescent House, Portstewart Valclusa, Enniskerry, Co. Wicklow Rosslair, Tagoat, Co. Wexford St. Thomas' Terrace, South Circular Road, Dublin

Ballywoollen, Derryboy, Killyleagh, Co. Down

do.

do.

do.

do.

Jeffrey, James *Johnston, Miss Mary *Johnston, Miss Martha *Johnston, Miss Eliza Jane *Jackson, Robert Jones, Mrs Margaret Johnston, Rev. William Jackson, Miss Katherine *Johnston, John Brown, J.P., & John Findlater, J.P. Jeremy, Rev. Daniel Davies, A.M.4, Appian Way, Dublin Jury, Mrs Margaret *Johnston, Francis, and Thomas Manifold Craig Jury, Mrs. Margaret *Julian, John and Richard Huggard Jones, Miss Isabella Esther Jury, Charles Cotton, and Stephen Fairbairne Cotton

Greenfield, Donnybrook, Co. Dublin Bank of Ireland, Dublin 6 College Green, Dublin 48 Upper Sackville Street, Dublin Tralee, Co. Kerry 19 Leinster Square, Rathmines, Dublin Shelburne Hotel, Dublin Ballyvester, Donaghadee

*Knox, John *Kelly, Richard Wood Kirk, Miss Maria (deceased) and W. N. Wallace *Kirkpatrick, Miss Alexandrina Kinahan, George Henry, and Richard Robert Studdert Kelly; Mrs Frances Maria *King, John Gilbert, D.L. *Kilkelly, Charles, M.D. Kearney, Jas. Aylward (decsd.) and Charles Ewer Young Kelly, John Kenny, Mrs. Bridget Knox, The Rt. Rev. Robt. D.D., Lord Bishop of Down and Connor and Dromore Rev. Geo. Brydges Savers, A. M | Ballinderry & Rev. Edward Maguire, A.M. Bangor, Co. Down

13 and 14 Cope Street, Dublin Late of Thornfield, Carrickfergus Downpatrick, Co. Down The Queen's Road, Guernsey D'Olier Street, Dublin Coolreigh, Bodyke, Co. Clare Castle Bagot, Newcastle, Co. Dublin Ballylin, Ferbane, King's County 12 Upper Fitzwilliam Street, Dublin Late of Shankill Castle, Whitehall, Co. Kilkenny 1 Alma Road, Monkstown Kildare Tullamore, King's County The Palace, Holywood

*Lane, John Benn Lodge, Mrs. Augusta Frances Lyle, Andrew, and Allen Andrew Lyle Lyle, Mrs Annabella *Lowry, John Lane, Miss Mary T. Lyons, Mrs Frances Ellen Lyster, John Lionel *Lyle, Rev. Edward A.

Kilbogget House, Cabinteely, Co. Dublin Sarnia, Eglington Road, Donnybrook, Dublin Newington, Belfast. Newington, Belfast. Close Park, Killinchy, Co. Down 8 Parkgate, Dublin 5 Alma Terrace, Monkstown, Co. Dublin Stillorgan, Co. Dublin Tubbernacarry, Kirkcubbin, Co. Down

NAME. Little, Mrs Marion G., and Miss Jane M. Little Lawlor, Mrs Margaret Digby

*Langton, Charles, and Frederic William Earle Lawless, Mrs Sarah Le Bass, Samuel *Lowry, James Moody Francis Blackbourne Fletcher and Rev Thos. D. Hutchinson Liddiard, Wm. Bedford, Gilbert Wm. Child, M.D. and Edmund Child Havnes Little, Michael Lyons, Alex., J.P., and Moses Monds, J.P. *Lomer, Edward *Lomer, Frederick Geo. Lamb, Abraham Lawler, William, Lawless, Mrs. Margaret Lynch, Mathew and Mrs. Catherine Lynch Lawrence, John Lawless, Barry Edward, and David Sherlock, jun. *Lefroy, Rev. Jeffrey Lennon, Miss Sarah Lyons, Henry, and Alexander Lyons

May, Capt. Charles Henry, *Murray, Mrs Sarah Ann *Moore, Alexander Macoun, Miss Dinah Macoun, Miss Mary A. Murray, Miss Margaret Maxwell, Mrs Isabella Munro, J. E. C., and Rev G. Johnston Maguire, Mrs Anne, and

John Walker *Mahony, W. A., and L. S. Kennedy Manron, Patrick and Mrs. Mary Manron Magill, Henry Miller, Wm. (deceased) and Jos. Clarke Rutherford, R.M. Murphy, Rev. J. Gracey, LL.D. *Moore, John Robert Matthews, George Milliken, John Moran, Mrs. Ellen *Murphy, Joseph Motherwell, Elliott, and Mrs Jane A. Motherwell *Mitchell, George

ADDRESS. Caldwell's Place, Sligo

Care of Richard S. Reeves, Esq., 7 Lower Fitzwilliam Street, Dublin Barkhill, Aigburth, near Liverpool Edenhurst, Huytown, near Liverpool Delgany, Co. Wicklow Fleet Street, Dublin Breffni House, Dalkey, Co. Dublin 17 Elgin Road, Dublin Donnybrook, Dublin Durston House, Castlebar Road, Ealing Cowley House, Oxford 9 New Square, Lincoln's Inn, Middlesex 7 Cranburn Street, Belfast Sligo

Ramley, Lymington Ramley, near Lymington, Hants Hillsborough, Co. Down 16 Hammond Lane, Dublin 30 Clarinda Park West, Kingstown, Co Dublin Ballyjamesduff, Co. Cavan

4 & 6 Cannon Street, London E.C. 4 Synnott Place, Dublin 70 Lower Leeson Street, Dublin Aghaderg Glebe, Loughbrickland, Co. Down. Derryoghill, Moy, Co. Tyrone Lower Knox Street, Sligo

Leeford, Budleigh Salterton, South Devon Strandtown, near Belfast Killarn, Newtownards Adelaide Terrace, Hill Street, Lurgan Movraverty, Lurgan Church Hill, Clough, Co. Down 12 Lower Pembroke Street, Dublin 3 King's Bench Walk, N. Temple Hillsboro', Co. Down 6 St. Patrick's Terrace, St. Lawrence Road, Clontarf. Co. Dublin Chapelizod, Dublin

The National Bank, Dublin

Garden Lane, Dublin

Lisbuoy, Downpatrick, Co. Down Late of 27 Gardiner's Place, Dublin Ballymena, Co. Antrim College Park, Belfast Rowallane, Saintfield Glenaule, Killylea, Co. Armagh Belfast 43 Lower Leeson Street, Dublin Knockmaroon, Castleknock, Co. Dublin 2 Victoria Terrace, Clontarf, Co. Dublin 20 Lower Sackville Street, Dublin

Murphy, Miss Rose Frances Magee, Samuel Chambers, and Thomas Greer White Malley, Miss Anna

MacNamara, Miss Jane, and Michael MacNamara Maunsell, Mrs Elizabeth D. H. *Moore, Rev Samuel M.

Miley, James

*Mahony, Wm. Augustus, and
Patrick Joseph Kirwan
Mannell, Lieut. -Col. Robert

*March, John and

*Marsh, John, and Greer Malcomson *Marsh, John, and James Malcomson *Malcomson, James, and Jonathan Hogg Barcroft

*Morgan, Charles

Milliken, Mrs. Annie Mussen, James Magee, Bernard Morell, Henry Brown Macaw, James, M.D., and Samuel Morgan Montgomery, Thomas, and Samuel Thompson *Morell, James *Martin, Thomas

Melvill, The Hon. Maxwell, and Robert Henry Beauchamp Milliken, Mrs. Anna Dorothea, & Saml. Cadwallader Milliken

Moran, Mrs. Eleanor
*Murphy, William
*Montgomery Thomas

*Montgomery, Thomas
*Mulholland, Henry Lyle, J.P.
*Morris, Mrs. Georgiana Kathleen

O'Connor
Medlycott, Miss Maria
Moses, Marcus Tertius, and
Miss Julia Eleanor Moses
Morrow, Andrew, and
Hugh Dickson
Macquillan, Joseph, and

Joseph Smithson Thompson

Martin, Samuel Anthony
Moggridge, Mrs. Anne
Molloy, Mrs. Sarah
Maunsell, Miss Henrietta
Macartney, Surgeon-Major Jame

Murphy, Miss Mary Murphy, Edward Murphy, Miss Anne St. Mary's, Frankford Avenue, Rathgar, Dublin Melvine, Malone Park, Belfast Cintra, Kingstown

Walmer Villa, Sandycove, Kingstown, Co. Dublin

5 Eden Quay, Dublin

17 Lower Mount Street, Dublin Derryaghy Vicarage, Dunmurry, Co. Antrim Railway Station, Longford

The National Bank, Dublin

78 George Street, Limerick York Lane, Belfast Castle Place, Belfast York Lane, Belfast Castle Place, Belfast Castle Place, Belfast

Grange Lodge, Moy, Co. Tyrone Hazelwood House, Green Lanes, Winchmore Hill, Middlesex, N.

Knock, Belfast Railway Street, Lisburn, Co. Antrim 16 Roy Street, Belfast 26 North Frederick Street, Dublin Bushmills

65 Ormeau Road, Belfast
Ballydrain, Dunmurry
Muckamore Abbey, Antrim
26 North Frederick Street, Dublin
Priory Lodge, Blackrock, Co. Dublin
One of the Judges of the High Court, Bombay

116 Grafton Street, Dublin 8 Richmond Square, Cavehill Road, Belfart Do. do. do.

43 Lower Leeson Street, Dublin Tullow, Co. Carlow Northern Bank, Belfast Ballywalter Park, Co. Down

Gortnamona, Blue Ball, Tullamore Newtown, Waterford 14 Eustace Street, Dublin 16 Leeson Park, Dublin Ballymirran, Killinchy, Co. Down Castle Espie, Comber, Co. Down Great Clonard, Wexford Wexford

28 Laurel Road, Fairfield, Liverpool Howleigh House, Wellington, Somerset 37 Northumberland Road, Dublin 78 George Street, Limerick

Macartney, Surgeon-Major James H. M. Medical Department, India, care of Richard W.Kelly, Esq. Cope Street, Dublin Murphy, Miss Mary Rockmore, Newcastle, Co. Down

Tullow, Co. Carlow Rockmore, Newcastle, Co. Down Molloy, Isaac, and John Chambre
Marsh, Joseph Chandler, and
James N. Richardson
Murphy, John, J.P.
Mills, Stephen

Mulholland, John
Rev. Henry Stobart, and
Conway Edward Dobbs
*Mulholland, John
Conway Edward Dobbs, and
Rev. Henry Stobart
Malins, Miss Isabella

18 Eustace Street, Dublin Commercial Buildings, Dublin Donegall Street, Belfast Lissue, Lisburn

Castletown, Dundalk, Co. Louth
13 Upper Mountpleasant Avenue, Ranelagh,
Dublin

Ballywalter Park, Ballywalter, Co. Down Wikeham Rise, Totteridge, N. Herts 41 Leeson Street, Dublin

Ballywalter Park, Greyabbey, Co. Down 20 Fitzwilliam Square, Dublin

Warkton Rectory, Kettering, Nthamptonshire Care of Richard Malins, Esq., of 3 Summerville Terrace, North Circular Rd, Dublin

M'Mahon, Miss Mary Ann M'Mahon, Miss Georgina Melusina M'Afee, Archibald M'Intyre, Miss Eleanor M'Intyre, Miss Jane M'Neight, Mrs. Martha M'Fadden, James M'Keever, Joseph M'Curdy, Mrs. Elizabeth M'Comas, Richard Hy. Archibald M'Crea, Edward D'Arcy *M'Caw, James Frazer M'Cartan, Miss Lizzie M'Quillan, Peter M'Cammon, Andrew M'Farland, James *M'Cartan, Michael

*MacLaine, Alexander
M'Auley, Brother Thomas, and
Brether Jeremiah Moran
MacDonnell, Rev. Ronald, D.D.

MacDonnell, Richard Graves

M'Donald, James
M'Cartan, Owen
M'Kenny, Charles,
MacDonnell, Ronald, and
Rev. Ronald MacDonnell
M'Kewan, William, and

James Gray
M'Guckin, Hugh
MacDonnell, Miss Jane
MacDonnell, Miss Barbara
M'Cann, James
*M'Kane, John, B.L.
M'Kinney, William Fee

Nason, Rev. W. H.
*Northern Banking Company, Ltd.
*Nelson, Thomas

*Nolan, John *Nolan, Miss Julia 3 Upper M'Donald Terrace, Kilkee, Co. Clare Do. do. do. do.

Lisburn, Co. Antrim
16 Kensington Gate, London, W.
Do. do.

Lisbarnet, Kilmood, Comber, Co. Down Portglenone

Aclare Lodge, Drumconrath, Ardee Kilrea

Homestead, Dundrum, Co. Dublin William Street, Dublin 2 College Square North, Belfast 1 Gilesgate, Durham

90 West Street, Drogheda Nutgrove, Seaforde, Co. Down Newry, Co. Down

Gilesgate, Durham
5 Vesey Place, Kingstown, Co. Dublin

1 Queen's Elms, Belfast St. Patrick's Monastery, Fethard, Co. Tip-

perary 5 Vesey Place, Kingstown, Co. Dublin Ormond Market, Dublin Dromina, Kilcoo, Co. Down Railway Cottage, Drogheda

5 Vesey Place, Kingstown, Co. Dublin

of 21 Lombard, Street, E.C.

Ballyronan, Magherafelt
5 Vesey Place, Kingstown, Co. Dublin
Do. do. do.
29 Anglesea Street, Dublin
64 Lower Leeson Street, Dublin
Carnmoney, Co. Antrim

The Glebe, Rathcormac, Co. Cork Belfast, Co. Antrim Care of George Nelson, Ballyhannan House, near Portadown 47 Smithfield, Dublin Revagh, Alma Rd., Monkstown, Co. Dublin *Niven, Frederick William, and Thomas Evre Powell Nicholson, Miss Helen Cordelia

Owen, Mrs Frances

O'Farrell, Matthew O'Hara, Miss Elizabeth Ormsby, Thomas and Samuel Paul Lindsay, Solr. *O'Donnell, Richard John O'Brien, and John Walsh, J.P. O'Hagan, Felix, and Charles Doherty O'Keeffe, Miss Mary Frances

O'Neill, Mrs. Marv Owens, William O'Neil, Joseph Orpen, John Richards

*Oulton, Charles, and Mrs. Louisa Oulton O'Hara, Miss Lizzie O'Brien, Alfred, and Mrs. Helena O'Brien *O'Neill, Joseph Owens, Miss Margaret

*Paul. Thomas

Patton. The Misses Anne. Jane, and Elizabeth Patterson, Mrs Elizabeth Priestley, James Pritchard, Mrs Maria Porter, Rev. John Scott (decsd.) and Samuel Francis Hawthorne, M.D. *Plunkett, William V., William Mulligan, and Rev. L. A. Le Pan Perceval, Mrs Elizabeth *Preston, Rev. John Evans, and George Greer Phelan, Richard *Pirrie, William James Pattison, James Plunkett, Miss Susan Miss Mary Beatty, Miss Margaret Mullally, and

Miss Lucy Clancy

ADDRESS. Revagh, Alma Road, Monkstown, Co. Dublin The Hill, Downpatrick

Rutland Square, Dublin Revagh, Alma Road, Monkstown, Co. Dublin Annadorn, Ballydugan, Downpatrick. Clonmovle, Mullingar

Royal Bank of Ireland, Limited, Foster Place, Dublin 22 Westmoreland Street, Dublin

2 Upper Hatch Street, Dublin *O'Hagan, The Rt. Hon., The Baron 34, Rutland Square West, Dublin North King Street, Dublin 54 Belgrave Square, Rathmines Beaumont, Blackrock, Co. Dublin 14, South Mall, Cork

The Cottage, Carrick-on-Suir *O'Brien, Mrs. Eliza Mary Frances,) Rodeen House, Borrisokane, Co. Tipperary Roscrea, Co. Tipperary

Eden Hill, Sligo Victoria Street, Belfast do Care of John Hunt, solicitor, Offices, Church

Street, Dungarvan, Co. Waterford Millbrook, Oldcastle, Co. Meath 54 Dame Street, Dublin Kinsealy House, St. Dolough's, Co. Dublin 14 Upper Fitzwilliam Street, in the City of Dublin

7 University Square, Belfast Gemini, Holywood, Co. Down Raheen, Gort, Co. Galway 44 Waterloo Road, Dublin

Annaghmore, Coalisland Port Ballintrae, Co. Antrim

Brookhill House, Cliftonville, Antrim Road.

No. 4, Wellwood Place, Belfast 2 College Park East, Belfast Saintfield, Co. Down Cushendall, Co. Antrim Late of 16 College Square East, Belfast.

Dromore, Co. Down

Fortwilliam Park, Belfast Springfield, Belfast Dublin Dillon House, Downpatrick Ballivor Rectory, Athboy Harcourt Street, Dublin Dungarvan, Co. Waterford Queen's Island Works, Belfast Woodstock House, Kingston-on-Thames

Ursuline Convent, Thurles, Co. Tipperary

NAME. Pike, Joseph. D.L. Pearson, Mrs Frances Pinion, James *Pike, Ebenezer, jun... Potts, Robert, and

William Henry Morris Perry, Henry George Phelan, Mrs Mary Anne *Pattison, Henry Paterson, George James

Lawrence Dickson Gardner Phillips, Jonathan Adair, and

Edward M Gauran Pike, Robert Lecky Pike, Mrs. Lydia Člibborn Phelan, Miss Anna Mary Pike, Mrs. Lydia Clibborn Peppard, John, and

Mrs. Anne Peppard Patterson, Mrs. Emily, and Alexander Henry Patterson

Paul. Robert, and Mrs. Margaret Paul Pim, John Joshua Pim, and

Robert Barclay Pim *Plunket, The Hon. Louisa Purser, John, M.A., and Rev. William Rogers, LL.D.

Pike. Ebenezer Pike, Miss Florence Lilias Pim, Jonathan Joshua, and

James Nicholson Richardson Pim Pennell, Mrs. Bessie

Purser, Miss Sarah Henrietta Pratt, Joseph, Physician & Surgeon Markethill, Co. Armagh

Quinn, Peter, and James Francis Erskine, J.P. Quinn, Peter, Quinn, John Quinn, Edward *Quin, Thomas, J.P.

*Richardson, James N., and Joseph Richardson Richardson, Joseph, and Jas. Nicholson Richardson Raphael, John Robinson, John *Roe, Wm. Carden, M.D. Representative Church Body, The *Ryder, Granville Richard,

Raglan Geo. H. Somerset, and Richard Moore (deceased)

ADDRESS. Dunsland, Dunkettle, Cork Bessbrook, Newry County Down Railway, Belfast Besboro', Cork

North Street, Belfast

Rathdowney, King's County Bagnalstown, Co. Carlow Druid Lodge, Loughlinstown, Co. Dublin

14. Lansdowne Road, Dublin Poulter, Jonathan Holmes, and) 6, Middle Temple Lane, London

9. Belvidere Road, Prince's Park, Liverpool Perrott, Miss Anne Sarah Maria 6, De Vesci Terrace, Kingstown, Co. Dublin. 59. Blessington Street, Dublin Prince of Wales Terrace, Bray, Co. Wicklow Kilnock, Tullow, Co. Carlow

Besborough, Co. Cork Bagnalstown Besborough, Cork

9 Ranelagh Road, Dublin

9 Inverness Terrace, Hyde Park, County of Middlesex

5 Blackhall Place, Dublin

Belfast

6 Leeson Park, Dublin Queen's College, Belfast Whiteabbey Besborough, Cork Do. Finaghy, near Belfast

Lisnagarvy, Lisburn, Co. Antrim.

77A Marlborough Road, Donnybrook, County Dublin

19 Wellington Road, Dublin

The Agency, Newry Newry The Agency, Newry Queen Street, Lurgan Shanakill, Carrick on-Suir, Co. Waterford Kilbeggan

Lissue, Lisburn Springfield, Lisburn Lissue, Lisburn Cookstown Drumna Hall Cottage, Ballynahinch, Co. Down South Hill, Killiney, Co. Dublin

52, Stephen's Green, Dublin The Temple, London Cadogan Place, Co. Middlesex Late of Killashee, near Naas, Co. Kildare.

Rush, Ven. Edward Reid, Reprs. of the late James *Richardson, Joseph *Rvnd, Miss A. L. Ritson, John H. M. Ritson, John H. M., and John Jackson Rvan, Miss Susanna M., and Miss A. J. Ryan *Rynd, John N., and H. D. Spratt Robinson, Miss Margaret Robinson, Wm. Henry, Solicitor 9, Eustace Street, Dublin Roberts, Mrs Rachel Robinson, Mrs Elizabeth Haughton Reilly, John Reilly, Miss Mary Richardson, Thomas Mahon Ryan, Patrick, and Rev Patrick Murtagh, C.C. Robinson, Surgeon-Major, A.B. *Richardson, James Nicholson *Richardson, James Nicholson, Joseph Richardson, and James Theodore Richardson Ryan, Miss Mary J., and Miss Susan Plunkett Radcliffe, Rev Samuel *Richardson. Joseph J. Nicholson Richardson, jun. and J. Theodore Richardson *Richardson, Arthur Percy Richardson, Charles Herbert Jonathan Richardson, and Edward Crailsheim *Richardson, Charles, and The Rev. Edward Denny Richardson, James Theodore and John Pim *Reid, Sir Edward, Forrest Reid, Robt. Macnair Ferguson, Ph D Edinburgh and James Somerville Reilly, James Reid, James, and John Ewart Reid Richardson, Joseph, and James Theodore Richardson Ryan, William Astle Russell, Henry Robinson, George Carolin Rochford, Henry Hugh, and The Rev. Jas. Boggan, R.C.C | Ballymitty, Co Wexford Richardson, Mrs. Eliza Jane Richardson, Charles Herbert & Charles Purdon Coote, D.L. | Bearforest, Mallow, Co. Cork Read, John

NAME.

ADDRESS. The Archdeaconry, Loughrea, Co. Galway British Linen Company's Bank, Glasgow Springfield, Lisburn 2, Upper Ely Place, Dublin Seaton Hall, Bootle, Co. Cumberland Do do do Whitehaven Cahore, Gorey 2, Upper Ely Place, Dublin Pencil Hill, Co. Cork 15, Kenilworth Terrace, Kenilworth Road, Rathgar, Dublin Palmerston Park, Rathmines, Dublin May Ville, Greystones, Co. Wicklow Ballymun, Glasnevin, Co. Dublin do Prospect, Dundalk Ballinacargy, Mullingar 20, Hatch Street, Dublin, and 17th Lancers Lissue, Lisburn Lissue, Lisburn, Co. Antrim Springfield, Lisburn, do Glenone, do do Ursuline Convent, Thurles Arcachon, Gironde, France Springfield, Lisburn, Co. Antrim Mount Caulfield, Bessbrook, Co. Armagh Glenone, Lisburn, Co. Antrim 1 Donegall Square North, Belfast Do. do. Belfast Glasgow Devonport, Co. Devon 15 St. James' Terrace, Plymouth, Co. Devon 30 Donegall Place, Belfast 18 Tomb Street, Belfast Londonderry Londonderry Edinburgh Ballymun, Glasnevin, Co. Dublin Rochford, Mrs. Elizabeth Redfern 8 Winton Avenue, Rathgar, Co. Dublin Albert Bridge Road, Ballymacarrett, Belfast Springfield, Lisburn, Co. Antrim Glenone, Lisburn, Co. Antrim Cahore, Gorey Evelyn Street, Carrickmacross 5 Foster Place, Dublin 8 Winton Avenue, Rathgar, Co. Dublin Springfield, Lisburn 1 Donegall Square North, Belfast

4 Dawson Street, Dublin

NAME. *Stevenson, Rev. H. Ferguson *Smith, George Smith, George, and Mrs. Elizabeth Holmes Smith, John Augustus Sims, Frederick *Smyth, John Wesley, and Robert Halliday Vance Shelly, John (deceased) J. P. Corry, M.P., and Sir Edward Coey Shelly, John (deceased) Sir Edward Coey, and John R. Burnett Shone, John Allen Smith, Thomas Sellors, Michael *Sweeney, John Sanders, Richard Barnsley Stewart, Mrs. Anne Scallan, James Joseph, M.D. Sanders, Mrs. Marianne Sanders, Sutherland Smith, Colonel Robert Bramston Stephenson, Matthew Raymond Stevenson, Rev. Henry Ferguson and Wm C. Stevenson Stephenson, Thomas, and Mrs. Kate Stephenson Seymour, Rev. William Francis, John William Billinghurst Seav, Roland, and William Seay *Scovell, Rowland Hill Shaw, Major Henry *Smith, Walter George, M.D. Smith. John *Sherlock, John, sen., and John Sherlock *Sinclair, Thomas James Purdon, and Mrs. Mary Jane White, Sweeney James *Small, Alexander Symes, George Smith, Hugh Shaw, Mrs. Ellen Scott, Rev. Charles Slattery, William, and

Smith, Major Wm Graham Smyth, James, and Mrs. Mary Ann Smyth *Seymour, John W. H., and Charles Beere Siree, Charles Moore Brabazon, & Fras. Palmer Hamilton Siree

Smith, Mrs. Harriett Anne

Joseph Murphy

ADDRESS. Knockan, Londonderry Cragoran, Islandmagee Cragoran, Islandmagee Islandmagee Sion Lodge, Waterford 51 Dawson Street, Dublin Rosemary Street, Belfast Mountcharles, Belfast

Belfast

Late of Whiteabbey, Co. Antrim 21 Gamble Street, Belfast 30 Pembroke Gardens, Kensington, London Athboy, Co. Meath 47 George Street, Limerick Crinkle, Parsonstown, King's County Shamrockvale, Lisburn Beechwood, Dalkey, Co. Dublin Cherbourg, France Shamrockvale, Lisburn Shamrockvale, Lisburn 31 Upper Fitzwilliam Street, Dublin Kiltorcan House, Knocktopher, Co. Kilkenny Knockan, Londonderry Ashpark, Londonderry Fairbrook, Kilmeaden, Co. Waterford Carrick-on-Suir Abington, Co. Limerick 7 Bucklersbury, City of London Both of Kilmore, Co. Down Fairholme, Monkstown, Co. Dublin Wilton Terrace, Dublin 34 Lower Baggot Street, Dublin 44 Mount Street, Donaghadee Rahan Lodge, King's County Harcourt Street, Dublin Hopefield, Antrim Road, Belfast

22 Donegall Street, Belfast Rosaville, Fortwilliam Park, Belfast Ivy House, Royal Hospital Gardens Ki! mainham, Co. Dublin Keady 37 Dame Street, Dublin William Street, Donaghadee, Co. Down Ballyvallagh, Raloo, Co. Antrim Dunedin, Antrim Road, Belfast 4 Upper Stephen Street, Dublin Tullow, Co. Carlow Gorey, County Wexford Care of Col. James Graham, 16 Miles Road Clifton, Bristol

47 Henry Street, Dublin 7 Dawson Street, Dublin 113 Grafton Street, Dublin Kelston, Stillorgan, Co. Dublin

NAME. Sheil, Robert, and William Bredin Smyth, John Patrick

Tracy, Mrs. Margaret (deceased) and Henry Tracy Thompson, Miss Eliza

*Turtle, James John Turtle, and William Turtle Taylor, Mrs. Lucy Taylor, Miss Lucy Anne Taylor, Miss Charlotte *Thompson, William, J.P. Robert Deey Hutchinson, and John Rounds Twiss, Mrs. Anne *Taaffe, Mrs. Catherine Taylor, Miss Margaret Tandy, Shapland Morris Taylor, Miss Jane Going *Tate, Mrs. Elizabeth

*Ulster Bank, Limited

Valentine, William, and Theobald Bushell Vance, Thomas Veitch, Walter and Mrs. Eliza Veitch *Vance, Robert Haliday, and Henry Atkinson *Veitch, Walter Samuel Ewing Hamilton, J.P. and John Findlater, J.P. *Vaughan, Wm. Peisley H. L., & Edward Crosby Bayly

Wilson, Rev. John P., and Richard Cluff Wood, Miss Issie

*Warnock, Mrs Anne *Waddilove, Alfred, D.C.L.

*Wallace, William Nevin Wright, George *Whiteside, Charles Waldron, Rev. James *Wormleighton, Miss Elizabeth Miss Jane Wormleighton, and Miss Margaret Wormleighton Walshe, Miss Ellen *Whelan, Mrs. Mary and John Whelan (deceased) Walker, Mrs Marion Worn, Richard

22 Elgin Road, Dublin Castle Gare, Pallasgreen, Co. Limerick 50 Sir John Rogerson's Quay, Dublin

102 Stephen's Green, Dublin Care of Rev. George Shaw, Wellington Park, 1 Alfred Street, Belfast Portadown Aghagallon, Lurgan Palmerston Park, Rathmines, Dublin do do do do do do Hollybrook Park, Raheny, Co. Dublin -37 Leinster Road, Rathmines 5 Henry Street, Dublin Ballycullen House, Ashford, Co. Wicklow 19 Idrone Terrace, Blackrock, Co. Dublin Newtownards, Co. Down 2 Beresford Place, Dublin 9 Ranelagh Road, Dublin Downpatrick, Co. Down

Belfast

Belfast

9 Lower Bridge Street, Dublin The Grange, Kinghorn, Fife Belfast

The Grange, Kinghorn, Fifeshire Thomas Street, Dublin Melbeach, Monkstown, Co. Dublin Golden Grove, King's County Coole Abbey, Co. Tipperary

Cookstown

Care of Mrs. Hamilton, 6 Sandfurd Parade Sandfurd, Dublin Ballywhite, Co. Down No. 19, Kensington Park Gardens, Notting Hill, London, W. Downpatrick 16, Clarinda Park West, Kingstown Ballyhaunis, Co. Mayo

Roden House, Limerick

Riversdale, Templeoyne, Co. Dublin Mount Tallant House, Co. Dublin 2 Brighton Terrace, Monkstown, Co. Dublin Dawson Street, Dublin

NAME Whitly, Miss Ellen Wardell, George Jacob Watson, James White, John, D.L., and Francis Power Codd Walpole, George, and Edward Walpole Whittaker, Thos. J. Stewart, & Mrs Rebecca Whittaker *Wise, Mrs Susan, and Fras. Wise Low Webb, John, and William Malone Webb, John, and Alfred Malone *White, Piers Francis, Q.C.

*Weir, James

Webb, Mrs Sarah

Walpole, George Ward, John Echlin, and Richard Ross, M.D. Webb, Miss Lydia Maria Webb, Miss Helen Watson, Wm. Webb, Alfred Walpole, Thomas

Walsh, Miss Ellen Walsh, Miss Bridget White, Henry, L.K. & Q.C.P.I. *Wolfe, Rev. Richard Robbins Wolfe, John Edward Walsh, Rev. Jas Hornidge, D.D. 18 Herbert Place, Dublin Welland, Rev. Thomas James Warren, Mrs. Emma E F. Wheeler, Thos. Kennedy, M.D. and Henry Charles Knight Williamson, Charles Arthur, & Richd. Dancer Purefoy, M.D. Watson, Hugh, and Wesley Watson

Young, Robert, C.E. and John Auld (deceased)

ADDRESS The Infirmary, Wexford Bellbrook, Celbridge, Co. Kildare Povntzpass, Newry Nantinan House, Ballingrane, Co. Limerick Corrig Avenue, Kingstown, Co. Dublin Suffolk Street, Dublin

Brighton Lodge, Monkstown, Co. Dublin

Rochestown, Co. Tipperary Kilshane, Co. Tipperary 20. Temple Lane, Dublin 3. St. James' Terrace, Clonskeagh, Co. Dublin 20, Temple Lane, Dublin 3, St. James' Terrace, Clonskeagh, Co. Dublin 10. Fitzwilliam Square East, Dublin Frankfort Villa, Merrion Avenue, Blackrock, Co. Dublin St. Cloud's, Avoca Avenue, Blackrock, Co.

Dublin Suffolk Street, Dublin Highfield House, Circular Road, Dublin Wellington Place, Belfast 18, Hilldrop Road, Camden Road, London, N. do. Do. do. Poyntzpass, Newry 17, Highfield Road, Rathgar, Co. Dublin

Windsor Lodge, Seafield Avenue, Monkstown, Co. Dublin 49 Lower Mount Street, Dublin 49 Lower Mount Street, Dublin Killurine, Tullamore, King's Co. Arthington, Torquay Maceio, Brazil St. Thomas's Parsonage, Belfast Spanish Point, Miltown Malbay, Co. Clare Clarendon Place, Belfast Gloucester Villa, Antrim Road, Belfast 14 Upper Mount Street, Dublin 13 Merrion Square North, Dublin Beech Park, Lurgan

Belfast

Belfast

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.

10	
Registered Holder of	
-	£50 Original Shares.
£	5°/0 Preference Stock.
Ţ.	40/0 ,, ,,

Belfast and Morthern Counties Railway.

FRANCIS B. ORMSBY,

Secretary

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

For Half-Year ending 31st December, 1884,

TO BE

SUBMITTED TO THE PROPRIETORS,

AT THE

Seventy-ninth Half-Yearly General Meeting

TO BE HELD AT

YORK ROAD TERMINUS, BELFAST,

On Monday, the 16th day of February, 1885,

AT TWELVE O'CLOCK NOON.

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

Belfast:

PRINTED BY R. CARSWELL & SON, ROYAL AVENUE.
MDOQULXXXV,

LIST OF DIRECTORS.

Chairman.

1 GEORGE J. CLARKE, Esq., D.L., J.P., The Steeple, Antrim.

Deputy=Chairman.

2 SIR CHARLES LANYON, J.P., The Abbey, Belfast.

2 EDMUND M'NEILL, Esq., J.P., ... Craigdunn, Craigs, Co. Antrim

2 WILLIAM VALENTINE, Esq., J.P.,... Glenavna, Belfast.

2 John Young, Esq., D.L., J.P., ... Galgorm Castle, Ballymena

2 HENRY H. M'NEILE, Esq., J.P., ... Parkmount, Belfast.

3 The Right Hon. Viscount TempleTown, Templepatrick.

1 GEORGE CATHER, Esq., J.P., ... Carrichue, Londonderry.

3 JOHN B. GUNNING MOORE, Esq., J. P., Loymount, Cookstown.

3 HENRY E. CARTWRIGHT, Esq., J.P., Manor House, Magherafelt.

3 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:-

	18	83.	18	84.
	No.	Amount.	No.	Amount.
Passengers, 1st Class, 2nd ,, 3rd ,,	65,641 146,160 747,827	£6,947 6 3 12,103 16 4 27,688 14 9	64,988 151,156 757,547	£7,438 9 1 12,314 5 3 27,739 0 3
Total,	959,628	£46,739 17 4	973,691	£47,491 14 7
Parcels, Horses, Carriages, and Dogs, Mails, Merchandise, Less Collection &	£30,805 18 0	3,817 14 0 2,650 0 0	£31,923 1 3	4,283 18 3 2,650 0 0
Delivery Cattle, Minerals, Iron Ore, Rents, Transfer Fees, Mileage & Demurrage	2,732 1 10	28,073 16 2 1,907 18 9 5,756 5 3 2,309 3 10 673 12 0 15 10 0	2,841 6 0	29,081 16 3 1,895 17 1 5,952 12 4 2,202 18 5 725 11 7 19 2 6 33 5 3
	1	£91,944 2 4		£94,836 15 3

The above Statement shews an increase in all classes of Passengers, viz.:—1st Class, £491 2s 1od; 2nd Class, £210 8s 11d; 3rd Class, £50 5s 6d; and in the smaller items of Parcels, &c., £466 4s 3d, and Rents and Transfer Fees, £55 12s 1d. In the Merchandise Department there is an increase in Goods, £1,117 3s 3d, Minerals (other than Coal and Iron Ore), £489 12s 11d, Mileage and Demurrage, £33 5s 3d; there is, however, a decrease in Iron Ore of £106 10s 5d, Coal, £293 5s 1od, Cattle, £12 1s 8d. Deducting these items, with the extra cost for Cartage and Delivery of £109 4s 2d, leaves the net increase for the half-year, £2,392 12s 11d. The Receipts include the traffic on the Cushendall Railway from the 15th October last, amounting to £592 13s 7d.

The Working Expenses (54 per cent. of Receipts) include items that were not chargeable in the corresponding period, viz.—The Maintenance of the Limavady and Dungiven and Draperstown Railways; the Working of the Cushendall Line, since it was taken over, and the Ballyclare Branch from its opening. There is also £500 more charged towards cost of New Engine. Allowing for extra charges, the Expenditure will compare favourably with former half-years.

The Balance at net Revenue Account (No. 10) is £32,023 138 5d. The Preferential Dividends amount to £17,453 108 od, leaving a balance of £14,570 38 5d, out of which we recommend the payment of a Dividend on the Ordinary Stock at the rate of $3\frac{1}{2}$ per cent. per annum, which will absorb £10,488 28 od, put £548 08 10d to the

credit of Reserved Fund, making this fund £10,000, and carry forward £3,534 os 7d to next half-year's account.

The Capital Account has been increased by the completion of the purchase of the Cushendall Railway, the construction of the Ballyclare Branch, and Works completed, which, during progress, were charged to "New Works" Account, but are now transferred. There has also been added cost of some new Rolling Stock and the adoption of the Automatic Vacuum Brake, sanctioned at previous half-yearly Meetings. Particulars of these items will be found in Statement No. 5.

A vote for £6,000 additional capital expenditure, as detailed in Statement No. 7, will be asked for at the Meeting.

The Cushendall Railway became the property of this Company on the 15th October last, and since then has formed part of this Company's undertaking. A contract has been accepted for the construction of a Branch of 1½ miles to Broughshane, but the Works have not yet been commenced; preparation, however, is being made for doing so, thus carrying out the arrangement under which the terms of purchase were agreed to.

The Ballyclare Branch was opened for traffic on the 3rd November last, and is working satisfactorily.

Your Directors have been in treaty with the Postmaster-General for a new arrangement of Trains under which the towns on your Railway will reap the benefit of the accelerated Mail Service between London and Belfast, via Holyhead. The remuneration to be received has not yet been fixed, but your Directors anticipate it will be settled in time to announce at the Half-yearly Meeting.

A Bill is being promoted in Parliament to authorise the sale of the Belfast Central Railway undertaking to the Great Northern Railway Company (Ireland), and negociations are now pending between the Board of that Company and your Directors with the object of acquiring for this Company running powers over the Central Railway and thereby placing our system in connection with the Public Markets of the town, with the coal traffic of the Queen's Quay, and with the Great Northern and County Down Railways. The Bill, together with the Draft Agreement, will be submitted for your approval at the Special Meeting.

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 February, and it is particularly requested that Shareholders will please notify to me any change in their Address before that date.

CHARLES STEWART, Secretary.

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

		-	CAPIT	CAPITAL AUTHORIZED.	ZED.	CAL	CAPITAL CREATED	ED.		BALANCE.	
	ACT OF PARLIAMENT.	02	Stock	Loans or Debenture Stock.	Total.	Stock	Loans or Debenture Stock.	Total.	Stock	Loans or Deb'nture Stock.	Tota
	By Belfast and Ballymena Railway Act, 1845		85,000	£128,333	£513,333	£385,000	£128,333	£513,333	:	:	:
		61	225,000	40,000	265,000	225,000	40,000	265,000			;
-	Ballymena and		80,000	000'00	240,000	160,000	000'00	220,000	£20,000	:	£20,0
	Belfast and Bal	:	7,500	62,500	70,000	7,500	62,500	70,000	:	:	:
-			12,500		12,500	12,500		12,500	:	:	:
	Belfast & Northern Counties.,	1	000,000	33,000	133,000	100,000	33,000	133,000	:	:	:
	Londonderry and Coleraine (Sale) 1	1	35,000	44,999	179,999	135,000	44,999	179,999			
	Belfast & Northern Counties		50,000	50,000	200,000	150,000	50,000	200,000		:	
	Derry Central		25,000	10,000	35,000		10,000	10,000	25,000		25,0
	Belfast& Northern Counties	00	000,000	60,000	360,000	241,520	000,000	301,520	58,480	:	58,4
	Ballycastle		18,000		18,000				18,000		18,0
	Limavady and Dungiven		18,000	:	18,000	:	:		18,000	:	18,0
	Draperstown	-	8,000		8,000	:			8,000	2.0	80
	Belfast & Northern Counties	-	60,000	20,000	80,000	000'09	20,000	80,000	-	:	
	Do	:	25,000	8,000	33,000	:			25,000	8,000	33,0
-	" Lima vady and Dungiven " 1882	1	30,000	:	30,000	:	:		80,000		30,0
-	Belfast & Northern Counties "	:	10,000		10,000	***	4		10,000		10,0
	i, Do. ,, 1964	•	80,000	*58,290	138,290		33,290	33,290	80,000	25,000	105,0
-	Total	£1,7	21,769,000	£575,122	£2,344,122	£1,476,520	£542,122	£2,018,542	£292,480	£33,000	£325,4
!											

>
H
田
0
-
\simeq
_
Z
0
\simeq
\simeq
0
~
I
\circ
04
0.
Н
ING THE PROPORTION I
0
7
E-A
5
0
H
Н
S
0
I
H
1
7
H
2
=)
_
-
-
\vdash
4.
AP
CAP
CAP
E CAP
RE CAP
RE CAP
ARE CAP
HARE CAP
SHARE CAP
SHARE CAP
& SHARE CAPITAL CREATED,
& SHARE CAP
K & SHARE CAP
CK & SHARE CAP
OCK & SHARE CAP
FOCK & SHARE CAP
STOCK & SHARE CAP
STOCK & SHARE CAP
F STOCK & SHARE CAP
OF STOCK & SHARE CAP
OF STOCK & SHARE CAP
I OF STOCK & SHARE CAP
IT OF STOCK & SHARE CAP
NT OF STOCK & SHARE CAP
ENT OF STOCK & SHARE CAP
MENT OF STOCK & SHARE CAP
MENT OF STOCK & SHARE CAP
EMENT OF STOCK & SHARE CAP
TEMENT OF STOCK & SHARE CAP
ATEMENT OF STOCK & SHARE CAP
ATEMENT OF STOCK & SHARE CAP
TATEMENT OF STOCK & SHARE CAP
STATEMENT OF STOCK & SHARE CAP
-STATEMENT OF STOCK & SHARE CAP
STATEMENT OF STOCK & SHARE CAP
2.—STATEMENT OF STOCK & SHARE CAP
. 2.—STATEMENT OF STOCK & SHARE CAP
O. 2.—STATEMENT OF STOCK
O. 2.—STATEMENT OF STOCK
No. 2.—STATEMENT OF STOCK & SHARE CAP

Calls in Amount Through Amount Unitering	MATTER CHARGE CONTRACTOR CARROLLE	£ s d & s d	0 0 000'09		£100 0 0 \$£60,000 0 0
Louison D Donnier	Amount Moderated.	£ s d 599,320 0 0	872,500 0 0	444,600 0 0	£1,416,420 0 0
The state of the s	Amount Created.	£ s d 599,420 0 0	432,500 0 0	444,600 0 0	£1,476,520 0 0
Disconstantan	LESCHAL ALON.	ж	Preference Stock		
		Ordinary Stock	4 per cent. Preference	443	

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

TOTAL Raised by Loans and by	Debenture Stock	£ s d 487,824 0 0	517,694 0 0	29,870 0 0	:	542,122 0 0	517,694 0 0	24,428 0 0
Raised by Issue of Debenture Stock.	At 4 per cent.	£ s d 427,824 0 0	427,824 0 0		:			:
2	Total Loans	p s 3	89,870 0 0	29,870 0 0	:	ment No. 1	•	
		:	:	:	:	ed, as per State	:	:
9å			3:	•	:	f Capital create	:	- i) -
RAISED BY LOANS.	At 5 per cent.	р « :	2,900 0 0	2,900 0 0	:	k, in respect of	•	
RA	At 4g per cent.	b s 3 b s 3	0 0 000,09	:	:	Debenture Stoc	, as above	Powers, at 31st
	At 42 per cent.	ત્ર	1,020 0 0	1,020 0 0	:	by Loans and	ebenture Stock	Balance, being available Borrowing Powers, at 31st Dec., 1884,
	At4 per cent.	ъ в :	25,950 0 0	25,950 0 0	:	ized to be raised	by Loans and D	nce, being avail
		Existing at 80th June, 1884,	31st December, 1884,	Increase	Decrease	Total Amount authorized 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	Bala

F	
5	
0	
5	
Y.	
LA	
I	
A	
CAPITA	
Z	
C	
E	
NDITURE	
D	
Z	
XPE	
X	
Н	
ND	
A	
702	
EIPT	
5	
E E	
T	
4	
0	
Z	
2	
D	

Cr.

_							
	Total to 31st Dec., 1884.	£ s d	1,416,420 0 0	427.824 0 0	1,934,114 0	125,495 18 4	2,059,609 18 4
	Amount Received during Half-year to 31st Dec., 1884.	£ 8 d			29,870 0 0		
	Amount Received to 30th June, 1884.	p s 3	1,416,420 0 0	427.824	1,		
		By Receipts	Stock per Account No. 2 Loans per Account	Debenture Stock, per		Balance	
	Total to 31st Dec., 1884.	p s g	1,640,160 10 11 313,868 10 5	105,580 17 0	2,059,609 18 4		2,059,609 18 4
	Amount Expended during Half-year to 31st Dec., 1884.	p s 3	153,129 0 8 28,104 4 2	4,293 17 0	185,527 1 5		
	Amount Expended to 30th June, 1884.	p s 3	1,487,031 10 8 285,764 6 3	101,287 0 0	1,874,082 16 11		
		To Expenditure :	On Lines open for Traffic Subscriptions to other Basinesses	of 67,500 0			

1884. 31st DEC., ENDED 5-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR No.

	Way & Works.	Working Stock.	Subscriptions to other Railways.	Parliamentary Expenses.	Total.
Belfast, Extension of Engine Shed "New Wagon Weighbridge Coleraine—New Station, Alterations and Works Signals and Block Telegraph, Rails and Chairs. Renewals on Derry Line, Renewals on Derry Line, Renewals Enroth Line Stressenger Bruck vans, and 3 Horse Boxes Automatic Vacuum Brike Linawady and Dungiven Railway Parliamentary Expenses—Cost of Company's Bill, 18\$4	28 8 4 488 6 8 15,111 19 3 15,6903 16 5 175 17 11 175 17 11 184 6 2 1,425 16 11 22,873 18 10 110,203 15 1	28,650 4 5 1,983 0 0 1,470 19 9	4,293 17 0	8 8 d	428 6 8 15,003 16 5 15,003 16 5 1,425 16 11 1,425 16 11 128,913 10 1,436 11 9 6 1,938 0 0 1,470 19 9 4,293 17 0 1,361 9 0
	0 P				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

No. 6-RETURN OF WORKING STOCK.

-			_	_	_		_
	Total.	1233	244	1477	1239	238	
	Break Vans.	31	67	33	31	63	
	Ballast Wagons.	31	:	31	31	1:	
DISE.	snogaW slitta	88	:	38	38	:	
KRCHANDISE	Boiler Trucks.	03	:	67	2	:	
ME	Timber Trucks.	92	:	16	76	:	
	Open Wagons.	999	683	800	671*	237	
	.snogsW	886	00	886	390*	-	
-	Covered		_	1	_		-
	Total.	208	1	209	196	13	
	Passengers' Luggage Vans.	53	:	23	20	03	
	Fish and other	22	:	22	16	9	
	Post-Office Sorting Vans.	67		61	23	:	
IG.	Carriage Trucks	00	:	00	00	: :	
OACHIN	Horse Boxes	17	:	17	14	90	-
Ö	Composite.	99		99	99		
		65		65			1
	asal Class	9		9	9		
	2nd Class	20	:	-	-		١
	lst Class	00	-	6	00	7	ш
	Total.	49	00	52	48	00 :	
TIVE.	Tank Engines	9	63	6	9	00 :	к
LOCOMOTIVE	Goods Engines.	15	:	15	15	: :	
	Passenger Engines.	288	:	83	87	::	ı
-		en-	-	188	884	Γ,	
		Stock on 31st Dec., 1884, Stock taken over from Cush		ec., 18	ne, 1	Increase during Half-year, Decrease do.	ı
		rom		st De	n o u	Hall do.	ı
		rer!	any	at 31	at soun June, 1	Bui	
		ken o	dall Company	Total Stock at 31st Dec.,	3	e du	
		k of	0 =	St	9.0	Increase	1
		07	95	65	0	6 5	ı

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

The same of the sa	In subsequent Half-years.	рэпіппэзэр 30М	
	During Half- year ending 30th June, 1885.	3,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,000 0 0
		: :::::::::::::::::::::::::::::::::::::	
		: : :	
		1.11	
		1,1 h	
		:::	
		-::	
		:::	
		Brake	
		Automatic Vacuum Brake Rails and Chairs	
		Automati Rails and Completi	

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

-	8 8 d		281,684 14 0
	225,480 0 0 60,100 0 0 24,428 0 0	125,495 18 4 2,827 7 8	
	:::	::	
		:	
	:::		
	:::	**	
	::.	(per Account No. 13)	
	Balance of Capital (as per Account No. 1) Share Capital created but not yet issued (as per Account No. 2) Loan Capital authorised, but not yet received (as per Account No. 3)	Less Balance at debit of Capital (as per Account No. 4) New Works in progress, payments on account (per Account No. 13)	

0 0 0

Cr.	Half-Year ended 31st Dec., 1884.	£ s d 54,425 12 10		39,133 3 1		777 19 4	45	94.386 15 8
		47,491 14 7 4,283 18 8 2,650 0 0	31,923 1 8 2,841 6 0	29,081:15 3 1,895 17 1 5,952 12 4 2,202 18 5	33 57	725 11 7		
COUNT.	RECEIPTS.	By Passengers— No. 64,566 6,307 8 7 First Class, No. 64,566 6,307 8 7 Second 194,590 77,730 0 77,730 10 8 Season Ficket Holders, 1,055 2,410 4 1 978,691 "Rarcels, Horses, Carriages, &c	" Merchandise 115,912 tons Less Cartage and Delivery	". Minerals 56,888 tons 1ron Ore 24,777	" Mileage and Demurrage	" Transfer Fees		
NUE AC	Half-Year ended 31st Dec., 1883.	£ 5,980 10,900 27,680 2,180 46,740 8,818 2,650 53,208	1	28,074 1,908 5,756 2,309	91,255	15	1	91,944
9-REVENUE ACCOUNT.	Half-Year ended 31st Dec., 1884.	28 8 10,420 118 9 15,661 6 0 15,862 2 1 4,754 9 5 57,264 7 9	9,276 14 7	258 6 1	2,569 0 8	51,332 0 10 43,004 14 5		94,336 15 3
No. 9	EXPENDITURE	vay way	:	". Law Charges	"Kates and Taxes" "Rent of a portion of Carrickfergus and Larne Line, and Carrickfergus Station "Mileage and Demurrage	Balance carried to net Revenue Account		
Dr.	Half-Year ended 31st Dec, 1883.	16,273 14,573 4,513 15,995 4,625 55,979 9,072	46,907	349	2,433	50,083 41,861		91,944

Cr.	Half-Year ended 31st Dec., 1884.	£ 8 d 618 8 2 244 15 10 500 0	314 10 5 21 14 8 30 15 10 49 3 9	48,004 14 5	44,779 3 1
No. 10.—NET REVENUE ACCOUNT.		By Balance brought from last Half-Year's Account Dividend on Carrickfergus and Larne Railway Shares Railway Shares Railway Shares on Limayady & Dungtven Railway Shares	"" " " " " " " On Portschwit Lithmay Shares "" " " " " " " " " " " " " " " " " "	", Balance brought from Revenue Account, No. 9	
ENUE	Half-Year ended 31st Dec., 1883.	244 244 1,123	148 21 50 49	41,861	44,772
-NET REV	Half-Year ended 81st Dec., 1884.	£ s d 1,493 19 8 1,972 3 0 8,556 9 7 480 4 11 252 12 6	12,755 9 8	12,755 9 8 32,023 13 5	44,779 3 1
No. 10.		:::::	team-boat Co.,	:	
		To Interest on Loans on Bond Temporary Loans	" Rebate to Larne and Stranraer Steam-boat Co.,	" Balance available for Dividend	
Dr.	Half-Year ended 31st Dec., 1883.	1,312 1,516 8,227 589 198	11,842	11,910	44,772

	Half-Year ended 31st Dec 1884.	22,023 13 5		00 00 00 10 10	3,534 0 7
VIDEND.		8 G	10,488 2 0	27,941 12 0 548 0 10	
E FOR DI		£7,450 0 0 10,003 10 0	:	:	:
VAILABL		:::		:	:
LANCE A		:::		,	
N OF BA		uni			÷.
OPRIATIO		t No. 10) er cent. per ani	64	:	3
D APPRO		(as per Account Stock, at £4 p	at 33	(1)	1
No. 11.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.		Balance available for Dividend (as per Account No. 10) On £372,500 (£100) Preference Stock, at £4 per cent. per annum " £444,600 " at 4½ " "	" £599,320 Ordinary Stock	To Reserved Fund,	Balance to next half-year
	Half-Year ended 81st Dec., 1888.	22,862 7,450 10,004	11,986	1,000	2,422

0 1

Cr.	p 8 3	125,495 18 4	36,842 5 4	14,324 9 8	1,325 0 0	9,252 9 0	2,951 3 4	2,166 0 0	2,827 7 8	5,953 15 0	17,000 0 0							£217,638 8 4	Secondary
	r Account	12	:	6:	:	:	:		:	:	ģ						1	£21	H H ROVD & WACTIL Anditors for Discontons
	By Capital Account, Balance at Debit thereof as per Account	:		Outstanding Traffic and Accounts due by other Companies	:	ccounts		:		:	:								VD & MAGITT
eT.	dance at Debi	:	:	d Accounts due	е	Sundry Outstanding and Unsettled Accounts	nstruction	Company	:	team-Boat Co.	el Co,								н н во
No. 13—GENERAL BALANCE SHEET.	d Account, Ba	No. 4	General Stores	nding Traffic an	Amount due by Post Office	Outstanding a	Portrush Tramway Construction	Portstewart Tramway Company	New Works in progress	Larne and Stranraer Steam-Boat Co.	" Northern Counties Hotel Co,								
L BALAN	-		3.3	33	3.3	**				**	" Norther								ompany.
GENERA	b s 3	32,023 13 5	1,281 7 7	13,239 11 11	111,892 2 8	12,010 14 7	9,451 19 2	912 12 1	968 6 10	35, 858 0 1								£217,638 8 4	Examined and found to agree with the Books and Vouchers of the Company
No. 13—	eof, as per	:		:	:			:				٠							tooks and Vor
	Credit ther	:		:	:			:	:	:									ree with the H
	, Balance at	:	:	:	:	counts	:	Railway	:	:									d found to ag
	To Not Revenue Account, Balance at Credit thereof, as per	Account No. 10	Dividends	Account	Temporary Loans	" Sundry Outstanding Accounts	Fund .	" Carrickfergus and Larne Railway	" Derry Central Railway	anking Co									Examined an
Dr.	To Net Rev	Accor	" Unpaid Dividends	" Interest Account	", Tempora	" Sundry	" Reserved Fund	" Carrickfe	" Derry Ce.	" Belfast Banking Co.									

H. H. BOYD & MAGILL, Auditors for Directors.

BRLFAST, 27th January 1885.

No. 14-MILEAGE STATEMENT.

Dalf Wasn		Half-Year ended 31st Dec., 1884.									
Half-Year ended 31st Dec., 1888.		Miles Autho- rised.	Miles Con- structed.	Miles Con- structing or to be Constructed.	Miles Worked by Engines						
1361	Lines owned by Company	1611	1561	5	1561						
61	" worked	61	61	"	61						
1971		2221	2171	5	2171						

No. 15-STATEMENT OF TRAIN MILEAGE.

Half-Year	ended 31st l	Dec., 1883.		Half-Year	ended 31st D	ec., 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.
262,650	68,790	331,440	Passenger Trains	264,927	68,659	333,586
119,230	24,975	144,205	Goods and Mineral Trains	115,021	33,154	148,175
381,880	93,765	475,645	Total	379,948	101,813	481,761

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.

21st January, 1885.

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.

21st January, 1885.

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.

28th January, 1885.

JOHN PIM, HENRY ARCHER, Auditors.

BELFAST AND NORTHERN COUNTIES RAILWAY COMPANY.

ORDINARY and SPECIAL MEETING, 16th February, 1885.

NOTICE IS HEREBY GIVEN THAT THE ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS of the above Company will be held at the COMPANY'S OFFICES, YORK ROAD, Belfast, on MONDAY, the 16th day of February, 1885, at the hour of TWELVE o clock noon, for the transaction of the Ordinary business of the Company.

And that the said Meeting will be made SPECIAL at the Termination of the Business of the above Ordinary Meeting, at which Special Meeting, in accordance with the Standing Orders of Parliament, a Copy of the undermentioned Bill will be submitted for the consideration of the Proprietors present in person or by proxy, viz.:—

"A Bill to authorise the Sale of the existing undertaking of the Belfast Central Railway to the Great Northern Railway Company (Ireland)."

Proxies are required to be lodged with the Secretary fortyeight hours before the time appointed for holding the Meeting.

Dated this 16th day of January, 1885.

CHARLES STEWART, Secretary.

P.S.—The Transfer Books will be closed from 19th inst., till day of meeting inclusive.

Clara and Banagher Railway Tompany

(LATE MIDLAND COUNTIES AND SHANNON JUNCTION RAILWAY COMPANY).

FRANCIS B. ORMSBY.

Secretary.

REPORT OF THE DIRECTORS,

AND

STATEMENT OF ACCOUNTS,

To 31st DECEMBER, 1884,

TO BE SUBMITTED AT THE

Half-yearly General or Ordinary

MEETING OF PROPRIETORS,

TO BE HELD IN

DUBLIN,

On THURSDAY, the 30th APRIL, 1885.

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 on THURSDAY, the 30th day of APRIL, instant, at 12 30 o'Clock, at Brunswick Chambers, Great Brunswick-Street, Dublin, for the transaction of the business of a General Meeting.

The Transfer Books of the Company will be closed from THURSDAY, the 16th day of APRIL, to THURSDAY, the 30th, both days inclusive.

By Order,

ALEX. S. NICOLL, Clerk to the Directors.

Dublin, 15th April, 1885.

Board of Directors:

JAMES F. LOMBARD, Esq., J.P., Southhill, Co. Dublin, Chairman.

JOHN F. NICOLL, Esq., Monkstown, Co. Dublin, DAVID COFFEY, Esq., J.P., Roebuck, Co. Dublin. JOHN EYRE, Esq., J.P., Eyrecourt Castle, Eyrecourt. JOHN HILL, Esq., C.E., Bindon-street, Ennis. THOMAS PERRY, Esq., Belmont, Banagher.

CLARA AND BANAGHER RAILWAY COMPANY.

REPORT of the Directors, to be submitted at the Half-yearly Meeting of the Shareholders, to be held in Dublin, on Thursday, the 30th April, 1885.

The Accounts of the Company, prepared in accordance with the Public Acts, are appended.

In preparing same for the information of the Shareholders the Auditors thought it requisite, in dealing with the Revenue Accounts particularly for the first six months of the working of the Line, to have the assistance of a professional Accountant, and the Accounts now presented have been so prepared.

Upon Capital the results are almost unchanged from that previously dealt with; the balances brought forward have, by lapse of time, been partially disposed of, with exception of the costs in connexion with the completion of the Works and settlement with the Contractor, both of which are engaging the attention of your Directors.

In the Revenue Account details of the Receipts are furnished for the seven months of the working to 31st December last, and your Directors regret to observe that the Receipts do not meet the expenses of working.

You are already familiar with the fact that the Traffic upon the Line is worked under an agreement with the Great Southern and Western Company for a term of ten years under an annual charge of £3,650, which includes a payment of £300 for the use of the Clara Terminus and the Line leading thereto from the Junction. That sum includes all the requisite Expenditure for Maintenance, Repairs, working the Traffic, &c., and your Directors regret that for the period which the Line has been opened the Receipts arising from Traffic have fallen short of the Working Expenses by the sum of £834 5s. 3d.

The Company is thus unable to meet not only the working charges but also the payments for interest due upon the advances made by the Board of Works of £60,000 for the completion of the Railway, one-half of which £(30,000) is under guarantee by the Barony intersected by the Line.

The case was heard at the last March Assizes, in Tullamore, when the presiding Judge (Lord Chief Justice May) made an order upon the County for the payment of £,942 3s. 8d.

Your Directors have to observe, that their experience of the working so far, tends to confirm the opinion they have already formed, that the future success of your Railway, nearly altogether, depends upon opening up the South through Lough Derg by steamer with your Line, and they would very gladly assist in any movement having that object in view.

During previous years when such Traffic was conducted from Athlone by steamer along the Shannon to Killaloe, and thence by coach to Limerick, a considerable Traffic in Tourists' and General Traffic was so carried, and now that additional facilities have been obtained in the shorter run from Banagher to Killaloe, at both of which points the existing Railway systems meet, and which will admit of the daily run up and down between those places, it is not an unreasonable conclusion to arrive at, that a restoration of steamer facilities would tend largely to insure a successful future to your Company, while at the same time a great public convenience would be met.

By Order,

JAMES F. LOMBARD, Chairman.

Brunswick Chambers, Dublin, 23rd April, 1885.

49 DAME-STREET, DUBLIN, 24th April, 1885.

I hereby 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 during the past Half-year.

JOHN H. BRETT, Engineer.

ACCOUNTS.

CLARA AND BANAGHER RAILWAY COMPANY (LATE MIDLAND COUNTIES AND SHANNON JUNCTION RAILWAY COMPANY). Half-year ending 31st December, 1884.

	No. I. Statement	of Capit	al authori	Statement of Capital authorized and created by the Company.	reated by	the Com	bany.			
bhares Loans Total Stock and Shares Loans Loans Loans Total Stock and Shares Loans Loans Loans Loans Loans Loans		Ü	pital authoriz	ced	Capital	created or sa	nctioned		Balance	
5,000 68,300 153,300 85,000 68,300 153,300 — ad Share Capital created, showing the proportion received. Amount Received in Arrear Created Received in Arrear L L L L L S S S S S S S S S S S S S S	Acts of Parlament	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
5,000 68,300 153,300 85,000 68,300 153,300 — nd Share Capital created, showing the proportion received. Created Received in Arrear L L L L L L L L L L L L L L L L L L	Capital Powers are consolidated under Acts 24 & 25 Vic., cap. 244; 29 & 30	Z	S	St.	S	Z2	A	S.	K	Z
and Share Capital created, showing the proportion received. Amount Amount Calls Created Received in Arrear Located Received in Arrear Located Share Capital) 20,000 20,000 20,000 4,781	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	1	1	1
Amount Amount Calls Created In Arrear Calls Created In Arrear Calls Created In Arrear Calls Created In Arrear Calls Created		and Sha	re Capita	I created,	showing	the propos	tion receia	red.		
	Description				Cre		Amount	Calls in Arrear	Amount	Amount
since Share Capital) - 20,000 20,000 - 85,000 80,219 4,781						3	3	3	3	3
85,000 4,78I	6,500 Shares of £10 each (original Capit.	. (1	3		- 65,		612,0	4,78I	1	1
80,219 4,781	2,000 Shares of £10 each (5 per cent. Pre	ference Sh	are Capit	(la:	400		000000	1	-	-
80,219 4,781										
The second secon	The second second second				85,		0,219	4,781		1

No. III.			Capi	tal raise	d by Loan	is and	Capital raised by Loans and Debenture Stock.	Stock.				- 9
							Raised by Loans	y Loans	Raise	Raised by issue of Debenture Stock	Tota	Total Raised by
							At 4 per cente	Total Loans At		per cent. Debenture Stock		Loans and by Debenture Stock
							S.	y	3	A		3
Existing at 3	Existing at 30th June, 1884,		Sec		-1		63,270	1	Z	Nii	9	63,270
Do.	31st December, 1884,	I884,	1		í	1	63,270	1	N.	Z		63,270
Increase,		1	1			1	1	1				1
Decrease,		,				1	100	1	2	9-	-	1
Fotal Amou	Total Amount authorized to be raised by Loans in respect of Capital created, as per Statement No. I,	be raised	d by Loa	ins in re	spect of	Capit	al created,	as per Stat	ement No	. I, -		68,300
Fotal Amou	Total Amount raised by Loans, as above,	ns, as ab	ove,					2	X.		9	63,270
	Balance, being available Borrowing Powers, at 31st December, 1884,	available	e Borrow	ring Po	wers, at 3	3 rst D	ecember,	1884, -	,			5,030
	The state of the last of the l		-	-	-							

Dr. No. IV.	RECEIPTS	AND EXP	ENDITURE	ON CAPITAL ACCOUNT.			Œ	τ.
TO EXPENDITURE	Amount expended to 30th June, 1884	Amount expended during Half-year	Total	BY RECEIPTS	Amount received to 30th June, 1884	Amount received during Half-year	Tota	ıl
	£ s. d.	£ s. d.	£ s. d.	- A J	£ s. d.	£ s. d.	£	s. d.
Line in course of construction	165,295 4 4	40 17 8	165,336 2 0	Shares, Ordinary, per Account No. II.,	60,219 0 0		60,219	0 0
Less Sundries, viz.:-				Shares, Preference, per Account No. II.,	20,000 0 0	1/=	20,000	0 0
Interest received on Calls, £1,173 7 3	60-			Loans, per Account No. III., -	8,270 0 0	3.4	8,270	0 0
Calls in Suspense, - 17 15 8				Public Works Commissioners, -	55,000 0 0	3/200	55,000	0 0
Per-centage on Works, Old, 3,028 18 6								
Per-centage on Works, New, - 2,557 5 4				1 1 9	- B	Bin	46	
Bond Cancelled, - 100 0 0	6,877 6 9		6,877 6 9		1			
					143,489 0 0	_	143,489	0 0
				Balance,		. , .	14,969	15 3
	158,417 17 7	40 17 8	158,458 15 3				158,458	15 3
	-	1						

	DETAILS OF CAPITAL EXPENDITURE, For the Half-year ading 31st December, 1884.
Line open for Traffic:— General Expenditure, proportion of Advertising, Print	ing, Stationery, Stamps, Rent, Salaries, &c., 40 17 8

				Total	S,000 0 00	AND	Å.	0	0 0	No. IX.		Half-year ended	£ 1. d. 797 4 6 731 16 10 1,529 1 4 168 14 11 1,360 6 5 887 15 8
		ON CAPITAL ACCOUNT.	FURTHER EXPENDITURE	In subsequent Half-years	L 1. d. L	FURTHER EXPENDITURE A	4	5,030	4,781		Receipts		By Passengers, - , 113 9 11 "Parcels, Horses, Carringes, &c., - , 314 7 "Mails, - , 444 10 6 "Live Stock, - , 273 15 5 "Minerals, - , 273 15 5 "Net Receipts, - , 13 10 11 Balance to Net Revenue, - , - , - , - , - , - , - , - , - , -
RETURN OF WORKING STOCK.	NIL.	EXPENDITURE ON CAP.		During the Half-year ending 30th June, 1885.	5,000 0 0	MEET	8	0000	1	REVENUE ACCOUNT.		Half-year ended 31st Dec., 1883	Not open for traffic,
RETURN OF		FURTHER EXPE				AND OTHER ASSETS TO LIABILITIES.	1.		per Account No. II. Total,	REVENC		Half-year ended 31st Dec., 1884	2,194 II 53 10
		L. ESTIMATE OF			Line in course of construction,	. CAPITAL POWERS	Share and Loan Capital authorized but not received. Preference Capital, per Account No. II., Debentures.		Arrears of Calls (ordinary capital), as per Account No. II. Total,	#1.°	Expenditure		To amount of Expenditure, per agreement with Great Southern and Western Railway Company, from 29th May, 1884, to 31st December, 1884, ,, General Charges, Salaries, &c., -
No. VI.		No. VII.			Line in co	No. VIII	Share and Prefere Deben	Other Assets-	Arrear	No. IX		Half-year ended 31st Dec., 1883	Not open for traffic.

4

2,248

2,248 2

Half-year ended 31st Dec., 1884	L, 597 18 4	
	By Balance carried to Account, No. XIII.,	ABLE FOR DIVIDEND.
Half-year ended 31st Dec , 1883	3	ANCE AVAIL
Half-year ended 31st Dec., 1884	\$ 5. d. 887 15 8 710 2 8 4 4 4	ION OF BALA
	To Balance from Account No. IX. "Interest due to the Commissioners of Public Works on Loan of £30,000 to 31st December, 1884.	PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND. NIL
Half-year ended 31st Dec., 1883	3 	No. XI.

XII.—ABSTRACTS.

MAINTENANCE OF WAY AND WORKS.
NIL—See Account No. 1X.
LOCOMOTIVE POWER.
NIL—See Account No. IX.
REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.
NIL—See Account No. IX.
TRAFFIC EXPENSES.
NIL—See Account No. IX.
GENERAL CHARGES.
NIL—See Account No. IX.

(Investigation)
(annual)
_
×
ó
7.
-
開

Ar.

	1,597 10,324 943	27,814
GENERAL BALANCE SHEET.	By Revenue Account for Balance, per Account No. X. "Capital Account for Balance, per Account No. III. "Sundry Debtors on Capital Account, instalment of Loan Guaranteed by Grand Jury, and paid off, .	
BA	8 00 L 00 WO	000
RAL	L 5. 4. 710 2 8 4. 723 0 7 8 834 5 3 8 624 10 6	14
GENE	241,723 0 2 5.	27,834 2 8
Jr. No. XIII.	Commissioners of Public Works for Interest due them to 31st Dec., 1884, Sundry Creditors for Debts due by the Company on Capital Account, Grand Jury, King's Co., for Instalments of Principal and Interest on foot of £350.00 received on Account of £350.00 Leceived by Barony, Amount due to Great Southern and Western Railway Co.	

No. XIV.

MILEAGE STATEMENT.

00 1

	Miles	Miles	Miles constructing or to be constructed	Miles worked by Engines
Lines owned by Company,	M. 6. p. 18 6 42	M. f. p. 18 6 43	Z	M. f. p. 18 6 43

31st Dec., 1884	21,122
	Passenger and Goods Trains mixed, including Specials,
31st Dec., 1883	Not open for traffic.

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 31st December, 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.

15th April, 1885.

8

Cork and Bandon Reilway Company.

FRANCIS B. ORMSBY,

Secretary.

REPORT OF IIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

Six Months ended 31st December, 1884,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

SEVENTY-JINTH

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

Offices of the Company, Albert Quay, Cork.

On WEDNESDAY, 25th February, 1885,

At One o'clock, p.m.

PRINTED BY JOHN FALCONER, 53 UPPER SACKVILLE-STREET, DUBLIN.

DIRECTORS

Chairman.

WILLIAI SHAW, M.P., Cork.

Bouty Chairman.

WILLIAM 1. PERRIER, J.P., Cork,

JOHN WARIEN PAYNE, J.P., Bantry,
JOSEPH PIKE, J.P., D.L., Cork,
JOHN H. SUGRUE, J.P., Cork,
JOHN S. HANES, J.P., Cork,
THEODORE F. CARROLL, Cork,
CAPTAIN A. PERRY, Kinsale,
THOMAS K. AUSTIN, J.P., Dublin,
WILLIAM M MURPHY, Dublin.

Decretary.

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 25th day of February, 1885.

Table showing the Increase and Decrease in the Traffic for the Half-years ended 31st December, 1884 and 1883:—

Description of	Traffic	Half- end 31st De	led		Half- end 31st De	led		Increase		Dec	reas	е
Number of Pas	ssengers	155,	235		190	,43	2			35,	197	
Passengers		£ 13,517			£ 15,895		d. 3	£ s. d		£ 2,378		
Parcels, &c.		754	4	2	684	19	10	69 4 4				
Horses, Carria	ges, &c	191	15	10	216	18	11	-		25	3	Į
Goods		12,697	19	11	12,897	0	9			199	0	10
Live Stock		4,247	5	5	4,300	18	10	_		53	13	5
Mails		1,250	0	0	1,250	0	0			-	_	
Miscellaneous	Receipts,	62	8	0	71	4	8	_		8	16	8
Total		32,720	16	2	35,316	10	3	69 4 4		2,664 69		5 4
Decrease for H	alf-year	-	-			-		-	-	2,595	14	1

The Accounts for the Half-year ended 31st December last, are herewith presented to the Proprietors.

The Gross Revenue from all sources amounts to £32,720, against a gross revenue of £35,316 for the corresponding Half-year of 1883, the decrease of £2,595 being almost entirely confined to the receipts from passengers, on which there was a decrease in numbers of 35,197. The increased receipts in 1883 were mainly attributable to the Cork Exhibition, which opened in July and closed in October that year.

The General Traffic of the Company has been satisfactory, having regard to the depressed condition of the trade of the country. Compared with the corresponding period of 1882 the gross receipts show an increase of £1,100.

The Net Revenue Account shows a balance of £15,320 available for Dividends. This sum enables your Directors to provide for Interest on Debenture Loans, and Dividends on Preference Stocks, leaving a balance of £9,471, out of which they propose to pay a Dividend of $3\frac{1}{2}$ per cent. per annum, less Income Tax, on the Ordinary Stock of the Company, carrying forward a balance of £5,297 to next account.

The Permanent Way and Works have been maintained in good order; 340 tons of steel rails were laid down, and over 5,000 sleepers renewed during the Half-year.

The Rolling Stock of the Company has been carefully attended to, and is in good working order. Six new open wagons were built to replace old ones.

The Contractor for the Clonakilty Extension Railway is making very satisfactory progress with the construction of that line.

The following Directors retire by rotation, viz.:—Capt. A. Perry, Messrs. Thomas K. Austin and William M. Murphy. They are all eligible, and offer themselves for re-election.

One of the Auditors, Mr. Henry H. Beale, retires by rotation. He is eligible, and offers himself for re-election.

WILLIAM SHAW, CHAIRMAN. J. J. MAHONY, SECRETARY.

Chief Offices, Albert Quay, Cork, February 4th, 1885.

CORK AND BANDON RAILWAY COMPANY.

Uf-year ended 31st December, 1889

OF CAPITAL AUTHORIZED AND CREATED

	ACTS OF PARTIAMENT	CAP	CAPITAL AUTHORIZED	ZED	CAPITAL (CAPITAL CREATED OR SANCTIONED	ANCTIONED		BALANCE	
	4 2000000000000000000000000000000000000	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
	Cork and Bandon Railway Act, 1845, 8 Vic " 1852, 12 Vic West Cork Railway's Act, 1860, 23 Vic Kinsale Railway Act, 1860, 23 Vic Ilen Valley Railway Act, 1860, 23 Vic Cork and Kinsale, and Cork and Bandon. West Cork and Hork and Hen	24,000 24,000 30,000 20,000	80,000 	320,000 48,000 20,000 20,000 8,000 20,000	240,000 48,000 30,000 8,500	80,000	220,000 48,000 30,000 8,500 8,000 20,000	11,500	111111	11,50
	Valley Railways Act, 1879, 42 Vic	226,638	1	226,638	226,638	1	226,638	- The state of the	1	1
5	Total	564,638	108,000	672,638	553,138	108,000	661,138	11,500	1	11,500

CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. 2.-STATEMENT

Description	Amount Created	mount Created Amount Received Call	Calls in Arrear	Amount Lost on Sale	Amount
Ordinary Stock Preference 54 per cent. Stock West Cork Preference Stock, 4 per cent. Do. Kinsale Preference Stock, do.	240,000 48,000 38,500 148,529 30,000 48,009	175,241 0 6 48,000 0 0 29,592 16 1 148,629 0 0 14,957 0 0 83,263 0 0	\$\$ s. d.	63,258 19 6	8,895 15,043 14,746
Total	553,138	449,682 16 7	12 3 11	63,258 19 6	40,184

No. 3,-CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

Total Raised	£ 107,400 108,000	009	108,000	1
Total Stock and Shares.	£ 102,566 103,366	008		***
ARES.	£ 22,600 23,400	008	::	:
DEBENTURE STOCK AND SHARES.	£ 71,656 71,656	11	Statement No. 1.	:
DEBENTURE STOCK AND SHARES. Shares at 4 p. cent. Stock at 44 p. cent.	8,310 8,310	11	al created, as per	mber, 1884
Total Loans.	£ 834 4,634	200	respect of Capita	Balance, being available borrowing powers at 31st December, 1884
RAISED BY LOANS. At 4 per cent. At 44 per cent.	911	11	Debentures in entures	e borrowing pow
RAISED B At 4 per cent.	4,834 4,634	500	to be raised by Loans and Deb	being available
Existing	June 30th, 1884, December 31st, 1884	Increase	Total Amount authorized to be raised by Debentures in respect of Capital created, as per Statement No. 1. Total Amount raised by Loans and Debentures	Balance,

Dr.

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

TOTAL	2 3. 449,682 16 108,000 0 0 595 0 7,722 0 7,722 0 573,940 17 24,408 2	598,349 0
Amount Received during Half-year to 31st Dec., 1884	8. d. 449,682 600 0 0 108,000 600 0 108,000 7,905 7,702 36 0 0 573,940 636 0 0 573,940	100
Amount Received to 30th June, 1884	8 s. d. 107,400 0 0 595 0 0 7,905 1 0 7,722 0 2 578,804 17 9	
	By Receiptrs:— Shares per Account No. 2 449,682 Loans per Account No. 3 107,400 Sundries, Engines sold 595 Received from Reveuee 7,722 Premium on 4 % Deb. Stock Balance 573,304	
TOTAL	228,053 18 3 62,974 4 0 10,000 0 0 48,009 0 0 148,961 18 5	98,349 0 8
Amount Expended during the Half-year 31st Dec., 1884	28 8. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.	1,292 3 8 598,349 0 8
Amount Expended to 30th June, 1884	227,254 19 7 62,480 19 0 10,000 0 0 48,009 0 0 148,961 18 5	597,056 17 0
	TO EXPENDITURE: — E SON LINES OPPENDITURE: — 62,480 1 Subscription to other Railways: — 10,000 Cork & Kinsale Ry. Co. Award, 48,009 West Cork Railway Co 148,961 1 Clonakilty Extension 148,961 1	

8 119 0200074

Cr.

No. 5.—DETAILS or CAPITAL EXPENDITURE, For Half-year ended 31st December, 1884.

æ s. d.			4 0 6/	305 10 0	
	LINES OPEN FOR TRAFFIC Land Purchased, Land Slips	Farrangalway Viaduct	Ballinhassig Tunnel	WORKING STOCK — New Hopper Trucks	

No. 6 .- RETURN OF WORKING STOCK.

	7	sə		_		-		
	Special			03	63			
	Goods			ಣ	ಉ			1
	Cattle Ballast Hopper Timber	Trucks.		4	4		1	1
ANDISE	Hopper	Trucks		4	4		1	1
MERCH ANDISE	Ballast	wagons		4	4		1	
	Cattle	wagons		16	16		1	ı
	Goods Wagons.	Open.		24	24		1	1
		Covered Open.		170	170		1	1-
	Luggage	Vans		9	9		1	1
	Horse Carriage	Trucks	0	80	00		1	
	Horse	Boxes		4	4		1	
NG	3rd Class &	Brakes		10	10			
COACHING	3rd Class			14	14		1	
	2nd and	_		1	-		1	
	1st & 2nd	Class		6	6		1	
	1st Class	Saloon		8	03		1	• 1
LOCOMOTIVE	Engines Tenders			20	80		1	1
LOCON	Engines			13	13		1	1
				30th June, 1884,	31st Dec., 1884,		Increase	Decrease

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

d.	0	0	0	0	0	0	100	0
ció d	0	0	0	0	0	0	00	0
9	1,200	250	20	200	200	7,150 (9,350	250
	:	:	:	:	:	:	:	:
						:		
		:	:	:	•	:		:
	:	:	:	:	:	:	:	Total
	:	:	:	::		:	:	
	:	:	:	:	:	:	:	
	:	:	:	:	:	:	:	
Two New Composite Commission		Catal Della Tarre	A distant of the contract, Bandon	Formal To Chief Offices, Cork		Subscription to Clonakilty Extension Railway	Less Amount previously estimated	

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

2. d. 11,500 0 0 0 10,407 8 11 29,789 0 0	51,696 8 11 24,408 2 11	27,288 1 0
::::	:	
::::	:	
::::	:	
::::	:	
ccount No. 1. No. 2. No. 2. No. 2.	:	
Share Capital Authorized, but not yet created, per Account Stock and Share Capital Unissued and Call in arrear, "Cork and Kinsale and West Cork Preference Stock, "Borrowing Powers unexercised,"	Less per Account No. 4	

	/-
	1
	1
24	
(3	П
	1
	П
	1
	н
	1
	ı
	н
	1
	-
	г
	1
	П
	1
	1
	ı.
	1
	ı.
F ?	
Z	
D	Н
8	
2	ı
0	н
- C	
(E)	н
5	
=	
4	
	1
>	
62	
~	
	١
	r
0	п
	ı
0	
_	
4	
	-
	П
	П
	П
	П
	ı
	П
	П
	П
	П
	П
	Ш
	П
	Ш
	П
	П
	П
	П
	П
	ш

Cr.	1 67	0.00	0	4	0		es
0	7 000			70	00		16
	31st Dec., 1884	0.00	2,196	16,945	62		32,720 16
	t De	20000	001	129	00		
	318	.s 4 6 0 1 8 8	00		20 00		
		1,812 3,540 8,103 60	946	12,697 19	18		
	MAZ	0,755 22,065 126,415	155,235	: :	::		
		12	", Parcels, Horses, and Carriages", Mails	::	::		
	RECEIPTS	1st Class 2nd Class 3rd Class Excess Fares	and Ca	::	ceipts		
	国の国	By Passengers, 1st Class Do. 2nd Class Do. 3rd Class Do. Excess F	rses,	:	" Transfer Fees … " Miscellaneous Receipts		
UNT.	22	ngers,	ls, Ho	" Merchandise " Live Stock …	" Transfer Fees		
000		Passen Do. Do.	" Parcels	Merel Live S	Trans		
UE A							
No. 9.—REVENUE ACCOUNT.	Half-year ended 31st Dec., 1883	£ 2,280 4,045 9,501 70	15,896 902 1,250	4,301	17		35,317
9.	884	s. d. 0 2 4. 0 1 10 10 10 10 10 10 10 10 10 10 10 10		000	ि	0	cs.
No.	ec., 1	s. 041 s.		9 9 10	17	9 19	16
	31st Dec., 1884	4,982 4,237 1,408	F)	0, 0,	17,000 17	15,719 19	32,720 16
ı		To Maintenance of Way, Works, and Stations, see Abstract A., "Locomotive Power, do. B., Carriage and Waggon Repairs, do. C., "Pr., "P., "A. P., "A. P.	· · · · · · · · · · · · · · · · · · ·			:	
	E	orks, bstra lo. irs, d	:	Rates and Taxes Law Expenses Rent of Cork Station, Yards, &c.		" Balance carried to Net Revenue	
	UR	, W eee A		Yard		Rev	
	TI	Way s	: 0	or Go		Net	
	N	of ower Wag	ges, ury	xes s Stat		ed to	
	EXPENDITURE	Maintenance of W Stations, Locomotive Power, Carriage and Waggo	"General Charges, "Compensation— Personal Injury	Panisge and Toss of Goods Rates and Taxes Law Expenses Rent of Cork Station, Yards, &		arrie	
	团	Static omoti	eral (pens)	Exp		nce	
		Mai Locc Carr	Gen	Rate Law Rent		Bala	
		To	2 2 2	2 2 2		\$	
F.	Half-year ended 31st Dec., 1883	£ 4,162 1,344	5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1,076	17,320	17,997	35,317
Dr	Hall en 31st	70,4,-			17,	17,	35,
				9			

No. 9a.-WEST CORK RAILWAY.-REVENUE ACCOUNT, For Half-year ended 31st December, 1884.

Dec., 1884	3,234 11. 7 123 10. 4 126 19. 4 2,678 6 8 1,021 4 2	7,118 12 1
RECEIPTS De	By Passengers 9,2 9,2 1 1 1 60ods 1 2,6 Cattle 1,09	7,11
Dec., 1883	3,690 120 120 71 3,013 1,123	8,017
Dec., 1884 Dec., 1883	8,588 16 1 3,271 14 5 308 1 7	7,118 12 1
EXPENDITURE	To Maintenance, Working, and other charges	
Dec., 1883	8,2701 3,271 1,045	8,017

No. 9b.-CORK AND KINSALE RAILWAY.-REVENUE ACCOUNT,

10

For Half-year ended 31st December, 1884.

Dec., 1883	Expenditure.	Dec., 1884 Dec., 1883	Dec., 1883	Receipts.	Dec., 1884	
1,110 960	To Maintenance, Working, and other charges	1,335 18 11 665 18 11 8 3	1,134 47 6 569 77	By Passengers	26 E. 6. 4. 485 18 4 4 6. 13 4 4 7 0 6. 73 2 4 4 7 0 4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	
			1,833	" Balance	1,635 4 7	1.
2,070		2,001 4 2	2,070		2,001 4 2	1

E	
ND	9
0	100
0	P
0	
4	pi
	-
回	-
UE	2
Z	J 91 .4 D
田	-
VE	0
田	100
~	-
	-
E	TT - 75 3 .
国	-
NET	9
1	
	1
0	
Γ.	100
0.	100
No. 10.	100
No. 1	102
No. 1	
No. 1	121
No. 1	
INO. 1	
No. 1	
No. 1	
No. 1	
No. 1	
No. 1	
No. 1	
Dr. No. 1	

Cr.

	, w O	30
1884	1988	
Dec., 1884	5,208 2 15,719 19	20,928 1
	By Balance from last Half-year's Account,	
Half-year ended 31st Dec., 1883	£ 4,107 17,997	22,104
	540 809	ಣ
1884	300000000000000000000000000000000000000	_
Dec., 1884	2,343 6. 4. 407 15 9 1,981 9. 6	20,928 1 3
	To Interest on Debenture Loans, &c " Bankers and General Interest " Ilen Valley Railway Co., 48 per cent. on Traffic Receipts£4,128 1s. 9d. " Bahtry Extension—Interest " Balance	
Half-year ended 31st Dec., 1883	2,331 2,098 2,098 16,844	22,104

No. 11.-PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDENDS,

11

Dec., 1884	15,320 9 6	5,849 1 8	9,471 7 10	4,178 15 0	5,297 12 10
	1,320 0 0 0 5992 2 0 0 3 271 14 5	665 5 3		:	
	: : : :			:	:
	1111	:		:	:
	:::	: :		:	alf-year
	mnum num per annum				
	Balance available for Dividend as per Account No. 10. On £48,000 No. 1 Preference Stock, at 5½ per cent, per annum On £29,605 No. 2 Preference Stock, at 4 per cent, per annum On £163,565 West Cork Preference Stock, at 4 per cent, ner annum	On £33,263 Kinsale Preference Stock, at 4 per cent. per annum		On £238,500 Ordinary Stock, at 34 per cent. per annum	Balance to next Half-year
Half-year ended 31st Dec., 1883	1,320 1,320 592 3.272		10,994	5,866	5,628

No. 12.—ABSTRACTS.

Half-year ended 31st Dec., 1883			Dec., 1884
£ 88	Salaries, Office Expenses, and General Super- intendence	£ s. d.	
1.989	Maintenance and Renewal of Permanent		106 13
2,073	Materials	1,848 17 10 2,307 14 7	4,156 12
382 532	Repairs of Roads, Bridges, Signals, and Works Repairs of Stations and Buildings	=	397 19 320 14 1
	MILES MAINTAINED:— Single 753		020 14 1
5,064			4,982 0
5,064 B.	LOCOMOTIVE POWER.		4,982 0
B.		& s. d.	
B.	Salaries, Office Expenses, and General Super- intendence		£ s. d
B. £ 84 1,300	Salaries, Office Expenses, and General Super- intendence	£ s. d.	£ s. d
B. & & & & & & & & & & & & & & & & & & &	Salaries, Office Expenses, and General Super- intendence	£ s. d 1,282 18 11	£ s. d
B. & & & & & & & & & & & & & & & & & & &	Salaries, Office Expenses, and General Super- intendence	L s. d. 1,282 18 11 1,515 11 8 197 15 7	£ s. d
B. & & & & & & & & & & & & & & & & & & &	Salaries, Office Expenses, and General Super- intendence	1,282 18 11 1,515 11 8 197 15 7 85 4 0	£ s. d 88 0 0

Salaries, Office Expenses, and General Super- intendence	£ s. d. 337 19 9 179 1 6	Dec., 1884 £ s. d. 42 0 0
Salaries, Office Expenses, and General Super- intendence	337 19 9	£ s. d.
intendence	337 19 9	
Wages		
	110 1 0	F16 1 0
Materials	462 18 4 386 2 3	517 1 3
		849 0 7
		1,408 1 10
TRAFFIC EXPENSES.		
Salaries and Wages Fuel, Lighting, Water, and General Stores Advertising and Office Charges Printing, Stationery, and Tickets Wagon Covers and Ropes Miscellaneous Expenses Clothing Horse Shunting Expenses	11111111	£ s. d. 3,290 0 6 729 0 8 68 6 2 202 17 9 51 14 8 29 11 10 247 15 3 13 15 0
		4,633 1 10
GENERAL CHARGES.		
Directors Auditors Salaries Office Expenses, Stamps, &c Advertising Fire Insurance Irish Railway Clearing House Travelling Charges Printing, &c Officers' Superannuation		£ s. d. 250 0 0 10 0 0 96 9 0 80 17 9 1 13 6 6 12 3 25 4 3 22 9 2 60 0 0
	Salaries and Wages Fuel, Lighting, Water, and General Stores Advertising and Office Charges Printing, Stationery, and Tickets Wagon Covers and Ropes Miscellaneous Expenses Clothing Horse Shunting Expenses GENERAL CHARGES. Directors Auditors Salaries Office Expenses, Stamps, &c Advertising Fire Insurance Irish Railway Clearing House Travelling Charges Printing, &c	Salaries and Wages

TAC	TO. CENTRIC	NO. 18: CEMENAL DALANCE SHEEL.	Cr.
	& d.		9
To Net Revenue Account, Balance at credit thereof as per		By Capital Account at Debit thereof as ner Account No 4	4 40g 9. u.
Account No. 10	15,320 9 6	15,320 9 6 Amount Jue hy Dort Office	11 % ONE (#
" Unpaid Dividends	1,549 9 8	of the Comment of the	625 0
" Interest	3,215 18 10	:	3,461 6 11
" Sundry Outstanding Accounts	3,385 19 1	", ocheral otores, otock of arterials on hand	5,837 5 9
" Bank of Ireland,	10,859 18 11		
	84 831 15 7		34.331 15 7
	04,004,10		2,004 100

No. 14.-MILEAGE STATEMENT

No. 15.-STATEMENT of TRAIN MILEAGE,

Miles Worked by Engines	154	753
Miles to be Con- structed	11	1
Miles Con- structed	154	75.55
Miles	60 154	75.
1	Lines Owned by Company	

31st Dec., 1884	5,103 27,750 90,693	123,546	
	Passenger Trains Goods do Mixed do		TABLE OFFICE OF STREET
1000	4 % [~	TANK

130,368

V, Chairman of the Company. Secretary and Accountant of the Company MAHONY, WILLI J. J. 1

CERTIFICATE RESPECTING 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.

J. R. KERR, Engineer.

Cork, 22nd January, 1885.

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, 28th January, 1885.

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 Halfyear with all Expenses which ought, in our judgment, to be paid thereout.

FRANCIS SARGENT, Auditors.

Cork, 16th February, 1885.

Cork and Bandon Railway Company.

SEVENTY-NINTH 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 25th day of February, 1885, 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 31st December, 1884, of electing Directors, and an Auditor in place of those retiring by rotation, and of transacting the general business of the Company.

The Transfer Books of the Company will be closed from the 11th to the 25th February, both days inclusive.

By order of the Board,

J. J. MAHONY,

Secretary.

CHIEF OFFICES, TERMINUS, ALBERT QUAY, Cork, February 3rd, 1885.

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 ... 25th FEBRUARY.
DIVIDENDS PAYABLE 13th MARCH.

CORK, BLACKROCK, AND PASSAGE RAILWAY

COMPANY.

FRANCIS B. ORMSBY, Secretary.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS,

FOR

SIX MONTHS ENDED 31st DECEMBER, 1884,

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE SEVENTY-SEVENTH

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

OFFICES OF THE COMPANY,

TERMINUS, ALBERT STREET, CORK,

On TUESDAY, 10th day of February, 1885,

AT ONE O'CLOCK IN THE AFTERNOON

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

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.

REPORT OF THE DIRECTORS

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

SEVENTY-SEVENTH HALF-YEARLY GENERAL MEETING to be held on TUESDAY, the 10th day of February, 1885, at 0ne o'clock, p.m.

In submitting the annexed Statement of Accounts and Balance Sheet for the Half-year ended 31st day of December, 1884, the Directors are gratified at being able to point out to the Shareholders that whilst in common with the majority of the Railways of the Kingdom, there has been a falling off in the Receipts, an economical supervision and curtailment of the working expenses has more than counterbalanced this loss on Traffic.

After allocating £500 to the Steamers Renewal Fund, and providing for necessary repairs to Carriages, which must be executed to meet the requirements of the Summer Traffic, there remains a sum of £2,134 1s. 4d. available for Dividend. Of this sum £1,712 8s. od. will be absorbed in payment of Dividends, leaving £421 13s. 4d. to be carried over to next year's Account.

Two Directors, Messrs. W. T. Barrett, and W. W. Harris, and one Auditor, Mr. Thomas Exham, retire by rotation.

JOHN H. SUGRUE, CHAIRMAN. F. K. PARKINSON, SECRETARY.

Company's Offices,
Terminus, Albert Street,
Cork, 23rd January, 1885.

PASSAGE RAILWAY COMPANY. BLACKROCK, AND CORK,

HALF-YEAR ENDING 31sr DECEMBER, 1884.

[No. 1.]

Statement of Capital authorised and created by the Company.

	Cal	apital authorised	d.	Capital	Capital created or sanctione	ctioned.		Balance.	
Acts of Farinament, or Certificates of the Board of Trade.	Shares.	Shares. Debenture Stock.	Total.	Shares.	Shares. Debenture Stock.	Total.	Shares.	Shares. Debenture Stock.	Total.
9 & 10 Victoria, 16th July, 1846 Cork Improvement Act, 1868	130,000 2,000 2,000	43,330	£ 173,330 2,000 34,600	£ 118,340 2,000 26,000	43,330	£ 161,670 2,000 26,000	11,660	11,660 { Cancelled by Act of 1881 8,600 8,600	by Act of 8,600
Total	158,000 51,930 209,930 146,340 43,330 189,670	51,930 2	086,600	146,340	43,330	189,670	:	8,600	8,600

[No. 2.]

Statement of Share Capital created, showing the proportion received.

Amount unissued.	93	17,860	0 0	:	17,860
Amount uncalled.	4	:		•	
Calls in Arrear.	क्ष	:	::		:
Amount received.	भ	8,140	2,000	118,340	128,480
Amount created.	2)	26,000	2,000	118,340	
		:		:	:
		:	:	:	:
		:	:	:	:
		:	:	:	:
		:	:	:	:
ption.		:	68	:	:
Descri	Durbane Cl.	E non Cont Duck	rence Shar	nares	Total
					1

[No. 3.]

Capital raised by Loans and Debenture Stock,

			RAISED BY LOANS.	LOANS.	Rais	ed by issue	Raised by issue of Debenture Stock	tock.	Total raised by
	At	4 per Cent.	At 4 per Cent. At 42 per Cent.	Total.	At 4 per Cent.	At 44 per Cent.	At 44 per At 44 per Cent.	Total	Debenture Stock
		क्ष	4	बा	्भ	어	क्ष	98	e).
Existing at 30th June, 1884 at 31st Dec., 1854	::	4,500	5,300	9,800	22,800 22,800	300	2,500	25,600	35,400
:	:		1 ::						
Decrease					:	:			
Total amount authorised to be raised by Loans, and by Debenture Stock, in respect of Capital created, as per Statement No. 1.	enture	Stock, in re	spect of Capital	created, as per	. Statement	No. 1.	:	:	£43,330
epenture Stock, as	above	:	:	:	:	:	:	:	35,400
Balance, being available Borrowing Powers at 31st December, 1884	wers at	t 31st Decen	nber, 1884				:		£7 020

		00000000	0 0	-
	1	.00000	20	13 1
	Toral	128,480 9,800 25,600 339 1,525 1,525	168,480 6 5 Paid off 1,150 0 0 167,330 9,583	176,863 13
	ved ear, ec.,	000 000 d	0 :	
	Amount Received during Half-year, ending 31st Dec., 1884.	& s. d.	1,150 0 (
Cr	ount ing H	ef 1,11	off 1,	Ш
	dur	Paid o	Paid	
	eived 884.	20000000	۰.	
	Rece to ne, 18	.0000000	9 :	
	Amount Received during Half-year, to and June, 1884. ending 31st Dec., ending 31st Dec.	128,480 9,800 9,800 25,600 336 1,525	168,480	
int.	1	111111	:	
ccor		: : : : : : : : : : : : : : : : : : : :	:	
Receipts and Expenditure on Capital Account.		Shares, per Account No 2 Loans, per Account No 3 Debenture Stock, per Account No. 3. Bonus on Shares re-issued Old Materials of abandoned Line Temporary Loans	:	И
apit		Y RECEIPTS Shares, per Account No 2 Loans, per Account No. 3 Debenture Stock, per Account No. Bonus on Shares re-issued Forfeited Shares Old Materials of abandoned Line Temporary Loans		
n		nt North Nor	:	
0 0		ccourceource, ares res of a	:	
itur		per A per A per A re St n Sha I Sha erial		
endi		Shares, per Account Loans, per Account Debenture Stock, pe Bonus on Shares re- Forfeited Shares Old Materials of aba Temporary Loans	Balance	
zp		By Receipts Shares, per Loans, per Debenture Bonus on S Forfeited S Old Materia Temporary	Bal	
d			I	-
S ar	r.		3 1	
ipt	TOTAL.	28,378 18 15,323 11 15,485 9 10,710 3 268 14	63	
ece		136,378 13,323 15,485 10,710 868 596	176,863 13 11	
4	nded year Dec.,		48 11 9	
	Hulf-	90	=	
	Amount expended during Half-year ending 31st Dec., 1884.	a 4	433	
	084.	£ 6 70 50 50 00	cs.	
Dr.	Amount spended to June, 18	8355 6 8223 11 485 9 7710 3 868 14 596 17	63	
	Amount Expended to 3t th June, 1884.	13,6,0,1	176,820 2	
		To Exferditure open for Traffic Working Stock Special Items Street of Gridino for do Law & Parliamentary Charges tary Charges		
		To EXPENDITURE On Lines open for Traffic Working Stock Special Items Stream Vessels Gridion for do Law & Parliamen- kary Charges		
[No. 4.]		EXFE. In Lin r Tra king ial It m Ve iron & P		
5		World Special Special Grid Law		1

2 10

56

8,849 15

Cr.

8,793 12

10

20

03 00

90

20

15

8,374

144

Half-year ending 31st Dec., 1884.

1,730 9 1,416 11

CS 10

00

3,636

_

3,950

0000

0000

8,600 17,860 7,930

1

0

34,390

-3

10,783

90

00

£20 1 23 10 £43 11

: :

Ballast Waggons.

03 03

[No. 11.]		Proposed		Appropriation of Balance		Available fo	for Dividond		
Half-yearending 31st Dec., 1883								Half-year end	ending 31st Dec., 1884.
2,220		a available for Dividend, a of on Preference Shares and on Preference Shares and on Ordinary Shares at	ridend, as per Shares at 43 p Shares at 5 per hares at 24 per	id, as per Account No. 10 res at 4\$ per Cent. per Annum res at 5 per Cent. per Annum s at 2\$ per Cent. per Annum	m	::::		1883 : 8	
1,112	0 0 0 0 0							1,4(3 0	1,712 8 0
	07			ABST	J. A. J.	Balance to next F	Half-year	::	£421 13 4
Half-year ending 31st Dec., 1883	A.	Maintenance of V	of Way, H	ar endin	Half-year	ending 31st Dec.,1883	B. Tocomostivo		alf-year ending
8 d. d. 50	s. d	Salaries & Renewal of F Maintenance & Renewal of F manent Way:	er-	s. d. £ s. d. 50 12 6	26.4 S.	84 4 5.	Salaries RUNNING EXPENSES Wages connected with	9	st
0	4 3 Repairs of 0 10 nals, &	of Roads, Bridges,	Sig	442 16 4	231 16 5 25 0 0 42 8 9	563 9 5	Coal Water Oil, Tallow, and other S	208	20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
79 14	1 Repairs Miles Sing	of Stations and Buildings & MAINTAINED. tle, 6 miles, 374 chains.	iildings hains.	9 10 8	190 3 0	∞ c3	REPAIRS AND RENEWALS Wages Materials Clothing	192	66
ear ending	0	Repairs & Renewals	0	Waggons.	= =	1,006 14 9			854 15 4
UD .	CARRIAGES	1: 83	Half-y 31st I	ear ending Jec , 1884.	31st Dec., 18	Ö.	Traffic Expenses.	es.	Half-year ending 31st Dec., 1884.
107 12 11	Wages Materials WAGGONS:- Wages Materials	st :: s	.: :: 124 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	88 88 88 88 88 88 88 88 88 88 88 88 88	635 11 11 96 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Salaries and Fuel, Lighti Clothing Printing, St Miscellaneo	Salaries and Wages, &c	Stores d Tickets	634 1 10 89 18 9 14 4 8 8 5 8 9 7
1023	8 3	Total		181 181	818 10 7				248 7 10
en .	General	al Charges.		enc 181	end 188	E.	Steam Vessels.		Half-year ending 31st Dec., 1884.
26 8 4 Direction of the control of t	Directors Auditors Salaries Office Expenses Advertising Fire Insurance Miscellaneous Expenses	:::::::::::::::::::::::::::::::::::::::		100 0 0 150 0 0 150 0 0 0 17 3 6 0 0 11 3 9 0 11 3 9 9 6 77 1 19 3 8	26 8. d. 990 4. 9 566 4. 2 9 18 18 9 9 62 17 3	Wages to Cool and St. Repairs (Wages) Repairs at J. Riscellaneon	Wages to Crews, &c Coal and Stores Repairs (Wages and Materials) Repairs at Piers, Gangways, &c Miscellaneous Expenses	11111	8. d. 882 12 7 882 12 7 287 13 10 8 11 8 60 1 2
£417 15 4				397 1 0	£2,385 11 5				1,947 6 11
[No. 13.]	Dr.			General	Balance	Sheet.	D	Cr.	
To Net Revenue Account, Balance at cre No. 10 Unpaid Dividends and Interest Sundry Outstanding Accounts Depreciation Fund Balance on hands for Completion of Y Due Bankers Renewal Fund for Steamers Do. for Carriages Breaking up S.S. Victoria	unt, Balance at cand Interest g Accounts Car Completion of Steamers Carriages Citoria	redit thereof, as	per Account	2,134 1 4 249 1 5 249 1 5 249 1 5 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	By Capital Cash at Cash at Early Cash at Early Cash at Sundry Cash at	y Capital Account, Balance as debit Cash at Bankers, Current Account Cash at Stations, &c General Stores — Stock of Material Stores — Stock of Material, Sundry Outstanding Accounts Commission Suspense Account	thereof, as	per Account No	4, 9,533 7 26 0 1,879 14
		- 10		11,604 16 7					£11,604 16 7
No. 14.]	Mileage	e Statement. Half-year	r ending 31st	Dec., 1884.	[No. 15.]	State	Statement of Train I	Mileage.	N N
Half-year ending 31st Dec., 1883.		Miles Authorised.	Miles Constructed.	Miles Worked by Engines.	Half-year ending 31st Dec., 1883				Half-year ending 31st Dec., 1884.
6 Miles. Line ow 37½ Chains. pany	Line owned by Com-}	6 Miles, 374 Chains.	6 Miles, 87½ Chains.	6 Miles, 374 Chains.	31,603	Passenger Trains Extra Miles	rains		31,347
					32,426	Total			. 31,959
							JOHN H. SUGRUE,	SUGRUE, Chairman of the LLIVAN. Accountant of th	he 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.

17th January, 1885.

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.

"THOMAS WARRINER. Locomotive and Marine Symptomians of the Marine Engine and Marine Symptomians of the Marine Symptomians of the Marine Engine and Marine Engine And Marine Engine And Marine Engine Engine And Marine Engine E

THOMAS WARRINER, Locomotive and Marine Superintendent.

Auditors' Certificate.

I 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 my judgement, to be paid thereout.

D. M'CARTHY MAHONY, AUDITOR. paid thereout.

Cork, Blackrock, and Passage Railway

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 10th day of February, 1885, 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 28th day of January, 1885, until the 10th day of February, 1885, both days inclusive.

By Order of the Board,

F. K. PARKINSON, Secretary.

TERMINUS, ALBERT STREET,

Cork, 9th January, 1885.

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

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

SIX MONTHS ENDED 31st DECEMBER, 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, 19th February, 1885,

AT TWO O'CLOCK, P.M.

Cork & Macroom Direct Kailway 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.

The Directors herewith submit to the Shareholders the Accounts of the Company for the Half-year ending 31st December, 1884.

The Gross Traffic Receipts shew a falling of ± 57 as compared with the corresponding period.

The items Merchandize and Cattle are £249 in excess of that period, which may be taken as indication that the trading interests in the district tapped by your Line are not losing ground, but on the contrary, the increase has been progressive. The Receipts from those items were—December, 1882, £3,998; June, 1883, £4,150; December, 1883, £4,082; June, 1884, £3,887; December, 1884, £4,331.

The Passenger Traffic shews £336 less as compared with December, 1883. This falling off, however, is more apparent than real, as in the corresponding period a large temporary increase of Passengers was caused by the Cork Exhibition, but the increase of Passengers in 1884 exceeds by about £400 the average of the similar periods of 1881 and 1882.

The Expenditure on Locomotive Power is £412 less, and this is accounted for by an expenditure on a locomotive, which was completely renewed in the corresponding half-year.

On Maintenance of Way and Works, there is an increase of £821 over the corresponding period. This increase has been mainly caused by an expenditure of £504 in building a New Pier and sinking Cylinders at the Lee Bridge.

The result of the half-year's working is, that after all expenses are paid, Interest due on Debenture Stock and Temporary Loans, there remains a Balance of £1,549 os. 3d., from which is to be taken a fourth instalment of £200 in discharge of £916 paid for new wagons, and referred to in previous Reports. The Net Balance is, as heretofore, carried to the credit of Suspense Account, re ucing that debt, which originally stood at £20,058 to £7,000.

It is within the knowledge of most, if not all, the Shareholders that a project is being promoted to make a Tramway or Light Railway running nearly parallel with this Line, and calculated to divert the Traffic from the different Stations on the Line. The Directors at once took action to oppose by every means in their power a project so unwarrantable and which, if carried out, would be so injurious to the interests of this Company. The Directors are of opinion that the opposition should be persevered in to the last; and they are fortified in this opinion by the fact that a corresponding and independant action, with the same object in view, is taken by a large section of the Ratepayers in the district, who, knowing far better than professional Promoters what the wants of the district really are, and feeling how seriously their interests are involved in protecting themselves from taxation which, they believe, would be interminable, have opposed and declared their intention of persevering in their opposition to a project which means to them largely increased taxation without an appreciable benefit.

In reference to this all-important matter, the meeting will be asked to vote a sum of £,300 to the Directors, to be used by them from time to time, as they think fit, in protecting the property of the Shareholders against those who are taking active steps to deprive this Line of its legitimate traffic, and seriously to injure the property of the Proprietors.

The Directors retiring by rotation are Charles Raycroft and E. Ronayne Mahony, Esqs., who are eligible, and offer themselves for re-election.

Henry Coppinger, Esq., the Auditor, who retires by rotation, offers himself for re-election.

Reports of the Locomotive Superintendent, and Assistant Engineer, are annexed.

W. H. MASSY, Chairman. GEORGE PURCELL, Secretary.

Locomotive Engineer's Report.

TO THE

Chairman and Directors of the Cork and Macroom Direct Railway Co. GENTLEMEN,

The following Repairs and Renewals have been made during the half-year to Engines and Rolling Stock to maintain them in good working condition.

ENGINES.—No. 3 and 4 were thoroughly repaired.

CARRIAGES. - Four Carriages repaired, varnished and painted; one Break Van thoroughly repaired, painted and varnished.

WAGONS.—Three Covered Wagons all made new in body; twenty-three have been in shop and had thorough repairs; seven have been fitted with new brasses; thirteen have been painted.

I remain, Gentlemen,

Your obedient Servant.

C. STORER, Locomotive Supt.

Assistant Engineer's Report.

To the Chairman and Directors of the Cork and Macroom Direct Railway Company.

GENTLEMEN,

During the past half-year your Permanent Way, Stations, and Works have been maintained in good order; one mile has been relaid with Steel Rails and Creosoted Sleepers; and, in addition, 1,150 Creosoted Sleepers have been put into the Line for Repairs. 200 tons of Ballast have been put out on the Line. The Bridge has also been supplied with new Longitudinal Baulks. The works at the Lee Bridge are progressing favourably.

I am, Gentlemen,

Your obedient Servant,

A. BARNARD, Assist.-Engineer.

COMPAN DIRECT MACROOM

Company

authorised and created

Statement of Capital

31sT, 1884. by the

DECEMBER

ENDING

HALF-YEAR

44,150 141,000 141,000 120,000 1111 Certificates of the Board of Trade. Or of Parliament & 25 & 32 & 41 31 40

Act, Act,

Acts

Company's A

Converted into Preference Shares of the same amount, by Act obtained in Session of 1868.

Capital created, showing the proportion received. Share

2. [No.

ount unissued	≅ : :	
Amount created. Amount received. Calls in Arrear. Amount uncalled Amount un	ed : : :	
Calls in Arrear.	% 8995	2,995
Amount received.	75,850 44,150 18,005	138,005
Amount created.	75,850 44,150 21,000	141,000
	1111	:
	:::	:
	:::	:
	:::	:
	:::	:
	:::	:
Description.	Ordinary Shares Five per Cent. Preference Share Ordinary Shares—New Issue	Total

	•	RAISED	RAISED BY LOANS AND DEBENTURE STOCK	D DEBENTUR	STOCK	
	At 4 per Cent.	At 44 per Cent.	At 4 per Cent. At 44 per Cent. At 5 per Cent. Total Loans. Debenture Stock Total Loans and at 4 per Cent. Debenture Stock	Total Loans.	Debenture Stock Total Loans and at 4 per Cent. Debenture Stock.	Total Loans and Debenture Stock.
Existing at 30th June, 1884 Ditto at 31st December, 1884	a)	£ 37,450 37,650	3,800 3,600	£1,250 41,250	15,750 15,750	57,000 57,000
Increase Decrease	::	2000	003	::	: :	: :
Total amount raised 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	of Capital created	l, as per stateme	ent No. 1	: :	: :	£57,000 57,000
Balance being available borrowing powers at December 31st, 1884	mber 31st, 1884	:	:	:		1

Receipts and Expenditure on Capital Accou

		d.	00	000	cs	100
	A.L.	s. d.	00	000	18	100
	TOTAL.	2)	138,005	15,750	10,667 18 2	205,733 18 2
Cr.	Amount Received, during Half year ending Dec. 31st, 1884.	s. d.	: :	: : :	:	
	Amount Received, during Half year foot, 1884. ending Dec. 31st,	93	::	:::	:	
	t Received to oth, 1884.	s. d.	0 0 0	000	:	1 - 19
	Amount Received to June 30th, 1884.	2	60	15,750 36 25	:	
June			: :	1 1 1	:	
DOOR I			: : :	No. 3	:	
aproa			Shares, per Account No. 2 Loans, per Account No. 3	Premium on Debenture Stock Land Sold	:	
0.00			count l	ebentur	:	
omar		EIPTS:	per Ac	ure Stor m on D old	Balance	K
теропа		BY RECEIPTS	Shares, per Account No. 2. Loans, per Account No. 3.	Premium on Debenture Stock Land Sold		
7		s. d.	5-	eo 4		03
recorps and Aspendicule on Capital Account.	TOTAL.	€ 8.	158,250 0	26,249 14 21,234 3		205,733 18 2
	ended year 884.	d.	9	::		9
4	Amount Expended during Half-year Dec. 31st, 1884.	જે હો	142 15 6			142 15 6
	Amount Expended during Halt-year Dec. 31st, 1884.		14	::		14
	t to 1884.	s. d.	20	4 60		00
	Amount Expended to ine 30th, 1884		2.0	49 14		91 2
	Amount Expended to June 30th, 1884	4	158,1	26,249 14 3 21,234 3 4		205,591 2 8
		TO EXPENDITURE	ON LINE: Line (No. 5) 158,107 5 On Cork Extension.	Line		

[No. 5.]

Details of Capital Expenditure, for Half-year ending 31st December, 1884.

0	9	1	8)
0	15	-	10	1
£20	122		£142	-
	:			
:	:			
***	:			
	::			
Line No. 1.—Land (Purchase and Compensation)	Do. Two New Cottages at Togher			

No. 6.

Return of Working Stock.

INERAL.	Trucks.	10
IANDISE AND M	Goods Waggons covered.	63
MERCHA	Goods Wagkons.	10
	Break Van.	ಕಾ ಕಾ
	Third Class.	oc oc
COACHING.	Composite.	1
	Second Class.	ର ର
	First Class.	જ જ
LOCOMOTIVE.	Engines.	4 4
		11
		::
		::
		Stock on 30th June, 1884 Ditto on 31st Dec., 1884

[No. 7.]

Estimate of further Expenditure on Capital Account.

URE.	TOTAL.	s. d.	:	:
FURTHER EXPENDITURE.	In subsequent Half-years.	8. d.	:	: :
FORT	During the Half-year ending June 30th, 1885.	8 s. d.	:	:

	0	0 80	1 63			Half-year ending Dec. 31, 1884.	d. & s. d.	900	9	0	4,016 14 3	en ⊃ :	0 % 0	234 15 5	1 4,831 7 1	8,582 16 9		7.0
70.7	:0	£2,995 0 (10,667 18 2	£7,672 18 g	Cr.		Half-year c	28 s. 344 9.		41 3 22 6	59 5			15 20 21	3,361 8	969 19			
3. as ner N		.:.			Receipts.		3.194	8,719	1,396	11	71 874	410(11		:	:	eous Receipts	;	
Expenditure		:	:		Re		By Passengers— ", First Class		Military Excess Fares	Subscription Tickets Special Trains		Parcels, &c	Dogs Mails		" Live Stock	"Special and Miscellaneous Receipts		
eet further	::	:		int.		Half-year ending Dec. 31, 1883.			93	sa, "Spe	-4,352	2 %	2 2 2	202	4,082	8,641 "Spe	6	Alba T as Data
lable to me	: :	i	:	Revenue Account.	Carles Lines	Half-year ending Half-ye Dec. 31, 1884. Dec.	s. d. 39	13 0 710 14 2 8,116	16 9	11	10 2	16		8,152	006	10	16 3	d Cylindone at
ssets avai	::	4)	:	Reve		Half-year Dec. 31	4	actA *2,777 B 1.045	C 605 D 1,408		\ 674		7,007 10 10			1,620	8,627 1	ed on Piera an
Capital Fowers and other Assets available to meet further Expenditure, as per No.	Loan Ćapital authorised, but not raised (No. 3) Share ,, calls in arrear (No. 2)	Capital Expenditure over Receipts at date (No. 4)	Excess of Expenditure over Assets	Dr.	Expenditure.	pe II		To Maintenance of Way, Works, Stations, &c. see abstractA, ,. Locomotive Power B	aggons ,,	ury,) "	Law Charges	Suspense Account£674 10				" Balance carried to Net Revenue Account		* Of this amount £504 was expended on Piers and Colindans as shor Ton 12.:1.
[140. o.]				[No. 9.]		Half-year ending Dec. 31, 1883.	ಲ್ಕ	2,141	1,400	216		859 256	6,996			1,688	8,684	

[No. 10.]	Dr.	Net Revenue Account.	Account.	Or.	
Half-year ending Dec. 31, 1883.		Half-year ending Half-year ending Dec. 31, 1884. Dec. 31, 1883.	Half-year ending Dec 31, 1883.		Half-year ending Dec. 31, 1884.
a		& s. d.	a		S. d.
299 921 463	To Interest on Debenture Stock Interest on Mortgage and Debenture Loans Interest on Temporary Loans	930 16 8 930 16 8	5,886	By Balance brought from last Half-year's Account 5,886	nt 5,886 1 1
	" interest on Danking Dalances	17 12 0			
1,688		1,620 5 5			
5,886	Balance (see No. 13)	5,886 1 1			
7,574		7,506 6 6	7,574		7,506 6 6

Proposed Appropriation of Balance Available for Dividend.	r ended 1, 1883.	s. d. Balance and L. S. d. & s. d.	Figure Cort Preference Change of Account No. 10	 *** *** *** *** ***	Balance to now Holf week
[140. 11.]	Half-year ended Dec. 31, 1883.	多. d.			5,886 1 1

ABSTRACTS.

arriages and Waggons.		257 14 3 405 16 9	200 0 0	605 16 9	1	Salaries of Secretary and Accountant, Auditors' Fees 161 10 0 Niscellaneous Ex. 9 2 8 Advisug & Stationery 15 0 0 Rents 26 6 8
Repairs and Renewals of Carriages and		CARRIAGES AND WAGGONS:—Wages	Suspense Account	Total	Ħ	Half-year Half-year ended b.c. 31, 1894. Dec. 31, 1898. E. a. d. E. a. d. E. a. d. a. f. b.c. 31, 1863. 2 2 1155 115 9 0 6 80 14 9 6 13 14 3 23 35 7 0 26 1408 7 2 216
C. Repa	Half-y Dec.	d. 273	0 200	0	Traffic Expenses.	Salaries & Wages, &c., Fuel, Lighting, Wa- ter, and General Stores Printing, Station- ery, Advertising and Tickets Miscellaneous Exprs., Clothing
ks, &c.	year ended 31st Dec	**************************************	949 0 11 1,154 2 0 674 10 1 2,777 13	2,777 13	D.	d. Half-year ended Dec. 31, 1883. 1,154 1,154 89 9 9 34 1,400
A. Maintenance of Way, Works, &c.	H	Maintenance and Renewal of Permanent Way, including Repairs of Roads, Bridges, Signals, &c., viz.:	Salaries 1 on of Suspense Account	Total 244	B. Locomotive Power.	Haff-year Ended Dec. 31, 1884. & s. d. & s. 1, 1884. Water Coal and Coke 471 8 11 Water 19 6 Oil, Tallow, and other Stores, 33 4 9 Clothing 19 1 Cothing 1045 1 Cothing 1045 1 Cothing 1045 1 Cothing 1045 1 Cothing 1045 1 Cothing 1045 1 Cothing
A	Half year ended Dec 31, 1883.	a	719 563 859	2,141		Hall-year ended [Dec. 31, 1883. 494 448 30 36 487 12 1.457

0								
_	4	4	0	9			13	
2	2,783 4	475	69	000		i	£22,991 13 5	
0.0	5,00	*		-			22,	
2	H :	:	:	:			41	
	: ;	**	:	:				
Cr.								
	By Balance of Capital, per Account No. 4 General Stores - Stock of Materials on hand	:	:	:				
,	n h							
2	als o	Sundry Outstanding Accounts	:	:				
	teri	60	•	•				any.
	Ma	unt						dino
	k of	reco	:	:				le Co
	al, L	a Su						of tl
	apit	undi	Su	unt				ses
ن دد	tore	itst	tatio	Acce				arpo
hee	se o	y 01	it Si	186				he p
02	ner	ndr	Cash at Stations	Suspense Account				for t
100	G E	Su	S	Su				puu
General Balance Sheet,	ξ, ,		•					ees,
Be		-	_	_				rust
rai	-	03	00	9	0		20	as T
neı		03	15	14	0		13	tors
Ge	886	430	243 1	631	800		991	irec
	185°				15,800		£22,991 13 5	ee L
1	2	:	:	:	•			o thi
	conn							ce t
	r Ac	:	:	:	:			lvan
	ber.		i					* Temporary advance to three Directors as Trustees, and for the purposes of the Company
	r, 23.8							pora
	reo	:	:	:	:			Tem
3	the							4
	redil	:	::	:	;			
	2 .	•						
Dr.	To Net Revenue Account, balance at Credit thereof, as per Account \$ 25,886 1 1	est	ts.					
A -	salar	nter	nnoa		:			
	E, E	I pu	Acc	ers				
	nnoo:	ls ar	ling	Sank	on.			
	AC.	Inpaid Dividends and Interest	tanc	Salance due to Bankers	neor			
	enue	Divid)uts	due	L A			
60	No. 10	l piu	ry (nce	nora			
[No. 13.	No	Jupa	" Sundry Outstanding Accounts	Salai	" Temporary Loans			
2	0	1,"	3	3, L	33			

Miles Mile	[No. 14.]		Mileag	ileage Statemen	ment.				
Line owned by Company 243	Haif-year ended slat Dec., 1883.					Miles Authorised.	Miles Censtructed.	Miles Constructing, or to be Constructed.	Miles Worked by Engines.
	24\$	uy					248		24.8

Goods, and Cattle Trains 36,141

W. HUTCHINSON MASSY, CHAIRMAN. GEORGE B. MORGAN, 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.

Consulting Engineer. PRICE, JAMES

Certificate respecting Rolling Stock.

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

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 31st day of December, 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.

EDWARD HARDING, AUDITORS.

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, 19th February, 1885, 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 31st Dec., 1884, to elect Two 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 6th instant, and will not be re-opened until after said Meeting.

BY ORDER,

GEORGE PURCELL,

SECRETARY.

Company's Offices, Capwell,

Cork, 2nd February, 1885.

DERRY CENTRAL RAILWAY.
FRANCIS B. ORMSBY.
Secretary

mannana and a said a sa

REPORT

OF THE

And Statement of Accounts,

For Half-year ending 31st Dec, 1884,
To be submitted to the Proprietors at

THE NINETEENTH HALF-YEARLY

CENERAL MEETING,

To be Held at the COMPANY'S OFFICES, Coleraine On Wednesday, the 18th day of February, 1885, AT ELEVEN O'CLOCK.

Proxies are required to be lodged with the Secretary Forty-Eight hours before the time appointed for holding Half-yearly Meeting.

COLERAINE.

Eccles & Co., Machine Printers, 4, Diamond.

LIST OF DIRECTORS.

nomens

CHAIRMAN

Sir H. HERVEY BRUCE, Bart., M.P., Downhill, Londonderry.

DEPUTY CHAIRMAN:

Col. H. S. B. BRUCE, Ballyscuilion House, Castledawson. Sir CHARLES LANYON, J.P., Vice-Chairman of the Belfast and Northern Counties Railway Company, The Abbey, Belfast.

B. M. GIVEEN, Esq., D.L., J.P., Cooldaragh, Coleraine.
JOHN HUEY, Esq., J.P., Cloonavin, Coleraine.
JOSEPH CLARKE, Esq., M.D., Kilrea.
C. M. HOLLAND, Esq., Bryn y Grôg, Wrexham.

DIRECTORS' REPORT.

Goods and Cattle,		. ~	160	3	17	5				
Carriage of Mails,		-					£5,	235	9	01
Transfer Fees							£.5,	285	9	10
Rents,						٠		2	0	0
							£5,2	207	14	10

Thirty per cent. of £5285 9 10, namely, £1585 13 0 with £2 5s od, amount of Transfer Fees and Rents, making together the Sum of £1587 18 0 (less by £60 6s 2d, cost of working the 4th Trains for the Half-year ending 30th June, 1884, as by agreement), is payable to this Company, and is applicable to the payment of interest to the Board of Works and General Charges.

There has been a small increase in the Passenger Receipts this half-year over the corresponding half-year ending 31st December, 1883, namely—an increase of £1 7s 8d, which is more than counter-balanced by the falling off in the Goods Traffic for the same period of £26 17s 6d, thus leaving a total decrease this half-year, as compared with the corresponding half of last year of £25 9s 10d, and which the Directors can only account for by the still continued depression in trade.

The Directors are glad to report that the traffic has considerably improved during the last 3 months of this half-year, as there was a decrease in the first 3 months of over £300, while at the end of December last it is only, as already stated, £25 9 10. A result on which the Directors consider they can fairly congratulate the Shareholders.

The Directors have further to report to the Shareholders that they have appointed, since the last half-yearly meeting, Col. Bruce to be a Director in the room of the late James Adams, Esq.

The Directors consider it would be advisable to take Counsel's opinion on the construction of 11th Article of Agreement between the Belast and Northern Counties and the Derry Central Railways as to Traffic Rates, but before doing so desire to lay the matter before the Shareholders.

H. HERVEY BRUCE, CHAIRMAN.
J. BLAIR STIRLING, SECRETARY.

| Total. THE COMPANY. CAPITAL AUTHORIZED. CAPITAL CREATED OR SANC'D. BALANCE. Shaves. Loans. Total. Shares. Loans. Total. Shares. Loans. Total. Shares. Loans. Total. Shares. Loans. Loans. Loans. CAPITAL AUTHORISED AND CREATED BY No. I—STATEMENT OF By the Derry Central Railway Act, 1875.

-1	
- 1	
- 1	-
1	1-
- 1	-
- 1	7
- 1	-
-1	-
- 1	(
- 1	(E)
-1	~
-1	-
-1	17
1	-
1	0
1	Į,
п	-
1	K
1	0
1	0
1	0
1	0
н	2
1	0
-	
1	(1)
1	-
н	-
L	L
п	a be
1	0
Ł	Z
1	-
н	>
1	-
£.	
п	T
н	10
1	0,
1	0
ш	
п	田
н	5
1	-
п	1-3
н	1
1	K
н	0
н	
Į.	1
	1
1	2
	0.
ı	
	21
	0
	(-)
	Щ
	K
	-
	-
-	10
	0,1
-	
	N
	0
	7

## S	DESCRIPTION	2		A second of		1 1 1	-			
£75,000 15,000	The state of the s		-	A DINOUILE	renter	A MOUNT FOR	erved	Calls in Arrears.	Amount Unealled	Amount Unissue
622.0,000 0 0 120,755 5 0 21,564 15 0	A or Preferred Shares (of £10 ea B or County Guaranteed Shares, C or Ordinary Shares, *C or London Companies,	વર		85,000 45,000 90,000	0000	25,645 5	20000	L s d	a s d	£ s d 49,890 0 0 47,790 0 0
	:			62.20,000	0 0	€120,755 5	0	21,564 15 0		€97.680 0 0
	*N.B.—Interest at 5 no	or cont on	this PIE Of	in in ourono	tuna!	41. 41.			-	

Mercers and Ironmongers,

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

	Raised by Loans at 4 per cent.	4 per cent.	Total raised by Loan and Debenture Stock.	Debenture Stock.
Existing at 30th June, 1884, 31st December, 1884,	100,000 0 100,000 0	e 0 0	28 s d	p
TOTAL AMOUNT AUTHORIZED TO BE BAISED BY LOANS AND BY DEBENTURE STOCK IN BESPECT OF CAPITAL.	E BAISED BY LOANS AND	D BY DEBENTURE	STOCK IN RESPECT OF CAPI	TAT.
Created, as per Statement No. 1,		:		£100 000
Total amount raised by Loans, as per above,	:			100.000

1					The Real Property lies, the Person lies,	_	_
	Total to 31st Dec., 1884.	£ 8 d	Dy Lean Iron Foard of 100,000 0 0				£990 755 B D
CR.	Total list D	10	00				926
	to 3	£ 20,75	00,00				0000
	-		<u>-</u>				1 4
	Ameunt received during half-year.	= #					
H	Ameunt received during	73					
Z							
00	e l ine,	5 c	0				
ACC	Amount receive l 30th June, 1884.		00				
1	A)	20,	0000				
TA		i i i	. 3 .				-
API		S:	Works as & Acc't No. 3				
O		BY RECEIPTS: ures and Stock scount No. 2,	AGC				
ZO		REC and	as &				
田田		BY	orks				
UR		3 C	0, ₹	1 00		6	10
OIT	to lec.,	œ #		+		10	10
Z	Total to 31st Dec., 1884.	359		218,359 14		2,395 10	755
PE	- 00	218		218,		e,	220.755 5
No. 4.—RECEIPT AND EXPENDITURE ON CAPITAL ACCOUNT.	ed ed	15 5 0 218,359 14 3 Account No. 2,					
A	Amount expended during half-year	8 10 0					
A	ex ex	3 70					
PT	25.	£ 8 d					
EI	Amount expended to 30th June, 1884.	£ 8 d					
EC	Am kpen 30th	8,34					
I	9					:	-
4							
07		e .				:	
14		Lim				;	
4						*	
4		e on					
4		liture on				٠,	
		penditure on				dance,	
DR. N		To Expenditure on Line,				" Balance,	

5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF.YEAR ENDED 31ST DEC., 1884. No.

	0	0
	0	10
	£10	£ŭ
	:	:
	1	:
	;	÷
	;	:
	•	:
	:	:
-		
	;	;
-	•	:
	Works and Permanent Way,	mand and compensation,

C

10

£15

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

subsequent	Not ascertaine
During the half-year ending 30th June.	Not ascert sined.
	:
	:
	:
	:

	HER	
	URT	
	H	
	-CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER	
	TO	
	ABLE	
	IL.	0. 7.
	VA	OZ
	V	HZ
	IS	100
	SE	AC
	AS	PER
	S.R.	AS
	THE	FURE,
	0	DI
	ANI	EXPEN
1	ERS	
0 0	POW	
1	AL	
1000	PIT	
(-CA	
(∞	
-	No	

		299,244 15 0	2,395 10 9	£101.640 5 9
	:	:		
	:	:	:	
. /	:	:	:	
	:		:	
1 1017 7 11000011	:	:	:	
	as per Account No. 1,	Capital created and not yet received, as per Account No. 2,	Dalance at credit of Capital, as per Account No. 4,	

No. 9.—REVENUE ACCOUNT.

Half-year ended 31st Dec.,	3,68
3	## 8 6 77 12 6 77 12 6 77 12 6 77 12 6 77 12 6 71 12 6 71 12 6 71 12 6 71 12 6 71 12 6 71 12 6 71 12 6 71 12 6 71 12 6 71 12 6 71 12 12 12 12 12 12 12 12 12 12 12 12 12
Receipts,	By Pascengers————————————————————————————————————
Half-year ended 31st Dec., 1883.	\$\pi\$ s d \\ \begin{array}{c} \pi\$ s d \\ \begin{array}{c} 153 & 11 & 6 \\ 648 & 17 & 0 \\ 158 & 4 & 6 \\ 158 & 4 & 6 \\ 195 & 12 & 8 \\ 3,503 & 19 & 4 \\ 126 & 5 & 5 \\ 126 & 6 & 0 \\ 126 & 12 & 8 \\ 126 & 1 & 0 \\ 126 & 19 & 1 \\ 137 & 13 & 3 \\ 164 & 9 & 7 \\ 188 & 3 \\ 1 & 1 & 0 & 0 \\ 1 & 18 & 3 \\ 1 & 1 & 18 & 3 \\ 1 & 1 & 18 & 3 \\ 1 & 1 & 18 & 3 \\ 1 & 11 & 11 \\ 1 & 11 & 11 \\ 1 & 11 & 1
Half-year ended 31st Dec., 1884.	## State
Expenditure.	To Working the Line, paid Belfast and Northern Counties Ra:lway Company, "Expense of 4th Train for 6 months, till 31st Dec., 1883, "General Charges, see Abstract E "Ralance carried to Net Revenuc Account,
Half-year ended 31st Dec., 1883.	3,717 13 9 48 8 0 169 6 11 1,378 9 3

DR. No. 10.	NET REV	No. 10,-NET REVENUE ACCOUNT.		CR
	Half-year ended 31st Dec, 1884.			Half-year ended 3st Dec., 1884.
To Balance at 30th June, 1884,	£ s d 11,088 14 4 2,000 0 0	By Balance from Revenue Account, No. 9,	t, No. 9.	1,312 9 9 1 7 1 1 2 2 4 7 7 1 1 2 2 4 7 7 1 1 2 2 4 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	13,088 14 4	" Balance,	:	± ±
To Balance,	£11,776 4 7			
		ě		Half-year
ABSTRACT OF GENERAL CHARGES.	TERAL CHARG	ES.		31st Dec., 1884.
Vacatara's Salary				£ s d
6.9 min 10.00 poly		:	:.	18 19 1
Expenses, Arbitrator appointed by Board of Trade,			* * * * * * * * * * * * * * * * * * * *	0 0 0
Auditors for year to date,			:	20 0 0
Engineer, certifying, respecting Permanent Way—3 half-years—to 30th June, 1884, One year's Rent of Land at Magherafelt, to 1st November, 1883,	t Way—3 half-ye	sars—to 30th June, 1884,	:	1 0 0
				0012 0 1

CR.	28 8 d 388 15 10 388 15 10 60 0 0 1 8 6 4 7 50 9 0 1 8 4 7 50 8 4 7 50 8 4 6 50 8 4 6 6 4 6 6 4 6 7 6 6 6 8 4 6 8 4 6 8 4 6 8 6 6 8 6 6 8 6 6 8 6 6 8 6 6 8 6 7 8 6 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	89	-
C	Seed Seed		-
11 9	45 % G G	1,544 8 0 975 6 10	15,354 14 10
	F. 82 22	1,54	5.35
			-
	unt, unt, £1,125 0 0 277 1 8 142 6 4		
	1 1000	ny,	
	1272	npa	
	£, t, t;	Con	
	uno :	a.v	
	Acc.	uilw	
	No. 1 Account, No. 2 Account, and, £	S R	
	No No Pud	ntie	
H	vide	Con	
田田	nt, npa	TI (
E	Con Con teed teed my,	the	
S	Ac ing Gen ran mpa	No	
CE	ank ank Good	nd	
Z	r B rass	st a	
LY	Net Beyenue Account, Ulster Banking Company, No. 1 Acc Postmaster General, County Guaranteed Dividend, Mercen's Company, Irosmosgers Company,	elfa	
34	523 10 0 By Net B. venue Account,	". Belfast and Northern Counties Railway Company,	
5	8		_
Y.	20-0000	1	15,354 14 10
ER	205 14 205 14 40 3 1,635 16 10,554 1 2,395 10		14
Z	20 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1	354
GE		1	10
No. 13.—GENERAL BALANCE SHEET.	: : :		
°°			
Z	1 1 1		
	No		
	it, it,		
	tions, Dutstanding Accounts, Eax, sed Dividend Account, Works interest, Balance as per Account		
	Accest,		
	ng and ster		-
	vide sin		1
	ns, teta x, Vorl		-
	Dougle Target Target Victorial Para		
	To Subscriptions, Sundry Outstanding Accounts, Income Tax, Boaranteed Dividend Account, Board of Works interest, Capital Balance as per Account No. 4,		
DR.	Sub fine Gua Boar		1
	To the same		

	Miles worked by Engines.	Worked by B. & N. C. Railway Company
	Miles. constructed	166
No. 14MILEAGE STATEMENT.	Miles Authorized.	199±
GE		:
LEA		:
-WI		:
). I4.		إف
Z		-:
		:
	14	:
		Miles owned by the Company.

H. Hervey Bruce, Chairman of the Company.

J. Blair Stirling, Accountant of the Company.

We hereby certify that the above Half-yearly Accounts contain a full and true statement of the financial condition of the Company.

COLERANE, Jan, 1885.

Francis J. Hopkirk, AUDITORS.

CERTIFICATE RESPECTING THE PERMANENT WAY, &C.
I hereby certify that the whole of the Derry Central Railway Company's Permanent Way, Stations, Buildings, and other works, have during the Half-year ending 31st Dec., 1884, been maintained in good working condition and repair.

DUNDALK, Jan, 1885.

James Barton, Engineer.

Derry Central Railway Coy.

OTICE IS HEREBY GIVEN THAT THE NINE-TEENTH HALF-YEARLY GENERAL MEETING of THE SHAREHOLDERS OF THE DERRY CENTRAL RAILWAY CO., will be held at the Company's Offices, Manor House Coleraine, on Wednesday, the 18th day of February 1885, at the hour of Eleven o'clock a.m. to receive the Directors' Report and Statement of Accounts, and to to elect a person to supply the place of C. M. Holland, Esq one of the Directors retiring from Office in rotation, and who is eligible for re-election, to elect an Auditor in the place of Mr F J Hopkirk, the Auditor going out by rotation, and who offers himself for re-election, and to transact the ordinary business of the Company.

The Transfer Books will be closed from the 31st Jan. till the 18th day of February, both days inclusive.

(By Order),

JAMES BLAIR STIRLING,

Secretary.

Manor-House, Coleraine, Jan,, 1885. FRANCIS B. ORMSBY,
Secretary

Jublin and Kingstown Bailway Company.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS,

FOR

HALF-YEAR ENDED 28TH FEBRUARY, 1885,

TO BE SUBMITTED TO THE PROPRIETORS AT

THE FIFTY-THIRD ANNUAL MEETING,

BEING THE

SEVENTY-EIGHTH HALF-YEARLY GENERAL MEETING

Under the Extension Act, 10 Vic. cap. 213,

TO BE HELD AT

No. 35 WESTLAND ROW, DUBLIN,

ON WEDNESDAY, 25th MARCH, 1885,

AT TWELVE O'CLOCK, NOON.

DUBLIN AND KINGSTOWN RAILWAY COMPANY.

- REEL

Dublin, 5th March, 1885.

The Half-yearly General Meeting of the Proprietors will be held at the Company's Office, No. 35, Westland Row, in the City of Dublin, on Wednesday, 25th instant, at 12 o'clock, noon, to receive a Report and Statement of Accounts for the six months ended 28th February, 1885, and to transact other business.

By order of the Directors,

JOSEPH B. PIM,

Secretary.

The Transfer Books will be closed on and after Monday, 9th inst., until the day of meeting.

Dublin and Kingstown Railway Company.

00000

DIRECTORS' REPORT.

In the Statement of Accounts now before you, the balance available for Dividend—including a surplus of £335 14s. 3d. carried from the previous account—amounts to £16,607 7s. 9d. Out of this sum the Board now declares, for the Half-Year ended 28th February last, a Dividend on the Capital Stock of the Company of 4\frac{3}{4} per cent., less Income Tax, after which a balance of £467 5s. 8d. will remain to be brought to next account.

The Directors who go out of office by rotation are John Jameson, Graves S. Warren, and William Jameson, Esqs., but they are eligible for re-election.

The warrants for the Dividend now declared will be forwarded to the Proprietors on 1st proximo.

Signed on behalf of the Board of Directors,

WILLIAM JAMES PERRY,
Chairman.

35 Westland Row, Dublin, 5th March, 1885. R. D. Webb and Son, Printers.
74 Abbey-street, Dublin.

AND KINGSTOWN BAILWAY COMPANY, LINE LEASED TO DUBLIN, WICKLOW, AND WEXFORD RAILWAY COMPANY, HALF-YEAR ENDED 28TH FEBRUARY, 1885. DUBLIN

No. 1.

STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY,

BALANCE.	Loans. Total.	4	40,000 40,000 contingent	40,000 40,000
	Stock.	eq		
	Total.	eq.	420,000	70,000 420,000
CAPITAL CREATED.	Loans.	લ	70,000	
CA	Stock.	લ	350,000	350,000
3D.	Total.	Q	460,000	110,000 460,000
CAPITAL AUTHORISED,	Loans.	લ	70,000 and 40,000 Contingent	
CAPIT	Stock.	41	350,000	350,000
ACTS OF PARLIAMENT.			By 23rd Vic. cap. 62, Capital consolidated, reduced, and declared	

No. 2.

STATEMENT OF STOCK CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Drsoription.	Amount Created.	Amount Received.	Calls in Arrear.	Amount Uncalled.	Amount Cancelled.
General Capital Stock, all issued at par	350,000	350,000	4	ы	લ
	350,000	350,000	-	1	- Company

RAISED BY DEBENTURE STOCK. TOTAL BAISED BY LOAN AND DEBENTURE STOCK.	£70,000		£110,000 £70,000	£40,000
BY DEBRITURE STOCK.		11	ped	385
RAISED I	ئې ئې		of Capital created	February, 18
RAISED BY LOAN,	£70,000 at 4 per cent. £70,000 at 4 per cent.	11	Stock in respect of C	contingencies) at 28th
	: :	::	by Debenture	nder certain
		::	ans and	powers (u
		Increase	uised by Loss above	borrowing
	Existing at 31st August, 1884 ,, 28th February, 1885	D	Total Amount authorised to be raised by Loans and by Debenture Stock in respect of Capital created Total Amount raised by Loans, as above	Balance, being available borrowing powers (under certain contingencies) at 28th February, 1885

No. 4. Dr.

RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

Total.	લ	350,000			420,000
Amount Received during Half-year.	44				-
Amount Received to 31st Aug., 1884.	eq.	350,000			420,000
	Dr. Raminta	Stock Loans			
		3		10	
	g.	10	7	2 5	0 0
Total.	sq.	418,553	418,553 7 7	1,446 12	420,000
ing	d.				
d dur	00				
Amount Expended during Half-year.	44				
	p	-1	7		
Amount rpended t	uŝ	20	3		
Amount Expended to 31st Aug., 1884.	Q	Traffic 418,553	418,553 7 7	:	
		On Lines open for Traffic		:	

PRUARY, 1885. DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 28TH Nil. No. 5.

No. 6.

RETURN OF WORKING STOCK.

Refer to Lessees-The Dublin, Wicklow, and Wexford Railway Company.

No. 7.

ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

There can be no further expenditure on Capital Account, except in the event of the determination of the lease of the Company's Line to the Dublin, Wicklow, and Wexford Railway Company.

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

. o d	0 21	19. 5	1
40,000	1,440	41 446	2 2 5 2 2 2
:	:		
;	:		
:	:		
:	:		
:	:		
:	:		
:	:		
ved	:		
yet recei	:		
I, but not	e No. 4		
or created	sended, se		
l authorised	apital unexp		
oan Capita	salance of C.		
H	B		

No. 9.

Dr.

REVENUE ACCOUNT.

Cr.

Half.year ended 28th February, 1885.	8 s. d. 18,000 0 0 0 3 2 0	18,003 2 0
RECEIPTS.	By Rent received from Dublin, Wicklow, and Wexford Railway Company to 1st Jan., 1885, Special and Miscellaneous Receipts	
Half-year ended 29th February, 1884.	£ s. d. 18,000 0 0 0	18,005 3 6
Half-year ended 28th February, 1885.	274 4 0 536 2 1 15 16 8 17,176 19 3	18,003 2 0
EXPENDITURE.	To General Charges Law Costs	
Half-year ended 29th February, 1854.	279 17 6 386 15 10 24 11 2 17,313 19 0	18,005 3 6

	5
	0
	Š
	0
1	

NET REVENUE ACCOUNT.

Cr.

No. 11.

APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

Half-year ended 28th February, 1885.	£ s. d. 16,607 7 9 16,140 2 1	467 5 8
	::	:
		:
	: :	•
		i
	111	:
	11	ear
	: :	Half.Y
	Balance available for Dividend, as per Account No. 10 Ordinary Stock (being 4‡ per cent. less Income Tax, at 7d.)	Balance to nex
Half-year ended 29th February, 1884.	£ s. d. 16,845 10 3 16,278 12 11	566 17 4

No. 12.

ABSTRACTS.

C—Repairs and Renewals of Carriages and Wagons.	Do not apply.
A—Maintenance of Way and Works. B—Locomotive Power.	

E-GENERAL CHARGES.

Half-year ended 28th February, 1885.	86 90	100 0 0	100 0 0	71 1 5	2 5 2	274 4 0
		:	:	:	:	
		:	:	:	:	
		:			:	
		:	:	:	:	
		:	:	:	:	
	-	Direction	Office Evacuese including Deat Ct.	Misselleness and Inc.	-	
Half-year ended 29th February, 1884.	& s. d.	100 0	79 9 11	7 19 7	1 70 1	279 17 6

No. 13.

Dr.

GENERAL BALANCE SHEET.

Cr.

0.d	0										20	20
3° O	17										_	18
17,475 0	222 17 0										19,413 1	37,110 18 5
17,	91										19,4	37,1
-		-			9		00	-	0		1	1
:	:	pita	:		17		2		£1,000 0 0	408 16 3		
	:	Ca	:		9,901		8,105		1,000	408		
		d as			o .	6	: ·	H	대 .		1	
:	:	" Cash invested in Securities not charged as Capital	Expenditure:	Dublin and Kingstown Doilson Dolomerson	(99 Debentures) £9,901 17	Great Southern and Western Railway 4 per	cent. Preference Stock (£8,200 Stock) £8,102 7	Port and Docks Mortgage Bond, 4 per		:		
	ıt	chs		John	Tana.	way	Stoel	ıd,		(E)		
By Cash on Deposit at Interest	cour	not		-	ay	Rail	,200	Bon	cent	India 4 per cent. Stock (£400 Stock)		
rest	Ac	ies		of law	.: all w	ern	(£8	age		1400		
nte	rent	urit		D con	11 11	West	stock	lortg		अ (ई		
at I	Cur	Sec	:	20404	res)	and	nce §	8 1	:	Sto		
osit	s'r's	l in		Win	entu	ern a	efere	Dock		ent.		
Depo	nke	sted	ture	and	Deb	outh	t. Pre	l bi	16	per c		
on J	-Ba	inve	endi	lin	66)	at S	cent	t al	cent	la 4		
ash	-qsr	sh	Txpe	Jul C	3	Gre		Por		Ind		
y C	C	Ü										
m'	33	33										
											_	
d,	20		6	0	හ				0		1	70
s, d,	12 5		6 4	2 0	16 3				0 0			18 5
s g	446 12 5		6 1 109	648 2 0	408 16 3				0 0 000			110 18 5
es. d.	1,446 12 5		16,607 7 9	1,648 2 0	1,408 16 3			0000	16,000 0 0			37,110 18 5
er s. d.	1,446 12 5	25.5	16,607 7 9	1,648 2 0	1,408 16 3	y,		0000	16,000 0 0			37,110 18 5
as per	1,446 12 5	eof, as	6 2 209'91	1,648 2 0	1,408 16 3	pany,	Rent.	6000	0 0 00000 0 0			37,110 18 5
of, as per	1,446 12 5	hereof, as	16,607 7 9	1,648 2 0	1,408 16 3	Company,	for Rent.	6	1001, 16,000 0 0			37,110 18 5
hereof, as per	1,446 12 5	lit thereof, as	16,607 7 9	1,648 2 0	1,408 16 3	ay Company,	rrity for Rent.	6	une, 1091, 16,000 0 0			37,110 18 5
it thereof, as per	1,446 12 5	Credit thereof, as	16,607 7 9	1,648 2 0	1,408 16 3	ailway Company,	security for Rent.	T.T.	on o none, 1091, 16,000 0 0			37,110 18 5
Sredit thereof, as per	1,446 12 5	at Credit thereof, as	16,607 7 9	:	1,408 16 3	d Railway Company,	e as security for Rent.	POOL T. T. JOON	o on no 1021, 16,000 0 0			37,110 18 5
at Credit thereof, as per	1,446 12 5	ance at Credit thereof, as	16,607 7 9	:	1,408 16 3	xford Railway Company,	lease as security for Rent.	John Time door	due soun June, 1081, 16,000 0 0			37,110 18 5
ice at Credit thereof, as per	1,446 12 5	Balance at Credit thereof, as	16,607 7 9	:	1,408 16 3	Wexford Railway Company,	of Lease as security for Rent.	The state of the s	gare due soun sine, 1081, 16,000 0 0			37,110 18 5
alance at Credit thereof, as per	1,446 12 5	int, Balance at Credit thereof, as	10 16,607 7 9	:	1,408 16 3	and Wexford Railway Company,	tion of Lease as security for Rent.	The state of the s	or gare due soun dune, 1031, 16,000 0 0			37,110 18 5
t, Balance at Credit thereof, as per	4 1,446 12 5	ccount, Balance at Credit thereof, as	No. 10 16,607 7 9	:	und 1,408 16 3	w, and Wexford Railway Company,	ecution of Lease as security for Rent.	100 00 T T 100 00 T T 100 T 10	out of gare due outs June, 1091, 16,000 0 0			87,110 18 5
ount, Balance at Credit thereof, as per	No. 4 1,446 12 5	e Account, Balance at Credit thereof, as	mt No. 10 16,607 7 9	:	n Fund 1,408 16 3	klow, and Wexford Railway Company,	n execution of Lease as security for Rent.	The state of the s	wed out of gaie due soun dune, 1881, 16,000 0 0			37,110 18 5
Account, Balance at Credit thereof, as per	int No. 4 1,446 12 5	enue Account, Balance at Credit thereof, as	ccount No. 10 16,607 7 9	:	ation Fund 1,408 16 3	Wicklow, and Wexford Railway Company,	ce on execution of Lease as security for Rent.	Therefore the second se	allowed out of gale due soul dune, 1081, 16,000 0 0			87,110 18 5
tal Account, Balance at Credit thereof, as per	ccount No. 4 1,446 12 5	Revenue Account, Balance at Credit thereof, as	r Account No. 10 16,607 7 9	:	mulation Fund 1,408 16 3	in, Wicklow, and Wexford Railway Company,	vance on execution of Lease as security for Rent.	ha allowed out of male due 9041 Tree 4004	be allowed out of gale due sould dune, 1091, 16,000 0 0			87,110 18 5
apital Account, Balance at Credit thereof, as per	1,446 12 5	et Revenue Account, Balance at Credit thereof, as	per Account No. 10 16,607 7 9	:	ccumulation Fund 1,408 16 3	Jublin, Wicklow, and Wexford Railway Company,	advance on execution of Lease as security for Rent.	to be allowed and of all Jun 9041 Terms of the Account	to be allowed out of gale due south dune, 1081, 16,000 0 0			87,110 18 5
To Capital Account, Balance at Credit thereof, as per	Account No. 4 1,446 12 5	", Net Revenue Account, Balance at Credit thereof, as	per Account No. 10 16,607 7 9	" Unpaid Dividends and Interest 1,648 2 0	" Accumulation Fund 1,408 16 3	" Dublin, Wicklow, and Wexford Railway Company,	advance on execution of Lease as security for Rent.	to he allowed out of male Jan 901. T 4004	to be allowed out of gale due south June, 1081, 16,000 0 0			87,110 18 5

No. 14.

MILEAGE STATEMENT.

Miles constructed.

No. 15.

The Dublin, Wicklow, and Wexford Railway Company.

Dublin, Micklow and Mexford Railway. Secretary.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

SEVENTY-SEVENTH

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT THE

COMPANY'S OFFICES, WESTLAND-ROW TERMINUS, DUBLIN,

AT TWELVE O'CLOCK, NOON,

ON MONDAY, THE 23RD DAY OF FEBRUARY, 1885

Birectors.

- (1) RICHARD MARTIN, Esq., D.L., J.P., Chairman.
- (3) RICHARD OWEN ARMSTRONG, Esq., J.P.
- (1) WILLIAM FOOT, Esq., J.P.
- (3) MAJOR PERCY RAYMOND GRACE, D.L., J.P.
- (1) BRINDLEY HONE, Esq.
- (3) MICHAEL MURPHY, Esq., J.P.
- (2) LIEUT.-COL. JAMES STUART TIGHE, D.L., J.P.
- (2) WILLIAM WATSON, Esq.

The figures denote the order of retirement in each year-Those marked No. 1 retire in February, 1885. Those marked No. 2 retire in February, 1886. Those marked No. 3 retire in February, 1887.

Bublin, Micklow, and Mexford Railway Company.

SHAREHOLDERS

Holding &	£2,000 AND T	JPWARDS OF ORDINARY STOCK.
NAME	DESCRIPTION	ADDRESS
Armstrong, Richard Owen Ball, John Banking Company, The Ulster	Esquire, J.P Esquire, LL.D.	5 Clifton-terrace, Monkstown, County Dublin 52 Lower Leeson-street, Dublin Belfast
Barrington, Sir Croker, and	Baronet .	. 58 Fitzwilliam-square, Dublin
Dessborough,	Earl of Major	47 Stephen's-green, Dublin 3 Mount-street, London, W.
Margaret Grace	Wile of Major	8 Merrion-square, North, Dublin.
and Eliza Browne	mond Grace	o sacron square, aroun, Dunin,
Brady, Maziere John	Accountant-Gen	Supreme Court of Judicature, Dublin Drum Park, Athlone
John Connolly	Esquire	8 Eblana-terrace, North Circular-road, Dublin 6 Charlemont-terrace, North Circular-road, Dublin
Clay Robert Keating	. Esquire	Drogheda St. Andrew-street, Dublin
Corrigan, Wm. Joseph (deceased	. Solicitor	38 Fitzwilliam-square, W., Dublin
and Charles Martin .	. Esquire, D.L Esquire	12 Fitzwilliam-place, Dublin
Cramsie, James (deceased) .	Esquire, J.P	Knocklow, Tullow, County Carlow
Alexander Murray .	. Esquire	
Cranfield, Thomas .	M.D Esquire	
Dillon, Michael and Robert Farquharson Edwards, Thomas (deceased) .	Esquires	Munster Bank, Dublin
Probate to Emily Edwards .	. Widow	Clonhaston, Enniscorthy
and William L. Payne .	Esquire	Calry Glebe, Sligo 15 Adelaide-road, Dublin Geashill, King's County
Findlater, William	. Solicitor, M.P	22 Fitzwilliam-square, Dublin 17 St. Andrew-street, Dublin
and Edward Fitzgerald .	. Esquire	20 St. Andrew-street, Dublin 10 Raglan-road, Dublin
	Gentleman	
Margaret Heffernan	Spinsters	Presentation Convent, Cashel
M. X. J. Carroll and Bridget Cleary		
Hibernian Joint Stock Co., Lim.		College-green, Dublin
Hoey, Eliza	Esquire Widow	59 Fitzwilliam-square, Dublin
Hone, Brindley	Esquire	80 Lower Leeson-street, Dublin Vevay, Ballybrack, County Dublin
Howard, Hon. Sarah and Hon. Cecil Ralph Howard	Widow Captain	8 Chesham-street, County Middlesex
Hunt, William Ogle (deceased), Probate to Caroline Margaret	- 1-31	
Hunt (deceased), Edmund D'Arcy Hunt and George Maxwell Goad	LieutCol	Senior United Service Club, Pall Mall, London, S.W.
Jameson, James	Esquire Esquire	25 Eaton-square, London Glencormac, Bray Prumplestown House, Carlow
Thomas Manifold Craig		Bank of Ireland, Dublin
Kehoe, Laurence	Esquire	rco Francis-street, Dublin Cope-street, Dublin
King, Julia Maria	Esquire	11 Merrion-square, Dublin 14 Fitzwilliam-square, Dublin
Langan, Christopher Leonard, Thomas	Esquire	Varrenstown, Dunsany, Co. Meath
M'Cutchen, James M'Dermott, Robert Joseph	Merchant	rr Castle-street, Nenagh 3 Connaught-place, Kingstown
M'Quaid, John MacSwiney, Stephen Myles Mahony, William Augustus, and	Esquire, M.D	47 Arbor-hill, Dublin 9 Upper Merrion-street, Dublin
Patrick Joseph Kirwan	Esquires	National Bank, Dublin
Mahony, William Augustus, and Patrick Joseph Kirwan, and	Esquires	National Bank, Dublin
James Mullin Martin, Charles, and Wm. Joseph Corrigan (deceased)	Esquire	National Bank, Rathmines North Wall, Dublin
Martin, Charles Edward, and Richard Martin	Esquire, D.L	North Wall, Dublin 81 Merrion-square, South, Dublin

SHAREHOLDERS—continued.

NAME	DESCRIPTION	ADDRESS
	Spinster	18 Mountjoy-square, Dublin
	Esquire, D.L	81 Merrion-square, South, Dublin
	Esquire, D.L	or secretor square, bourn, buoin
	Esquire, M.D	
	Esquire, D.L	
	Esquire	North Wall, Dublin
	Earl of His Wife	Kilruddery, Bray
Moore, William	Esquire, M.D	67 Fitzwilliam-square, North, Dublin
Murphy, Michael	Esquire, J.P	17 Eden-quay, Dublin
	Merchant	
O'Ferrall, Dominic More	Esquire	Kildangan Castle, Monasterevan
Orpin, John	Solicitor	47 Stephen's-green, Dublin
Payne, John Warren	Esquire	Beach House, Bantry
The Viscount Berehaven	C. All STREET	Daniel J Louise, Daniel J
and Charles Garth Fullerton		Boothby, Graffoe, Co. Lincoln
	Esquire	11 Burgh-quay, Dublin
Ross, William	his Wife	4 Breffni-terrace, Sandycove, County Dublin
	As .	Dawson-street, Dublin
	Merchant	Camden-street, Dublin
Shannon, William (deceased),	Alterenant	Camach-street, Dabini
Probate to Joseph Shannon	Grocer	57 Lower Camden-street, Dublin
	Watchmaker	33 Nassau-street, Dublin
	Esquire	
	Esquire	
Spring, James	Esquire	
Stanley, George, and	Esquires	17 Lower Exchange-street, Dublin
Thomas Stanley, junr.		
	Esquire	Woodlawn, Dundrum, County Dublin
Wm. Robert Stephens(deceased)		The state of the s
	Esquire	110 Middle Abbey-street, Dublin
	L'squire	
Cighe, Frederick Edwd. Bunbury		The Priory, Christchurch, Hampshire
	LieutColonel	D 1 4 16 1 0 11 11
		Rossanagh, Ashford, Co. Wicklow Westmoreland-street, Dublin
		Ballycurry, Ashford, Co. Wicklow
		Messrs. Drummond's, 49 Charing cross, London
		Hillbrook, Parsonstown
	I.P.	Downings, Prosperous, Naas
	Widow	T - T1 - 1 T 11'
Waller, John Francis	Esquire, LL.D.	4 Montpelier-square, Rutland-gate, London, S.W.
Varren, Robert	Esquire, D.L	40 Rutland-square, Dublin.
Watson, William	Esquire	r Salem-place, Dublin
Weir, James	Esquire	St. Clouds, Avoca-avenue, Blackrock, County Dublin

Dublin, Wicklow, and Wexford Railway Company.

SEVENTY-SEVENTH ORDINARY GENERAL MEETING, 28rd FEBRUARY, 1885.

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 Terminus, Dublin, on Monday, the 23rd day of February, 1885, 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, 9th February, 1885, to and including Monday, 23rd February, 1885.

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

SECRETARY'S OFFICE, WESTLAND-ROW TERMINUS, DUBLIN, 22nd January, 1885.

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.

Bublin, Wicklow, and Wexford Railway.

DIRECTORS' REPORT.

COMPARATIVE STATEMENT OF TRAFFIC RECEIPTS:

and your sy	Half-year ended 31st Dec., 1884	Half-year ended 31st Dec., 1883	Increase	Decrease		
Subscribers Ordinary Passengers	11,257 13 10	5. d. 10,879 5 10 75,377 5 7	378 8 0	£ s. d.		
Total Passengers	88,844 11 5	86,256 11 5	2,588 0 0			
GOODS, &c. Ordinary Goods Coals Minerals Parcels, &c Cattle Horses, Carriages, and Dogs	1,427	18,461 11 10 1,641 13 6 781 9 5 4,711 4 10 2,914 8 0 1,015 12 0	94.13 9 102 18 3 365 17 11 6 13 0	214 13 4 135 2 8		
Total Goods	29,746 6 6	29,525 19 7	220 6 11	***		
Total Goods, Passengers, &c. Mails		4,250 0 0				
Total Traffic Receipts	123,090 17 11	120,032 11 0	3,058 6 11	m2		

COMPARATIVE TABLE OF REVENUE EXPENDITURE.

Options George	31st Dec	., 1884	Half-yea	c., 188	3	ncrease	Decrease	
Maintenance of Way, Works and Stations Locomotive Power Carriage and Waggon Repairs Traffic Expenses General Charges Law Charges Parliamentary Expenses Compensation (Losses) Do. (Personal) Rates and Taxes Rents	13,704 13,840 4,844 13,792 3,796 269 1 51 1,640 4,362	8 4 8 3 2 11 17 11 13 1 8 4 3 3 8 7 7 11	11.633	s. 6 13 14 2 10 8 17 8 16 2 17 2 11 4 7 16 11 14 17 18 11 11 11 11 11 11 11 11 11 11 11 11	1 2,07 4 81 5 11 8 27 8 31 2 77 6 77 6	1 2 1 5 14 0 3 5 10 6 12 3 5 0 3 5 18 11 9 11 9	95 3 1 423 17 2	

The increase in Traffic Receipts over those of the corresponding half-year, although not large, is still greater than is shown by any of the other Irish Railways, with but one exception; and if the number of miles open be taken into consideration, your Railway will not suffer in comparison even with that one. The larger part of the increase is in Passenger Traffic, as represented by season tickets and return tickets.

		Increase				
Season Tickets,	1st Class	No. 14	•••	£149	15	5
99	2nd Class	 66		228	12	7
Ordinary Return Tickets,	1st Class	 618		210	3	10
99	2nd Class	 53,164		1,951	7	4
,, et 1990	3rd Class	74,640		1,197	9	7

Single journey tickets show a decrease both in numbers and money—thus:—

					_	
1st Class Single Tickets	 No. 5,122		£227	13	3	
2nd Class ,,	 15,588		445	4	7	
3rd Class ,,	 15,136	20	387	2	11	

There is also a decrease in the amount for soldiers and police carried, and in excess fares collected.

In Ordinary Goods, while there is a decrease of 2,018 in the number of tons carried, there is an increase of £94 13s. 9d. in the money earned. In Coals, a decrease of 1,190 tons and £214 13s. 4d. in money.

In Cattle, Sheep and Pigs, a decrease of 464 heads and £135 2s. 8d. The decrease in the number of animals is altogether in pigs, there being a small increase both in horned cattle and sheep.

The Mineral Traffic shows an improvement of 960 tons and £102 18s. 3d. in money.

A new contract has been entered into with the Government for the conveyance of the Mails, under which the Company receives an increased payment from 1st January, 1885, of £3,500 a-year, making a total of £12,000 a-year. For some additional train accommodation, given from 1st October, 1884, while the old contract was still in force, an extra sum of £250 has been allowed by the Post Office, and this amount is shown in the present account.

There is an increase in the Revenue Expenditure of £3,749, the largest items being those for Permanent Way and Works, and for Compensation for Personal Injury. The former is caused by the necessity that the

Permanent Way should be brought up to a higher standard, on account of the high speed of trains required to carry out the accelerated mail service; the latter is due to the collision at Blackrock in April, 1884, referred to in the Report for half-year ending 30th June last. It is satisfactory to be able to say that all the claims arising out of this collision have now been settled and paid. There are also increases in expenditure of Locomotive and Traffic Departments and General Charges. Both Locomotive and Traffic as well as Permanent Way Expenses are affected by the more rapid train service. General Charges are increased by two pensions given to old and meritorious servants of the Company, and by some additional expenses connected with band performance during the last summer.

The amount available for Dividend is £38,269 18s. 7d. Dividend on Preference Stock absorbs £26,775, leaving £11,494 18s. 7d., and out of this the Directors recommend payment of a Dividend on the Ordinary Stock of the Company at the rate of 2 per cent. per annum, which will leave £4,714 0s. 7d. to be carried over to the next account.

The Expenditure chargeable to Capital Account for the Half-year was £18,154 12s. 2d., made up as follows:—

New Station at Wicklow	£1,983	4	1	
Westland-row Terminus	2,296	11	1	
New Ross Extension, viz.:—				
Land £1,231 4 9				
Works 11,936 12 1				
(a la Quella Laul and Committee of the	13,167	16	10	
Land Purchase, Extra Lands	255	13	1	
Sundries	451	7	1	
	-		_	
	£18,154	12	2	

The Branch Line from Ballywilliam to New Ross has made steady progress during the last six months. The new station at Wicklow will be ready for use soon after the coming meeting of Shareholders, and Westlandrow Terminus has advanced towards completion.

The Directors had hoped to be in a position to announce in this Report that the agreement amongst the five Companies for the construction, management and working of the City of Dublin Junction Railways had been completed, and would be submitted to a Special General Meeting for approval and ratification, but they regret that this cannot as yet be accomplished. After the Act of Parliament was obtained in July last, several meet-

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

				STATE OF THE STOCKS AND DEBENIOUS STOCKS.	NE CNE	DEBE	NIONE DI	OCAS.			
							RAISE	RAISED BY ISSUE OF DEBENTURE STOCKS			
						At 4\$ per Cent.	At 4t per Cent.	At 4 per Cent.	Total raised by Debenture Stocks		
	Existing at 3c	Existing at 30th June, 1884 Existing at 31st December, 1884	::	::		94,430	257,984 15 2 204,440 18 257,984 15 2 204,440 18	204,440 18 2 204,440 18 2	\$56,855 r3 4 556,855 r3 4	A Te	
	Increase	::	::	::		11	11_		11		
	Total Amount Total Amount	authorized to be ra raised by Debentur alance, being avail	ised by Loans and e Stocks, as above able Borrowing Po-	Total Amount authorized to be raised by Loans and Debenture Stocks in respect of Capital created, as per Statement No. 1 Total Amount raised by Debenture Stocks, as above Balance, being available Borrowing Powers at are Theombox	in respect of	f Capital cre	ated, as per S	tatement No. 1	677,232 13 4 556,855 13 4		
			0		***************************************			;	120,377 0 0		
Dr.		No.	4.—RECEIPTS	No. 4.—Receipts and Expenditure on Capital Account, 31ST December, 1884.	DITURE MBER, 1	ON CAPI 884.	TAL ACC	DUNT,			Ġ
		Amount Expended to 30th June, 1884	Amount Amount Expended to Bypended to Bypended to Bypended to Bypended during Half-year	Total		Ris Hill		Amount Received to 30th June, 1884	nt Amount d to Received during 1884 Half-year	unt during ear	Total
To Expenditure— On Lines open for Traffic On Lines in course of Construction On Working Stock		2,063,166 7 1 43,132 18 11 2,24,847 14 2	4,586 15 4 13,567 16 10	2,067,753 2 5. d. 56,700 15 9 224,847 14 2	By Receipts— ", Shares an No. 2 ", Debenture No. 3	and Stock	Receipts—Shares and Stocks, per Account No. 2 Debenture Stocks, as per Account No. 3	£ 1,748,710 556,855	s. d. £	g. 0	s, d 1,750,630 0 0 556,855 13
								2,305,565 13	13 4 I,920	0 0 2,30	2,307,485 13
		Taranta Maria	70000						3-10		
									B	Balance 4	41,815 19 c
		The state of the s		2,349,301 12 4				- Constitution	100000	2,34	2,349,301 I2 4

9 0 4 4 0 d

No. 5.—Details of Capital Expenditure for Half-year ending 31ST December, 1884.

					-		d.	É	-	d
or Traffic—					4,279	15	2			
and and Compensation					255	13	I			
urniture and Fittings					51	7	I			
Construction—				JU	FALOR			4:500	15	
Vorks					11,845	14	7			
ingineering						17				
and and Compensation			**		1,231	4	9		-6	
Discount on Stock issued			9							1
								-0		
								10,154	12	
	and and Compensation urniture and Fittings Construction— Jorks ngineering and and Compensation	and and Compensation urniture and Fittings Construction— //orks ngineering and and Compensation	and and Compensation							

No. 6.—RETURN OF WORKING STOCK.

		OMO- VE				Co.	ACHI	ING					MER	CHAN			
	Engines	Tenders	First Class	Second Class	Third Class	Composite 1st and 2nd Class	State Carriage	Third Class and Luggage Vans	Luggage Vans	Horse Boxes	Carriage Trucks	Goods Waggons,	Goods Waggons, Covered	Coke Trucks	Timber Trucks	Mineral Waggons	Ballast Waggons
Stock on June 30, 1884 Stock on Dec. 31, 1884	51	2I 20	43	58 57	44 43	8 8	I	31 32	26 26	15	4 4	69 78	337	2 2	12	148	20 20
Increase during Half-year Decrease do. do.	=		=			_			=	_	Ξ	9	23	-	=	5	=

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

		Furn	THE	R E	XPENDITURE			
		During Half-year 30th June	end	ling	In subsequent Half-years	Tota	al	
		£	s.	d.	£ s. d.	£	S.	d.
On Lines open for Traffic—								
Westland-row Terminus		 1,200	0	0	Unascertained	1,200	0	0
Bray Refreshment Rooms		 400	0	0		400	0	0
Interlocking Signals		 200	0	0		200	0	0
Water Columns and Tanks		 600	0	0	-	600	0	0
Foot Bridges On Lines in course of construction—		 800	0	0		800	0	0
Extension to New Ross		 20,000	0	0	68,709 0 0	88,709	0	0
On Lines not yet commenced— Extension to Waterford	. 10				106,514 0 0	106,514	0	0
		23,200	0	0	175,223 0 0	198,423	0	0

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

30	1 5	S.	d.
Share Capital authorized, created and issued, but not received, as per No. 2	 19,520		
Share Capital created, but not issued, as per No. 2	 64,850		
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 Less Debit Balance on Capital Account, as per Account No. 4	 204,747		
Total Available Capital Powers	 162,931	I	0

	Totals	s. d.	11,257 13 10	10 86				77,586 17 7	88,844 II 5 6,099 7 9		7 67 64466	82 646 78		1,801 16 II	121 800
	Half-year ended 31st Dec., 1884	6,303 9 2		3,515 2 8		26,689 2 6 19,819 19 2	194 18 10 1,047 8 4		:::		2,779 5 4	-	1,769 14 5		
	RECEIPTS	By Subscribers, 1st Class 1,240 Do. 2nd 2,905	Total Subscribers 4,145	Ordinary Passengers, Do. do.	nd Parliament 1st Clas	Do. 2nd " "	::		Total Ordinary Passengers, &c., 2,623,337 ,, Parcels, Horses, Carriages, &c	Total Passengers, Parcels, &c., and Mails,	". Merchandise Tons 53,609 Live Stock Nos. 51,966 Minerals Tons 17,650	Total Merchandise, &c	" Rents Receivable Transfer Fees		
	Half-year ended 31st Dec., 1883	4,804 9 3 6,074 16 7	10,879 5 10	3,742 15 8 8,520 9 I	9,508 3 ro 8,913 r7 r	24,737 15 2 18,622 9 7 200 14 8		75,377 5 7	86,256 II 5 5,726 I6 IO 4,250 0 0	96,233 8 3	2,914 8 0 2,423 2 II	23,799 2 9	1,873 17 2 31 12 6	1,905 9 8	121,938 o 8
	Totals	κ. s. d.		1 1 1	11	Page Target	11		56,787 3 9 68,1c5 11 1						124,892 14 10
	Half-year ended 31st Dec., 1884	6 s. d.	13,840 8 4	13,792 2 11 3,796 17 11		T,640 3 3 4,362 8 7	484 17 11		I I TOWN		ALL DATE OF THE PARTY OF THE PA		ONE CHARLE		
	EXPENDITURE	Maintenance of Way, per Abstract	", Carring and Waggon) do. C.	Traffic Expenses do.	Expenses		" Rents		,, Balance to Net Revenue Account		the said of the sa	The state of party and par	The state of the s		
Half-year	arst Dec., 1883	11,633 13 1	4,731 2 5	13,515 10 8 3,481 17 8			415 16 I	1	68,899 17 7					I2I.038 0 8	

Cr.	Half Year ended 31st Dec., 1884	S, S, d, 68,105 11 1	68,484 18 8
UNT.		835 16 to By Balance from last Half-year's account 68,899 17 7 7 7 7 Revenue Account, No. 9	
Acco	ar 1883	d. 7	ın.
VENUE	Half Year ended 31st Dec., 188	88,899 17 16 18 16 18 16 18 18 18 18 18 18 18 18 18 18 18 18 18	69,735 14
No. 10.—NET REVENUE ACCOUNT.	Half Year ended 31st Dec., 1884 31st Dec., 1883	11,702 6 8 34 7 6 8 34 10 7 140 15 6 18,000 0 0 30,215 0 1 38,269 18 7	68,484 18 8 69,735 14
No. 10	TY E		
Statement Statem	8	To Interest on Mortgag, "Interest on Debentum," Interest on Calls in a Interest on Banking, "General Interest Acc, "Rent of Leased Line "Balance, being amou	(See INO. 13.)
Dr.	Half Year ended 31st Dec., 1883	25 S. d. (1,14,7 17) 4 11,14,7 17) 4 11 11,14,7 17) 4 11 118,000 0 0 30,571 2 5 30,571 2 0	69,735 14 5

0	
peril -	
Z	
(2)	
Jane .	
)IVIDEND	
 	
>	
-	
0	
- 4	
FOR	
0	
6	
bales	
- (2)	
- 3	
BI	
DT.	
<	
- 3	
VAIL	
-	
and .	
>	
4	
4	
CE	
()	
-	
6	
</td <td></td>	
3	
- peril	
4	
200	
-	
(Ta	
OF	
0	
7	
4	
0	
inel	
(met	
40	
~	
party.	
2	
0	
N	
hard	
D	
PPROPRIATION	
400	
4	
7	
D	
ED 1	
SED 1	
SED 1	
OSED 7	
POSED A	
OPOSED A	
ROPOSED A	
ROPOSED A	
PROPOSED A	
-PROPOSED	
-PROPOSED	
-PROPOSED	
PR	
I.—PROPOSED	
PR	
PR	
PR	
. 11PR	
PR	
. 11PR	

Half Year ended 31st Dec., 1884	, s. d. 38,269 18 7			I	Total State of State	33,555 18 o	4,714 0 7
	ė.	7,500 0 0	3,750 0 0	3,375 0 0	6,780 18 0		:
		: :		:	: ;		:
		: :	: :	:	: :		:
	:	::	: :	:	::		:
200			: :	:	1 :		:
	Day of the last		: :	:	: :		181
		300,000 at 5 per cent.	150,000 at 5 per cent.	150,000 at 4\$ per cent.	678,090 at 2 per cent.		Balance to next Half Year
		: :	: :	:			
	0. 10	::	: :	:	: :		
	Balance available for Dividend, as per Account No. 10 Preference Stock Apr. 7827	a.	33 13 1865 ···	1075	Ordinary Stock ", 1851, 1863, 1878, and 1882		
9	1812				Ordi	0	0
Half Year ended 31st Dec., 188	£ s. d. 39,164 12 0					33,225 0 0	5,939 12 0

	10
	U.
	-
	P.
	-
	4
	-
	2
	_
	BS
	-
-	1
	u.
	1
	01
	1.4
	promp
	$\overline{}$
	_
-	7.
-	-4

_		-1				-	-		_											9	
	Half Year ended	s. d.	12 11	15 1	12 11	-		8 3	Vear ed	0	IS H	2000	13 10 16 6 10 0		7 7 7 7	ear	., 1884	S. 0 0	н	13 3	11 6 1 6
	Half Year ended	y y	97	2,935 15	97	1.713		4,844	Half Year ended	4	10,449	438 545 223	535	1	13,192	Half Year ended	31st Dec., 1884	625	1,031	260	75 1,036
REPAIRS AND RENEWALS OF CARRIAGES AND WAGGONS.		الم ع. ط.	1,458 13 5			1079 6 9 634 0 7					1 :	:::	:::					: :	::	: : :	::
AND W			 4,1	_		.::		:			: :	:::	: : :					::	Clerks	: : :	::
RIAGES		Gener			Gener						Stores	::: :	:::		GES.			::	nd other	:::	: .
OF CAR		es, and	: :		es, and	::		EXPE	E S		General	ckets	- 1 -		L CHAR				intant a		cpenses ands, &c
TEWALS		Expens	::	,	Expens	::		TRAFFIC EXPENSES.	37 5		ter and	ans and	nses		GENERAL CHARGES.			::	, Accou	: :;	ouse Ex
ND REN		laries, Office E. Superintendence	. «	8	Superintendence	. 50		Total			Wages ing, Wa	ationery rness, V	us Exper					::	secretary	xpenses	aring H
PAIRS A	200	Salaries, Office Expenses, Superintendence	Wages Materials	WAGGONS :-	Salaries, Office Expenses, Superintendence	wages Materials					Salaries and Wages Fuel, Lighting, Water and General Stores	Clothing, Printing, Stationery and Tickets Horses, Harness, Vans and Provender Waggon Covers, Rones, &c	Miscellaneous Expenses Joint Station Expenses					Directors	Office Expenses Advertising	Insurar graph E	Kailway Clearing House Expenses Miscellaneous, Regattas, Bands, &c.
		d.	2 IO	o WA		10 1	1	10	83	1		II Prin		00			9				-
0	Half Year ended 31st Dec., 1883	25 S. S.	1,456 I	2,876 17	94 3	594 10	00	4.731 2 D	Half Year ended 31st Dec., 1883	s,	0 41	433 10 382 15 1 221 12 1 155 13	4.0 1	13,515 10		Half Year ended	30	00	135 9 10	265 3	
		d.	50		6	31	9	100	318		J.	. 6	d.	1	国	215	67		× ∞	II	
	Half Year ended 31st Dec., 1884	s,	396 15		11,216 7	953 0	I,138 II	13,704 15			100	Half Year ended	, S. S.	0			9,406 6		4,548 8	0	0.000
		s. d.		7 6				1	VA.				-j		4				13 1	1	
&c.		A		5,274	24460	60	1						, s		4,019 12	4,703 14 191 16 431 3		2 000 2	2,456 1		1
WORKS, &C.		al Su-	nanent	: :		Works	ì	:	108	135%	R.		al Su-	of of		:::			:		lway,
WAY,		d Gener	Renewal of Permanent	: :		nalsand	ngs	:	:::		LOCOMOTIVE POWER.		Genera	the working	:	: : 55			:		and Western Railway
MAINTENANCE OF WAY,		ses, an	cnewal	1:		ges, Sig	1 Buildi				OMOTIV		ses, and	ith		other Stores		: ST			nd West
INTENA		Exper		Is		ds, Brid	lons and	:	:::	Total	Loc		Expens	INSES :-	re Engir	and other		ENEWA	:		thern ar
MA		Salaries, Office Expenses, and General Su-	Maintenance and	Wages		Repairs of Roads, Bridges, Signals and Works	s of Staf	Total	Three Lines Double Single				Salaries, Office Expenses, and General	RUNNING EXPENSES:	Coal and Coke	Water Oil, Tallow, and o		Wages	rials		ss Great Sour
		Salarie	Maintenan Wav-			Repair	Repair	Mel	Thr				Salaries	RUNNI	Coal	Wat Oil,		REPAIRS AND RENEWALS:	Mat		Less Great Southern for Haulage
9	Half Year ended 31st Dec., 1883		17	4 2 4	0 7 I	00	01	3 I3 I				Half Year ended 31st Dec., 1883	s. d.		0 0		6 61 9	9 01	4 4	IOI	16 7
A	Hal en grst D	42	414	5,076	9,270	1,160	70	и,633 из		1	B	Half en rst De	381 1888		3,994	206	8,915	2,110 10	2,377	3,592	567

No. 13.—GENERAL BALANCE. Dr.

Cr.

To Net Revenue Account, Balance at Credit thereof, as per Account No. 10 "Unpaid Dividends and Interest "Debts due to other Companies—Rent of Dublin and Kingstown Railway "Sundry Outstanding Account "Locomotive Reserve Account "Insurance Reserve Fund "Reserve Fund "Reserve Fund "Interest accrued and provided for "Bank Balance "Due to other Companies	935 19 6 18,000 0 0 8,382 4 7 853 13 9 965 11 9 510 8 3 1,043 6 0	By Capital Account, Balance at Debit thereof, as per Account No. 4 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, Cash on Hands General Stores and Stock of Materials on hands Traffic Accounts due to the Co. Amount due by Clearing House Amount due by General Post Office Sundry Outstanding Accounts. Due by other Companies City of Dublin Junction Railway	16,000 0 0 3,078 11 1 18,010 13 7 640 5 7 262 15 3 2,375 0 0 3,636 9 11 710 0 2
	89,711 19 0		89,711 19 0

No. 14.—MILEAGE STATEMENT.

Phoble	YE			Miles Authorized	Miles Constructed	Miles Con- structing, or to be Constructed	Miles Worked by Engines
Lines owned by Company Do. partly owned Do. leased or rented				M. F. Y. 154 7 30 6 0 0	129 \$	M. F. V. 25 3 30	1291
	Total			160 7 30	1351	25 3 30	135%
Lines worked Foreign Lines worked over				21 0 0	21	=	21
	Total			181 7 30	1561	25 3 30	156

No. 15.—Statement of Train Mileage

Half-year ended 31st Dec., 1883	Trib.					Half-year ended 31st Dec., 1884
402,383	Passenger Trains Goods and Mineral Trains	::	11-	.:	 	416,892 101,654
503,180				Total	 	518,546

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.

3rd February, 1885.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I 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 good working Order and Repair.

WILLIAM WAKEFIELD, Locomotive Engineer.

3rd February, 1885.

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, THOMAS P. CAIRNES, Auditors.

3rd February, 1885.

DUBLIN, WICKLOW & WEXFORD RAILWAY.

SEVENTY-SEVENTH ORDINARY GENERAL MEETING,

FEBRUARY, 1885.

A^T the Seventy-seventh Ordinary General Meeting of Shareholders in the Dublin, Wicklow and Wexford Railway Company, held pursuant to Notice, at the Company's Offices, Westland-row Terminus, Dublin, on Monday, 23rd February, 1885,

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 31st December, 1884, having been taken as read,

Moved by the Chairman, seconded by William Watson, Esq. ---

"I. That the Report and Statement of Accounts for the Half-year ending 31st December, 1884, now read, be received and adopted."

Amendment proposed by Robert Keating Clay, Esq., seconded by George Delaney, Esq.—

"That having regard to the paragraph in the Report as to the Loop Line—It is Resolved that lines 19 to 23, page 8, be struck out, as this Meeting disapproves of same."

The Amendment having been put, was declared by the Chairman to be lost, and a division was called for; but subsequently, by the permission of the Meeting, Mr. Clay withdrew his Amendment.

Another Amendment was then proposed by Mr. Caldbeck, seconded by Captain Nally, as follows—

"That this Meeting disapproves of the paragraph in the Report with respect to the Dublin Grand Junctions Railway Bill, and therefore request the Directors to withdraw their opposition to it, as the Shareholders believe the proposed line will be a material advantage to this Company."

This Amendment having been put by the Chairman was declared to be lost, and the original Resolution being then put to the Meeting was carried nem. con.

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 31st December, 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 31st December, 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 31st December, 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 31st December, 1884; all to be payable (less Income Tax) on and after the 10th March proximo."

Moved by the Chairman, 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 31st December, 1884, the same to be payable (less Income-tax) on and after 10th day of March proximo."

Moved by Lucius Hutton, Esq., seconded by G. A. Stephens, Esq., and resolved

"IV. That Richard Martin, Esq., William Foot, Esq., and Brindley Hone, Esq., be and are hereby re-elected Directors of the Company."

Moved by J. Galloway, Esq., seconded by Dr. Duckett, and resolved-

"V. That Thomas Graydon, Esq., be and is hereby re-elected an Auditor of the Company."

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

Mr. MARTIN having left the Chair, it was

Moved by RICHARD CALDBECK, Esq., seconded by Alderman Harris 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 for their attention to the affairs of the Company."

E. W. MAUNSELL, Secretary.

Enniskillen, Bundoran, and Sligo Kailway Company.

FRANCIS B. ORMSBY,
Secretary.

REPORT OF DIRECTORS,

AND

STATEMENT OF ACCOUNTS,

FOI

SIX MONTHS ENDING 30TH SEPTEMBER, 1884,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

FORTY-SEVENTH

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

OFFICES OF THE COMPANY,

No. 2 ASTON-PLACE, ASTON'S-QUAY, DUBLIN,

ON FRIDAY, 31st OCTOBER, 1884,

AT ONE O'CLOCK P.M.

This Meeting was adjourned to Friday, 12th December next.

Directors:

ALBERT BRASSEY, Chairman.

WILLIAM G. SKIPWORTH.

JOHN CALDWELL BLOOMFIELD.

MAJOR FRANCIS D'ARCY.

WILLIAM AITKEN.

SAMUEL WILLCOX.

WILLIAM DARCY IRVINE.

Secretary:

JAMES H. CONNELL.

DIRECTORS' REPORT.

COMPARATIVE STATEMENT of Traffic Receipts for the Half-years ended 30th September, 1884 and 1883.

Description of Traffic	Half-year ended 30th Sept., 1884	Half-year ended 30th Sept, 1883	Increase	Decrease
Number of Passengers,	90,083	87,304	2,779	_
Passengers, -	£ s. d. 4,501 0 3	£ s. d. 4,356 17 9		£ s. d.
Parcels, Horses, &c.,	294 14 3	289 12 9	5 1 6	1 - 1
Merchandise, -	1,757 7 10	2,062 17 6	_	305 9 8
Live Stock, -	304 11 4	238 18 6	65 12 10	- 1
Mails, -	15 0 0	15 0 0	_	0-11
Miscellaneous Receipts	83 2 6	51 19 4	31 3 2	-
Total, .	6,955 16 2	7,015 5 10	246 0 G	305 9 8 246 0 0
Decrease for Half-year,	_	1-	-	59 9 8

The Traffic Receipts for the past Half-year show a small decrease of £59 9s. 8d. as compared with the corresponding Half-year.

The Board regret to report the death of Mr. Robert W. Armstrong, one of your late Directors. Mr. William Darcy Irvine, D.L., of Castle Irvine, has been elected a Director of the Company.

The Directors retiring are John C. Bloomfield, Esq., D.L., and Major Francis D'Arcy; they are eligible, and offer themselves for re-election. The retiring Auditor is Mr. John B. Wilson.

The Engineer of the Great Northern Railway Company, Ireland, reports your Railway in good working condition and repair.

ALBERT BRASSEY, Chairman.

ACCOUNTS.

ENNISKILLEN, BUNDORAN, AND SLIGO RAILWAY COMPANY.

Half-year ending 30th September, 1884.

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

ACTS OF PARLIAMENT	CAPI	CAPITAL AUTHORIZED	IZED	CAPITAL CREATED OR SANCTIONED	RATED OR S	LNCTIONED		BALANCE	
	Stock and Shares	Loans	Total	Stock and Shares	Loans'.	Total	Shares	Loans	Total
Enniskillen and Bundoran Railway Act, 1861, £2200,000 £66,600 £266,600 £266,600 £66,600 £266,600	£200,000	266,600	£266,600	£200,000	£66,600	£266,600	1	1	T
Enniskillen, Bundoran, and Sligo Railway Act, 1865,	100,000	33,300	100,000 33,300 133,300 100,000 33,300 133,300	100,000	33,300	133,300	T	-1	
Enniskillen, Bundoran, and Sligo Railway Act, 1869,	1	153,453	153,453	4	153,453	153,453	1	1	
	£300,000	£253,353	£300,000 £253,353 £553,353 £300,000 £253,353 £553,353	£300,000	£253,353	£553,353			-

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

Amount Created Amount Received Calls in Arrear Unissued	£ 8. d. £ 8. d. £ 200,000 46,848 6 4 851 13 8 152,300	100,000 100,000 0 0 -	300,000 146,848 6 4 851 13 8 152,300
Amount Created Amount R			
Description	Ordinary £10 Shares,	Preference 5 per cent Shares,	TOTAL,

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

Existing	00	DEBENTURE STOCK	STOCK	Total Raised
ı	At & Cent. At	At 3 % cent.	At 5 % cent.	
	£ 8. d. 153,453 - 88,663 0 0 153,453 - 153,453	E s. d. 153 0 0	7,553 0 0 7,553 0 0	£ 8. d. 249,669 0 0 0 249,669 0 0
	11		11	-11
p q	Total Amount authorized to be raised by Debentures in respect of Capital created, as per Statement No. I., Total Amount raised by Loans and Debentures,	of Capital cr	eated, as per	253,353 0 0 249,669 0 0
0	Balance, being available borrowing powers at 30th September, 1884,	ther, 1884,	,	3,684 0 0

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

出に

•••	4	s. s. d. 848 6 4 669 0 0 000 0 0 697 17 11	4 70	0 7
,	TOTAL	d. 146,848 0 249,669 8,000 697	405,215 24,353	429,568 9 7
	Less Amount Half-year to 30th Sept., 1884	£ s. d. 146,848 2,447 0 0 249,669 8,000	2,447 0 0 405,215 4	
	Amount Received to 31st March, 1884	£ s. d. 146,848 6 4 252,116 0 0 8,000 0 0 697 17 11	407,662 4 3	
		By Receipts:— Shares per Account No. II. Loans per Account No. III. Sale of Iron, Rails, Plant, &c. Miscellaneous Receipts,	Balance,	
	TOTAL	£ 8. d.		429,568 9 7
	Amount Half-year 30th Sept., 1884	£ 8. d.		432,335 9 7 Cr.2,767 0 0 429,568 9 7
	Amount Expended to 31st March, 1884	£ 8. d. £ 8. 4432,385 9 7 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		432,335 9 7
		To Expenditure: On Lines open for Traffic, No. V.		

No. V.—DETAILS or CAPITAL EXPENDITURE,

For Half-year ending 30th September, 1884.

Nii.

9

£ ...

No. VI.—RETURN OF WORKING STOCK.

Nil.-Line worked by the Great Northern Railway Company (Ireland), and Working Stock provided by them.

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

_	_	_
-	0	
	_	
802	0	
42	20	
	-	
-	-	
	1	
	1	
	1	
	'n,	
	nnc	
	har	
	VS S	
	Sall	
	+	
	1 8	
	tion	
	tal	
	002	
	pod	
	5	
	W.	
	Z	

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

900	00 4	4
13.0	5 50	00
£ 8. 53,151 13 3,684 0	24,353 5	82
3,1	24,3	32,48
-	7	1
	-	
-1 1	•	
,		
6.0		
	1	
· ed,		
l or Created, but not Received or Created, do. do.,		
l, but not Rec l, do. do		
not	IV	
do	70.	
o o o	it h	
atec	поп	
Ores	Acc	
or or	er	
ped ed	it p	
oriz	Debit per Account	
uth	7	
A I	Less	
pita jita]	-	
Cap		
Share Capital Authorized or Created Loan Capital Authorized or Created		
Sol		
		-

Jr.

No. IX.—REVENUE ACCOUNT.

Gr.

			-	-									-
:		d.		5			20		C/I	00		9	SI
5	1884	ρά				,	309 14		19	13		67	16
	=	48	9	100,4		0	308		2,061 19	6,872 13		90	6,955 16
				41					63	9			9
		4000	21 02 15		90	0		10	4	0	ග	60	
			17000		4	0		7 10	=	10	19	41 18	
		£ 183 298 1,023	328 1,260 1,406		294 14	15		1,757	304	0	40	41	
		,	rí rí					j,					
		No. 249 901	71 41	800	1.				-		ts,		
		No. 1,249 2,884 19,901	3,037 14,371 48,641	90,083	es,						" Special and Miscellaneous Receipts,		
					riag						s Re		
	02				Car			•			neon		
	RECEIPTS				and						ella		
-	CE	, .			rses,			6		683	Misc	68,	
100	R	ers,	urn,		Ho		:	dise	ck,	E.	nd J	Slop	
2		Passenger 1st Class, 2nd ", 3rd ",	1st Keturn, 2nd ,, 3rd ,,		sels,	ls,		char	Sto	nsfer	ial a	t of	
A		By Passengers, 1st Class, 2nd ,, 3rd ,,	1st 2nd 3rd		" Parcels, Horses, and Carriages,	" Mails,	- ;	" Merchandise,	" Live Stock,	Transfer Fees,	Spec	" Rent of Slopes,	
TE		By			2	33		2	33	2		6	
NIN	ear 30,		1	-	289	15		99	233	83	10	42	12
7 / 7	Half-year ending Sept. 30, 1883	48	00	e,	64		(2,063	7	6,963		4,	7,015
NO. 1A.—KEVENUE ACCOUNT.	- DE - O2	70	2	0	6	67	0	-		1	1		63
	Vol 1	zi	0	0	00	12	0						
-	1884		64	10	102	14 1	40	36 14	1	5,653 16	1.301 19	4	6,955 16
NO		£ 4,286	1,164		F					5,6	13	1	6,9
		1.7	m °	6				-			4)		
4		Som	Vay, Works, and see Abstract A.,	D.,	E,		KC.,				enne		
	100	age .	rks	do.	do.		on,		•		Rev		
	RE	uilwa Taul	We				stati				Net.		
	EXPENDITURE	R. B.	Vay				len S				to .		
	NDI	l) fe	of 1	200	ses,	res,	skill		or.		led		
	PE	orth lan	nce s,	arge	harg	Taz	Enni	able	ense		Jarri		
٠	EX	(Ire	enal	Ch	alc	and	for]	pay	3xpe		oun!		
3		Great Northern Railway Com- pany (Ireland) for Haulage and Working of Line,	Maintenance of Way, Works, and Stations, see Abstract A.,	raffic	General Charges,	ates	ent	ents	aw l		Balance Carried to Net Revenue Account.		
1		To Great Northern Railway Com- pany (Ireland) for Haulage and Working of Line,	, M	" Traffic Charges,	5	" Rates and Taxes,	" Rent for Enniskillen Station, &c.,.	, Rents payable,	" Law Expenses,		" Be		
*	-									1		-	-
TO TO	Half-year ending Sept. 30, 1883	£ 4,344	898	10	104	12	40	37	1	5,445	1,570	7	7,015
	Hall en Sep	4								5	1		7

国に、		-NET REV	ENCE	No. X.—NET REVENUE ACCOUNT.	Er.
Half-year ending Sept. 30, 1883		1884	Sept. 30,		1894
ध		£ s. d.	બ		£ 8. d.
16,711	16,711 To Balance from last Half-year's Account, .	18,633 8 1	1	By Balance from last Half-year's Account, .	
1,957	" Interest,	1,962 1 8	1,570	" Balance from Revenue Account, No. IX., .	1,301 19 7
	" Amount credited last Half year,	200 0 0	17,098	" Balance,	19,493 10 2
18,668		20,795 9 9 18,668	18,668		20,795 9 9

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

ai.
9
30
-
20
>
අපි
43
0
č
bed
0
nc
H
ट्ट
000
1
6.1
M
0
he
M
E.
0
0
-
83
60
70
d
0
70
-
100
0
-
See
0
Rang
(D)
_
ab
800
52
1
टि
unce a
0
-
al
alan

A.	MAINTENANCE OF WAY,	WORKS, &	c.
Half-year ended Sept. 30, 1883			1884
£ 814 {	Maintenance and Renewal of Permanent Way:— Materials, Less Old Materials,	£ s. d. 1,039 3 8 98 5 0	£ s. d.
67 17	Repairs of Roads, Bridges, &c., . Repairs of Stations and Buildings,	51 0 8 172 1 3	223 1 11
898	bu at all to		1,164 0 7
Ni	l.—Line worked by the Great Northern Rail	way Company	(Ireland).
В.	LOCOMOTIVE POW	ER.	
Ni	l.—Line worked by the Great Northern Rail	way Company	(Ireland).
C. REI	PAIRS AND RENEWALS OF CARR	IAGES AND	WAGONS.
Ni	Line worked by the Great Northern Railv	way Company	(Ireland).
D.	TRAFFIC EXPENSE	ES.	
	Line worked by the Great Northern Railway	Company (Ire	eland).
10	Rent of Agent's House, Bundoran.		£ s. d.
10			10 0 0
E.	GENERAL CHARGE	ES.	
Half-year ended Sept. 30, 1883			1884
5 60 7 32 —	Auditors, Salaries of Secretary and Accountant, Office Charges, Printing and Stationery, Stam Advertising, Irish Railway Clearing House. Miscellaneous Expenses, Fire Insurance,	ps, Rent, &c.,	£ s. d. 5 0 0 60 0 0 2 12 6 0 16 6 33 19 9

No. XIII.—GENERAL BALANCE SHEET.

								ı	1
			£ 8. d.	8.			£ 8. d.	00	d.
To Outstanding Loans, .			18,822	67	B	18,822 2 0 By Capital Account, balance at debit,	24,353 5	50	4
			9		-	, Net Revenue at Debit No. 10,	19,493 10 2	10	2
" Outstanding Accounts,	÷	3	26,156 1 3	_		" Cash at Bankers,	35	35 10 2	67
" Unpaid Interest,			413 5 2	20		" Amount due by Great Northern Railway Co. Ireland. 1,442 9	1,442	6	-
						" Amount due by Post Office,	15	15 0 0	0
						" Outstanding Accounts,	51	51 13 8	00
			45,391 8 5	00	1.0		45,391 8	00	2

No. XIV.—MILEAGE STATEMENT

Miles Worked	35%
Miles Constructing or to be Constructed	1
Miles	35%
Miles	351
	1.
	ompany, .
	Lines owned by Compan.

No. XV.—STATEMENT OF TRAIN MILEAGE

Sept. 30, Passenger Trains, Mixed, 44,202 mil	Sept. 30, Passenger Trains, Goods and Mineral Trains, Wixed 43,566, miles.

miles.

CERTIFICATE RESPECTING 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.

W. H. MILLS, Engineer.

Dublin, October 10th, 1884.

CERTIFICATE RESPECTING ROLLING STOCK.

Nil.-Belongs to Working Company.

AUDITORS' CERTIFICATE.

We, the Auditors of the Enniskillen, Bundoran, and Sligo Railway Company, do hereby certify that we have examined the Half-yearly Accounts of the Company for the Half-year ended 30th September, 1884, and we find that the said Half-yearly Accounts, in our judgment, contain a full and true statement of the financial condition of the Company.

THOMAS MACBLAIN, JOHN B. WILSON, Auditors.

Dublin, December, 1st 1884.

FORTY-SEVENTH 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, No. 2, Aston-place, Aston's-quay, Dublin, on Friday, the 31st of October, 1884, at the hour of One o'clock in the afternoon precisely, for the purpose of receiving the Report of the Directors, and Statement of Accounts for the past Half-year, for electing Directors and Auditor in place of those retiring by rotation, and for transacting the ordinary business of the Company.

By Order,

JAMES H. CONNELL,

Secretary.

DUBLIN, 9th October, 1884.

OFFICES-2 ASTON-PLACE, ASTON-QUAY.

finn Valley Railway Company.

FRANCIS B. ORMSBY,

Secretary

REPORT OF THE DIRECTORS,

AND

STATEMENT OF ACCOUNTS

TILL 31st DECEMBER, 1884,

FOR THE

HALF-YEARLY MEETING OF PROPRIETORS

TO BE HELD ON SATURDAY, 28th FEBRUARY, 1885.

Zondonderry: Printed by David Irvine, Old Post Office, Castle Street.

1885.

BOARD OF DIRECTORS.

CHAIRMAN:

THE RIGHT HON. VISCOUNT LIFFORD,
Meen Glas, Stranorlar, County Donegal, and Cecil House, Wimbledon, London, S.W.

VICE-CHAIRMAN:

BARTHW. M'CORKELL, Esq., J.P., Richmond, Londonderry.

JAS. THOMPSON MACKY, Esq., J.P., Belmont, Londonderry. JAMES COCHRANE, Esq., 2, Great Charles Street, Mountjoy Square, Dublin.

Sir S. H. HAYES, Bart., Drumboe, Stranorlar, Co. Donegal, JOHN B. POPPLEWELL, Esq., Chellow Dean House, near Bradford, Yorkshire.

JOHN COOKE, Esq., Strand, Londonderry.

Captain HENRY J. M'CORKELL, Glengallaugh, Londonderry.

FINN VALLEY RAILWAY COMPANY.

Notice is Hereby Given, that the next Half-Yearly Ordinary General Meeting of the Finn Valley Railway Company will be held in the Station, Stranorlar, on Saturday, 28th February, 1885, at Twelve o'clock, Noon, for the transaction of the Ordinary Business of the Company.

The Transfer Books of the Company will be closed from 17th instant until 28th instant (both days inclusive).

(By order),

JAS. ALEX. LEDLIE, Secretary.

Company's Office, Stranorlar, 5th February, 1885.

FINN VALLEY RAILWAY COMPANY.

Report

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE TERMINUS, STRANORLAR,

On SATURDAY, the 28th of FEBRUARY, 1885, at 12 Noon.

TRAFFIC RECEIPTS.

Your Income for the Second Half of the past year has, as contrasted with the Earnings of corresponding periods of other years, been diminished seriously owing to the continuance of the gloomy Depression of Trade, now extending over eighteen months, throughout the District served by your Railway. That diminution of Revenue is to be considered in connection with the check to the normal growth of Traffic, shewn in the tabular statement on next page to have been 129 per cent. from 1864 till 1882. However, your Receipts for the Half-Year ended 31st December last were £32 more than those of the December half of 1883.

BS:— Dec. 1878. No. Amount. No. Amount.
mt. No. Dec., 1881. Dec., 1881. Dec., 1882. 9 995 £111 19 1,005 £116 14 9 1,145 £141 16 8 2,870 236 6 5 2,832 230 3 4 3,471 275 11 9 9 1,056 7 4 21,654 1,055 17 6 27,959 1,313 11 9 1,410 8 11 25,491 1,407 6 7 34,578 1,736 4 8 7 249 16 11 25,491 1,407 6 7 349 10 0
mt. No. Dec., 1881. Dec., 1881. Dec., 1882. 9 995 £111 19 1,005 £116 14 9 1,145 £141 16 8 2,870 236 6 5 2,832 230 3 4 3,471 275 11 9 9 1,056 7 4 21,654 1,055 17 6 27,959 1,313 11 9 1,410 8 11 25,491 1,407 6 7 34,578 1,736 4 8 7 249 16 11 25,491 1,407 6 7 349 10 0
mt. No. Dec., 1881. Dec., 1881. Dec., 1882. 9 995 £111 19 1,005 £116 14 9 1,145 £141 16 8 2,870 236 6 5 2,832 230 3 4 3,471 275 11 9 9 1,056 7 4 21,654 1,055 17 6 27,959 1,313 11 9 1,410 8 11 25,491 1,407 6 7 34,578 1,736 4 8 7 249 16 11 25,491 1,407 6 7 349 10 0
mt. No. Dec., 1881. Dec., 1881. Dec., 1882. 9 995 £111 19 1,005 £116 14 9 1,145 £141 16 8 2,870 236 6 5 2,832 230 3 4 3,471 275 11 9 9 1,056 7 4 21,654 1,055 17 6 27,959 1,313 11 9 1,410 8 11 25,491 1,407 6 7 34,578 1,736 4 8 7 249 16 11 25,491 1,407 6 7 349 10 0
mt. No. Dec., 1881. Dec., 1881. Dec., 1882. 9 995 £111 19 1,005 £116 14 9 1,145 £141 16 8 2,870 236 6 5 2,832 230 3 4 3,471 275 11 9 9 1,056 7 4 21,654 1,055 17 6 27,959 1,313 11 9 1,410 8 11 25,491 1,407 6 7 34,578 1,736 4 8 7 249 16 11 25,491 1,407 6 7 349 10 0
mt. No. Amount. No. Amount. No. Amount. No. 9 995 £111 19 1,005 £116 14 9 1,14 16 8 2,870 236 6 5 2,832 230 3 4 3,47 11 9 9 1,056 7 4 21,654 1,055 17 6 27,93 11 9 1 1 2 1,654 1,055 17 6 27,93 11 9 1 1 2 1,654 1,407 6 7 32,57 18 2 26,159 1,410 8 11 25,491 1,407 6 7 32,57 13 9 10 0
mt. No. Amount. No. Amount. No. Amount. No. 9 995 £111 19 1,005 £116 14 9 1,14 16 8 2,870 236 6 5 2,832 230 3 4 3,47 11 9 9 1,056 7 4 21,654 1,055 17 6 27,93 11 9 1 1 2 1,654 1,055 17 6 27,93 11 9 1 1 2 1,654 1,407 6 7 32,57 18 2 26,159 1,410 8 11 25,491 1,407 6 7 32,57 13 9 10 0
mt. No. Amount. No. Dec., 1881. 7 9 9 9 2,870 236 6 5 2,832 230 3 0 0 22,294 1,056 7 4 21,654 1,055 17 11 9 5 16 1 4 11 18 2 26,159 1,410 8 11 25,491 1,407 6 8 7 249 16 11 25,491 1,407 6 8 7 249 16 11 25,491 1,009 19 10 0 0 10 0 0 10 0 0 5 2 2 3 3,396 0 7 Cent 962 per Cent 1094per C
mt. No. Amount. No. Dec., 1881. 7 9 9 9 2,870 236 6 5 2,832 230 3 0 0 22,294 1,056 7 4 21,654 1,055 17 11 9 5 16 1 4 11 18 2 26,159 1,410 8 11 25,491 1,407 6 8 7 249 16 11 25,491 1,407 6 8 7 249 16 11 25,491 1,009 19 10 0 0 10 0 0 10 0 0 5 2 2 3 3,396 0 7 Cent 962 per Cent 1094per C
mt. No. Amount. No. 9 9 4 8 1,005 1,005 16 8 2,870 236 6 5 2,832 0 0 22,294 1,056 7 4 21,654 11 9 9 1,410 8 1 25,491 18 2 26,159 1,410 8 1 25,491 13 9 10 9 0 0 0 10 0 0 0 0 0 0 10 0 0 0 0 0 0 0 10 0
mt. No. Amount. No. 9 9 4 8 1,005 1,005 16 8 2,870 236 6 5 2,832 0 0 22,294 1,056 7 4 21,654 11 9 9 1,410 8 1 25,491 18 2 26,159 1,410 8 1 25,491 13 9 10 9 0 0 0 10 0 0 0 0 0 0 10 0 0 0 0 0 0 0 10 0
mt. No. Dec., 1880. Dec., 1880. 9 9 4 8 5 11,005 1,005
16 8 2,870 236 6 5 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 9 1 1 1 1 9 1 1 1 1 9 1 1 1 1 9 1 1 1 1 9 1 1 1 1 9 1 1 1 1 9 1
nt. Dec., 1879. Dec., 1879. Dec., 1880. 3 7 1,011 £126 9 995 £111 19 8 1 2,800 225 16 8 2,870 236 6 10 11 22,543 1,063 0 22,294 1,056 7 15 1 5 11 9 5 16 17 8 26,354 1,420 18 2 26,159 1,410 8 1 17 4 193 4 8 1,433 14 1 149 10 0
No. Dec., 1879. Dec., 1880. Amount. No. Amount. No. Amount. No. Amount. St. 1,011 £126 9 9 995 £111 1; 22,543 1,063 0 0 22,294 1,056 15 1 5 11 9 5 11 9 5 1 1,417 8 7 1,433 1,7 8 7 1,433 1,7 8 7 1,433 1,060 10 0 10
No. No. Amount. No.
10 11 22,543 1,063 0 0 22,294 1
10 11 22,543 1,063 0 0 22,22
10 11 22,543 1,063 0 0 0 15 17 8 26,354 1,420 18 2 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
nnt. No. Amount 3 7 1,011 £126 9 8 1 2,800 225 16 10 11 22,543 1,063 0 15 11 17 8 26,354 1,420 18 17 8 1,417 6 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
No. Ame. 1876 Ame. 1876 Ame. 1876 Ame. Ame. 1876 1
10 11 22,543 17 8 26,354 17 8 26,354 17 8 17 8 17 8 17 8 17 8 17 8 17 8 17
nnt. 3 7 8 1 10 11 11 8 1 17 8 1 18 1 1 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
117 117 115 115 115 115 115 115 115 115
Dec. 1878. Amount Amount 12
Dec No. 1,032 2,942 27,367 11,341
RS
O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
LF YEARS Dec., 1877. Amount. Amount. 11 224 3 8 11 224 3 8 11,266 2 1 2 12 1,269 3 6 31 6 1,438 1 6 6 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
L.F. 111 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

125

WORKING EXPENSES.

They were £6 less last Half-year than in the corresponding Half of 1883. Details of the outlay during each of these periods are set out in the Account No. 9.

DIRECTORS AND AUDITORS.

The Directors retiring by rotation—James Thompson Macky, Esq., Sir Samuel H. Hayes, Bart., and John B. Popplewell, Esq.—offer themselves for re-election. Edward A. Hamilton, Esq., the Auditor now retiring by rotation, is also eligible for re-appointment.

THE HALF-YEAR'S ACCOUNTS,

Certified by your Auditors, are appended hereto for your consideration.

(By Order),

JAS. ALEX. LEDLIE, SECRETARY.

Board Room, Stranorlar, 10th February, 1885.

COMPARISON OF TRAFFIC RECEIPTS DURING THE FOLLOWING HALF YEARS :--

| Dec. | ., 1803 | 1 | Jec., 1864. | I | Dec., 1865. | | Dec., 1800 | _ | Dec., 1 | 1001. | Dec | ., 1000.

 | | ec., 1809. |

 | Dec., 1870. | D | ec, 18/1. | Dec. | , 1872. | Dec | c., 1873. | De
 | ec., 1874. | Dec. | 1875. | Dec., 1870 | 3.
 | Dec., 1877. | | Dec. 1878. | Dec. 187 | 70
 | Dec., 1880. | - | D 4004 1 | |
 | 1 20 | | |
|--------------|-----------------------------------|---|-------------|----------|---|---------|------------|---|--|---|--------
--
--
--
--
--|----------|------------
--
--
--
--
--|--
---|--|--|--|---|--
--	--	--	--
--	--	---	---
---	---	---	--
--	--		
To.	Amount.	No.	Amount.

 | No. | Amount. | No.

 | Amount. | No. | Amount. | No | Amount | No. | Amount. | No.
 | Amount. | No. | mount. | No. Amo | unt N
 | No. Amoun | t. No | Amount. | No. Amo | ount.
 | No. Amoun | t. No. | Dec., 1881. | Dec | c., 1882
 | No. 180 | 88. | Dec., 1884. |
| mm s | 007 2 0 | | (110 0 | , | - | | 22 0100 | 1 | 010 61 | 12 10 9 | 1 165 | C107 0 1

 | 0 1 101 | 6117 10 | - 110

 | 0 (195 18 | 7 1 995 | (120 = 0 | 1 925 | 6100 10 1 | 016 | 6106.10 |
 | | 1044 | | |
 | | | | |
 | | | | | Amount.
 | Am | ount. | o. Amoun |
| 771 | 281 0 8 | 1,040 | 2119 3 | 1 1,047 | £115 16 | 7 90 | 57 £108 | 17 2 1 | ,010 21. | 10 10 2 | 1,100 | 1121 2 1

 | 0 1,101 | 2117 16 | 5 1,10

 | 13 4120 10 | 1,555 | £139 0 U | 1,200 2 | 139 13 1 | 910 | 1106 13 | 0 989
 | £113 3 2 | 1,044 £1 | 22 11 9 | 1,106 £127 | 14 6 1
 | ,082 £130 1 | 6 4 1,0 | 032 £119 3 7 | 7 1,011 £126 | 5 9 9
 | 995 £111 19 | 1 1,00 | 05 £116 14 | 9 1,148 | £141 7
 | 4 1,225 £143 | 3 11 | 909 £111 |
| ,030 | 110 0 9 | 2,447 | 194 9 | 0 2,441 | 187 11 | 9 2,02 | 185 | 10 0 2 | 1001 | 10 0 10 | 4,114 | 179 12

 | 2,290 | 1/4 12 | 0 2,05

 | 200 2 1 | 4,100 | 210 0 2 | 2,202 | 201 1 4 | 4,100 | 192 12 | 2 2,430
 | 220 14 1 | 2,070 2 | 28 2 8 | 2,689 217 | 2 10 2
 | ,811 224 | 8 8 2.9 | 942 237 8 1 | 2.800 995 | 16 8
 | 2,870 236 6 | 5 5 000 | 00 000 0 | 4 |
 | 0.800 | | |
| ,498 | 479 9 7 | 16,853 | 724 4 | 0 17,684 | 783 16 | 0 18,34 | 821 | 6 2 20 | ,368 8 | 379 3 1 | 19,698 | 856 5

 | 3 19,707 | 889 12 | 2 20,82

 | 930 14 | 9 22,494 | 997 16 7 | 21,938 | 990 4 11 | 22,061 1 | 1,021 13 | 3 22,543
 | 1.063 12 2 | 24,044 1,1 | 24 6 8 | 25,622 1,198 | 11 2 27
 | 394 1.266 | 2 1 27.3 | 367 1 279 10 11 | 92.543 1.062 | 2 0 0 2
 | 22,294 1.056 7 | 7 4 21 01 | 24 1 055 18 | 0,211 | 210 2
 | 20,120 294 | 9 9 3 | 612 289 1 |
| | 5 14 5 | | 11 6 | 3 | 10 5 | | 11 | 7 6 | | 12 19 3 | | 12 10

 | 1 | 13 9 | 111

 | 16 8 | 2 | 14 2 4 | | 17 16 10 | | 5 10 10 |
 | F 15 0 | | 6 12 4 | | 10
 | , | | 1,2,0 10 11 | 1,000 | 0 0
 | 2,000 | | | |
 | | | |
| | 0 11 0 | | 11 0 | | 10 5 | 2 | / | , 0 | | | | 12 10

 | | 10 2 |

 | | | | | 11 10 10 | | 0 10 10 | 0
 | 7 15 6 | | 0 1.0 4 | 0 | 10 4
 | 8 | . 5 | 8 15 | 5 | 5 11 9
 | 5 16 | 1 | 4 11 | 0 | 6 5 4
 | 1 5 | 15 2 | 5 19 |
| 004 | | 20.040 | | 1 | | 222 | 1 1 107 | 0.10.20 | FF0 13 | 101 10 | 20 275 | 1 155 10 1

 | 1 00 000 | 1 105 4 | 0 04 45

 | 1 070 4 | F 20 F00 | 1 000 10 1 | 0 0 00 1 | 074 30 | | |
 | | | | |
 | | | | |
 | | | | 1 |
 | | | |
| ,904 | 688 15 11 | 20,340 | 1,049 2 | 9 21,172 | 1,097 9 | 6 21,8 | 1,12/ | 0 10 23 | ,753 1,1 | 181 19 4 | 23,275 | 1,170 10 1

 | 23,098 | 1,195 4 | 0 24,47

 | 1,276 4 | 5 26,563 | 1,366 12 1 | 25,637 | ,354 16 | 25,165 1 | 1,326 9 | 3 25.962
 | 1,405 4 11 | 27,758 1,4 | 81 14 5 | 29,417 1,549 | 18 10 31,
 | ,287 1,629 3 | 6 31,3 | 41 1,644 17 8 | 26,354 1,420 | 18 2 2
 | 26,159 1,410 8 | 8 11 25,4 | 91 1,407 6 | 7 32,578 | ,736 9 6
 | 28,909 1,574 | 13 10 29 | 953 1579 |
| } | 395 0 9 | | 538 1 | 5 | 672 5 | 3 | 817 | 18 8 | 8. | 819 9 11 | 1 | 916 16

 | 3 | |

 | 867 16 | 9 | | | ,210 12 | 3 1 | 1,119 2 |
 | | | 75 8 11 | | 8 9
 | 1,438 | 6 | | |
 | 1,433 14 | 4 6 | | |
 | 1 470 | 1 6 | |
| ges, | | | | | | | | | 1 | | 1 | 10 2

 | | 112 10 | 1

 | 123 10 | 1 | 100 0 2 | | 190 1 | | 171 9 | 2
 | 117 2 0 | 2 | 21 9 2 | 209 | 12 8
 | 272 9 | 2 | 235 17 4 | 193 | 3 4 8
 | 249 10 | 6 11 | 214 13 | 2 | 349 8
 | 2 214 | 9 0 | 1,419 4
233 17 |
| | | | 43 15 | 1 | 57 7 | 3 | 48 | 18 9 | 1 | 57 4 4 | |

 | 5 | 60 10 | 10

 | 84 15 | 8 | 84 15 6 | 6 | 85 5 10 | 0 | |
 | | | | |
 | | | 133 1 6 | 101 | 13 9
 | 106 | 9 10 | 100 10 | 77 | | | | | | | | |
 | 0.0 | | V |
| | | | | - | | | | | | | _ |

 | | |

 | | _ | | | | | 10 0 | 0
 | 10 0 0 | | 10 0 0 | 10 | 0 0
 | 10 0 | 0 | 10 0 0 | | | | | | | | | |
 | 10 (| 0 0 | | |
 | | | 125 g
21 10 |
| | | | | _ | CAN SERVICE AND ADDRESS OF THE PARTY NAMED IN | | | | | | - |

 | - | - | mana

 | | | | 100 | | | |
 | 2.781 12 2 | 2,9 | 98 1 6 | 3,177 | 15 8
 | 3,480 | 8 | 3,390 4 2 | 3,143 | 5 2
 | 3,210 10 | 0 2 | 3.396 0 | 7 |
 | 2016 | | |
| with Ha | alf Year en | ided) | | | 12 per C | ent | 221 per | Cent | 261 | ner Cent | 3 | 61 per Cer

 | t | 374 per Ce | nt

 | . 441 per Cen | t | 591 per Cent | t 74 | 41 per Cent | 6 | 63 ner Cen | t .
 | 701 per Cont | 04 | non Clant | 043 | Cont
 | 1101 | | 1070 0 | 3,10 |
 | | | 5,000 | A | 5,749 4
 | 0,040 | 4 2 | 3,377 19 |
| | | 1 | | | Por C | | Tall per | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 204 | por come | | - POI OOI

 | | 5,4 Por 00 |

 | Para por con | 1 | oog per cent | | 12 per cerri | 0 | of ber cen |
 | ruz per Cent | 84 | per Cent | 944 pe | Cent
 | 113½per (| ent | . 107#per Cent | 92¾ pe | er Cent
 | 963 per (| Cent | 108‡per Cer | at J | 293per Cen
 | t 105‡p | er Cent | 107 per (|
| 7',6;,4;,,9(| 771
535
498

904
{ | #87 5 8 #335 116 6 3 #98 479 9 7 5 14 5 #004 688 15 11 \{ 395 0 9 \] es, 28 4 0 1,112 0 8 | 771 | 771 | 771 | 771 | 771 | 771 | 771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20 5 14 5 10 5 2 11 7 6 11 7 6 11 7 6 11 7 6 11 7 6 11 7 6 | 771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £1 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 1 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 8 5 14 5 11 6 3 10 5 2 11 7 6 11 7 6 17 6 11 7 6 11 7 6 11 7 6 11 7 6 10 2 21,841 1,127 0 10 23,753 1,3 1,3 1,3 1,3 | 771 | 771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 5 14 5 10 5 2 11 7 6 12 19 3 19,698 10 5 2 1,097 9 6 21,841 1,127 0 10 23,753 1,181 19 4 23,275 19 3 19 11 1 10 10 10 10 <td>771</td> <td>771</td> <td>771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 2 19,707 889 12 5 14 5 16 5 2 20,368 879 3 1 19,698 856 5 2 19,707 889 12 10 5 2 <t< td=""><td>771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,103</td><td>771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,109 £125 18 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 6 2,542 203 2 1 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 3 19,707 889 12 2 20,827 930 14 5 14 5 11 6 3 10 5 2 11 7 6 11 7 6 11 7 6 12 19 3 12 10 1 13 2 11 16 8 16 8 17 12 10 1 13 2 11 16 8 17 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1</td><td>771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,109 £125 18 7 1,335 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 6 2,542 203 2 11 2,734 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 2 19,707 889 12 2 20,827 930 14 9 22,494 5 14 5 11 6 3 10 5 2 11 7 6 11 7 6 11 7 6 12 19 3 12 19 3 12 10 1 13 2 11 16 8 2 16 8 2 16 8 15 11 20,340 1,049 2 9 21,172 1,097 9 6 21,841 1,127 0 10 23,753 1,181 19 4 23,275 1,175 10 11 23,098 1,195 4 0 24,478 1,276 4 5 26,563</td><td>771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,109 £125 18 7 1,335 £139 5 (335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 6 2,542 203 2 11 2,734 215 8 5 (498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 2 19,707 889 12 2 20,827 930 14 9 22,494 997 16 7 11 7 6</td><td>No. Amount. No. Am</td><td>Amount No. Amount No.</td><td>No. Amount. No. Am</td><td>Amount. No. Amount. No. Amount</td><td>No. Amount. No. Am</td><td>No. Amount. No. Am</td><td>No. Amount. No. Am</td><td>No. Amount. No. Am</td><td>A Mount No. Amount No.</td><td>No. Amount. No. Am</td><td>Amount No. Amount No.</td><td>A Amount No. Amount No</td><td>A Amount No. Amount No</td><td>Amount No. Amount No.</td><td>Amount No. Amount No.</td><td>Amount No. Amount No.</td><td>Amount No. Amount No.</td><td>Amount No. Amount No.</td><td>Amount No. Amount No. No. Amount No. Amount No. Amount No. Amount No. Amount No. Amount No. No. Amount No. No. Amount No. No. Amount No. No. Amount No. No. Amount No. No. Amount No. Amount No. Amount No. Amount No. Amount No. Amoun</td><td>Amount No Amount No No</td><td>Amount No. Amount No. No. Amount No. No. Amount No. Amo</td><td>Amount No Amount No Amount</td></t<></td> | 771 | 771 | 771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 2 19,707 889 12 5 14 5 16 5 2 20,368 879 3 1 19,698 856 5 2 19,707 889 12 10 5 2 <t< td=""><td>771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,103</td><td>771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,109 £125 18 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 6 2,542 203 2 1 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 3 19,707 889 12 2 20,827 930 14 5 14 5 11 6 3 10 5 2 11 7 6 11 7 6 11 7 6 12 19 3 12 10 1 13 2 11 16 8 16 8 17 12 10 1 13 2 11 16 8 17 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1</td><td>771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,109 £125 18 7 1,335 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 6 2,542 203 2 11 2,734 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 2 19,707 889 12 2 20,827 930 14 9 22,494 5 14 5 11 6 3 10 5 2 11 7 6 11 7 6 11 7 6 12 19 3 12 19 3 12 10 1 13 2 11 16 8 2 16 8 2 16 8 15 11 20,340 1,049 2 9 21,172 1,097 9 6 21,841 1,127 0 10 23,753 1,181 19 4 23,275 1,175 10 11 23,098 1,195 4 0 24,478 1,276 4 5 26,563</td><td>771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,109 £125 18 7 1,335 £139 5 (335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 6 2,542 203 2 11 2,734 215 8 5 (498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 2 19,707 889 12 2 20,827 930 14 9 22,494 997 16 7 11 7 6</td><td>No. Amount. No. Am</td><td>Amount No. Amount No.</td><td>No. Amount. No. Am</td><td>Amount. No. Amount. No. Amount</td><td>No. Amount. No. Am</td><td>No. Amount. No. Am</td><td>No. Amount. No. Am</td><td>No. Amount. No. Am</td><td>A Mount No. Amount No.</td><td>No. Amount. No. Am</td><td>Amount No. Amount No.</td><td>A Amount No. Amount No</td><td>A Amount No. Amount No</td><td>Amount No. Amount No.</td><td>Amount No. Amount No.</td><td>Amount No. Amount No.</td><td>Amount No. Amount No.</td><td>Amount No. Amount No.</td><td>Amount No. Amount No. No. Amount No. Amount No. Amount No. Amount No. Amount No. Amount No. No. Amount No. No. Amount No. No. Amount No. No. Amount No. No. Amount No. No. Amount No. Amount No. Amount No. Amount No. Amount No. Amoun</td><td>Amount No Amount No No</td><td>Amount No. Amount No. No. Amount No. No. Amount No. Amo</td><td>Amount No Amount No Amount</td></t<> | 771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,103 | 771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,109 £125 18 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 6 2,542 203 2 1 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 3 19,707 889 12 2 20,827 930 14 5 14 5 11 6 3 10 5 2 11 7 6 11 7 6 11 7 6 12 19 3 12 10 1 13 2 11 16 8 16 8 17 12 10 1 13 2 11 16 8 17 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 11 6 8 11 12 10 1 | 771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,109 £125 18 7 1,335 335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 6 2,542 203 2 11 2,734 498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 2 19,707 889 12 2 20,827 930 14 9 22,494 5 14 5 11 6 3 10 5 2 11 7 6 11 7 6 11 7 6 12 19 3 12 19 3 12 10 1 13 2 11 16 8 2 16 8 2 16 8 15 11 20,340 1,049 2 9 21,172 1,097 9 6 21,841 1,127 0 10 23,753 1,181 19 4 23,275 1,175 10 11 23,098 1,195 4 0 24,478 1,276 4 5 26,563 | 771 £87 5 8 1,040 £119 3 1 1,047 £115 16 7 967 £108 17 2 1,018 £113 10 2 1,165 £127 2 10 1,101 £117 16 5 1,109 £125 18 7 1,335 £139 5 (335 116 6 3 2,447 194 9 5 2,441 187 11 9 2,527 185 10 0 2,367 176 6 10 2,412 179 12 9 2,290 174 12 6 2,542 203 2 11 2,734 215 8 5 (498 479 9 7 16,853 724 4 0 17,684 783 16 0 18,347 821 6 2 20,368 879 3 1 19,698 856 5 2 19,707 889 12 2 20,827 930 14 9 22,494 997 16 7 11 7 6 | No. Amount. No. Am | Amount No. | No. Amount. No. Am | Amount. No. Amount | No. Amount. No. Am | No. Amount. No. Am | No. Amount. No. Am | No. Amount. No. Am | A Mount No. Amount No. | No. Amount. No. Am | Amount No. | A Amount No. Amount No | A Amount No. Amount No | Amount No. | Amount No. | Amount No. | Amount No. | Amount No. | Amount No. No. Amount No. Amount No. Amount No. Amount No. Amount No. Amount No. No. Amount No. No. Amount No. No. Amount No. No. Amount No. No. Amount No. No. Amount No. Amount No. Amount No. Amount No. Amount No. Amoun | Amount No | Amount No. No. Amount No. No. Amount No. Amo | Amount No Amount |

^{*} From 7th September, 1863 (the day on which the Railway was opened for Traffic) until 31st December, 1863.

STATEMENT OF CAPITAL AUTHORIZED, AND CREATED BY THE COMPANY. No. 1-

					A STATE OF THE PERSON NAMED IN				
ACTS OF PARLIAMENT. AND CERTIFICATE OF	CAPI	CAPITAL AUTHORIZED.	RIZED.	CAPITAL C	CAPITAL CREATED OR SANCTIONED	SANCTIONED.		BALANCE.	
THE BOARD OF TRADE.	Shares.	Loans.	Total.	Shares.	Loans.	Total.	Shares.	Shares. Loans. Total.	Total.
The Finn Valley Railway Act, 1860.	£60,000	\$20,000	£80,000	£60,000	£20,000	£80,000	:		
"ditional Capital) Certificate 1865, West Donegal Railway Act, 1879,	20,000	15,000	20,000	20,000	15,000	20,000		: !	
Total,	£80,000	£35,000	£115,000	\$80,000	£35,000	£115,000	:		

0
PROPORTION RECEIVED
5
17
H
H
2
Z
9
K
0
OF
8
Ы
SHEWING THE
B
H
0
SHEWING
H
15
至
H
ATED.
TED
E
4
REA
H
0
H
N.
D
A
0
63
~
A
E
EMENT OF SHARE CAPIT!
En
0
L
2
T
E.
L
-
E
30
67
0.
No.
F

6

DESCRIPTION.	Amount	Created.	Amount Received.	Amount Created. Amount Received. Calls in Arrear. Amount Uncalled. Amount Unissued.	Amount Uncalled.	Amount Unissued.
Ordinary Shares, Redeemable Six per Cent. Preference Shares,	£ 60,000 20,000	s. d.	£ s. d. 43,649 12 8* 18,740 0 0	£ s. d.	& s. d.	£ s. d. 15,020 0 0
	80,000	0 0	80,000 0 0 62,389 12 8			15,020 0 0

—the Balance of £1.330 7s 4d being loss at Preference Shares were authorized by the *4,498 Ordinary Shares, of the nominal value of £44,980, are now held by Members of the Company foot of Forfeited Shares Account. 1,233 of these Forfeited Shares were re-issued under par before Company's (Additional Capital) Certificate, 1865.

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

	Raised by Loans.	Raised by Issue Torac Kaised of Debenture by Loans and Stock by Debenture	Total Kaised by Loans and by Debenture Stock
	At 32 per cent.* At 5 per cent	At 5 per cent	TOO O
Existing at 30th June, 1884, Existing at 31st December, 1884,	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	£29,294 0 0 29,294 0 0	£34,937 17 1 34,937 17 1
Increase,			:
Decrease,			0 0 0 0 0
Total amount authorized to be raised by Loans, in respect of Capital created as per Statement No 1	of Capital create	d as per State-	£35,000 0 0
Total amount raised by Loans, as above	:	:	34,937 17 1
Balance, being available Borrowing Powers, on 31st December, 1884,	December, 1884,	:	62 2 11

^{*} It has been arranged with the Lords of Her Majesty's Treasury, that £20,000, borrowed under the Finn Valley Railway Act, 1860, is to be repaid by Equalized Annual Instalments, based on a commutation of the amount of Principal and Interest to be paid annually, under the original terms of the Loan, into a Rent-charge or Annuity, at the rate of £6 10s for every £100, which will redeem the principal—with interest at the rate of £3 10s per cent.—in twenty-two years. In other words—the Debt is to be extinguished by the payment of £1,300 a-year until 1887.

Cr.	Total.	£ s. d. 62,389 12 8	33,179 1 1 3,768 4 8	99,336 18	99,863 0 1
	Amount Received during Half-Year.	£ s. d.			
	Amount Received to 30th June, 1884.	£ s. d.	munt om- 3,768 4 9	99,336 18 6	
No 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.		By Receipts:—Shares, per Account No. 2,	Loans and Debenture Stock, Profits on Revenue Acco Capitalized by Resolution of General Meeting of the C pany on 1st April, 1869,	Balance,	
EXPENDITU	Total.	£ s. d. 86,303 0 11	13,560 0 0		99,863 0 11
IPTS AND	Amount Expended during Half-Year.	8. d.			3 6 7
o 4-RECE	Amount Expended to 30th June,	£ s. d. 86,299 14 4	est 13,560 0 0		99,859 14 4
Dr. N		To Expenditure : £ s. On Line opened for Tiaffic No. 5,, 86,299 14	Subscription to Share Capital of West Donegal Railway,		

wii.
4.
-
4
4
田
-
2
田
-
4
ST
00
PER.
200
[-3
0
1
- 5
X
8
-
1
-
H
9
7
PENDITUI
H
2
EX
5-7
print
7
-
-4
L
9
元
0
_
1
0
AILS
H
-
D
ET
F-3
H
A
1
1
00
-10
0
7
M

Equipments for working West Donegal Railway.

3 6 \$ \$

1/1	
-	
0	
0	
-	
00	
75	
-	
4	
H	
1	
1	
8	
0	
0	
M	
1	
_	
OF	
0	
Z	
~	
-	
-	
60	
8	
0	
1	
1	
ni	
8	
0	
1-2	
6	

9

Merchandise.	Open Brake Vans. Wagons.	4 None.	3	200		llov Lino
MERC	Covered Goods and Cattle Wagons.	53	40	63		I D V Common continued mith Guest Nachton Doillean Common (Incloud) for annualy of Lanamative Dower for Finn Vollar Line
	Carriage Trucks.	1	C)	ං ෆ		Domotino Do
	Horse Boxes.	-	1	ଷଷ		T to The
COACHING.	3rd Class, with Brake Vans.	61	ಣ	ಶಾರಾ		1 11 C
	3rd Class.	1	10	99		. T.
	1st, 2nd, and 3rd Class Composites.	61	ಣ	50		D 21 O
	Tank Engines.	None.	ಣ	m m		NT 41
Locomotive.	Tenders.	None.	None.	None.		7 17:
1+	Engines.	None.	None.	None.		
		F. V. Co.'s Stock (5 feet 3 inch. gauge),	W. D. Co.'s Stock (3 feet gauge) ++	Stock on 30th June, 1884,	Increase, Decrease,	1 TT 17

+ Maintained by F. V. Company.

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

None Determined.

No. 8.—CAPITAL POWERS AND OTHER ASSETS A TO MEET FURTHER EXPENDITURE, AS PER	AVAILA No. 7.	BLE
1,502 £10 Ordinary Shares, forfeited and unsold (nominal value)	£ 15,020	s. d. 0 0
Less debit Balance at Capital Account,	526	2 5
	14,493	17 7

r	Half-year ended 31st Dec., 1884.	इ.		1,724 16 10		1,653 2 7	3,377 19 5	7 19 6		3,386 6 5
Cr		£ s. d. 111 5 8 289 17 6 1,171 8 7	1,578 4 1 125 2 9	21 10 0	1,419 4 8	233 17 11				
T	Receipts.	By Passengers— No. First Class, 909 Second, ", 25,432 Excess Fares,	", Parcels, Horses, Carriages, and Dogs,		" Merchandize and Minerals,	" Live Stock,	Total Traffic Receipts,	" Rents, Transfer Fees,		
No. 9-REVENUE ACCOUNT	Half-year ended 31st Dec., 1883.	£ By P 143 295 1,131 6		65 ,, Mails,	1.470 ", M		3,346	5 ,, R		3,351
S. 9-REVE	Half-year ended 31st Dec., 1884.	17 d. 17 17 17 17 17 17 17 17 17 17 17 17 17	602	0 5 10	49 2 4	18 7 10	2,953 19 9	1,046 19 11	1,906 19 10 1,479 6 7	3,386 6 5
Dr	Expenditure.	ance of Way, Works, and Stations ct A), ive Power (Abstract B), and Wagon Repairs (Abstract C), Axpenses (Abstract D),	Gener	Personal Injury, £ Damage to Goods, 0 5 10	, Rates and Taxes,	,, Law Changes, Mileage and Demurrage,	Less received for working West Donegal	nailway for final rear cincultures. 1884, being 70 per cent. of the Traffic Receipts,	" Balance carried to Net Revenue Account,	
	Half-year ended 31st Dec., 1883.	934 895 157 703	205	: :	51	12	2,958	1,045	1,913	3,351

CP.	alst Dec., 1884.	1,479 6 7 591 7 4	2,070 13 11
		By Balance carried forward from last Half-year's Account, By Balance from Revenue Account No. 9 (page 11), By Balance at Debit of Revenue Account for Half-year ended 31st Dec., 1884,	
COUNT.	Half Year ended 31st Dec., 1883.	1,438	1,562
EVENUE AC	Half Year Half Year ended 31st Dec., 1884.	£ s. d. 96 15 4 715 1 2 0 11 6 197 10 0 551 5 9	2,070 13 11
No. 10.—NET REVENUE ACCOUNT.		To Interest on Mortgage Loan (proportion of Annuity of £1,300, as per Statement No. 3 charged to Revenue Account). To Interest on Debenture Stock,	
Dr		117 695 1197 1197 1552 T	1.562

Half-Year ended 31st Dec., 1883. ### Malf-Year ended 31st Dec., 1883. ### Fi	ALOCOMOTIVE POWER. LOCOMOTIVE POWER.	nd Renewal ks, and for	Half-Yea ended 31st Dec 1884.
ended 31st Dec., 1883. ### Miles 934 Wiles ### Miles 934 ### Miles ### Miles 934 ### Miles ### Miles 934 ### Miles ### Mil	LOCOMOTIVE POWER.	Half Years	ended 31st Dec 1884. £ s d 972 17 Half-Yes ended 31st Dec 1884.
B Half-Year ended 31st Dec., 1883. £ Fi 534	LOCOMOTIVE POWER.	Half Years	Half-Yea ended 31st Dec 1884.
Half-Year ended 31st Dec., 1883. £ Fi 534 361 895 C REPAIRS Half-Year ended	nn Valley Line—For each of the	Half Years	ended 31st Dec 1884.
£ Fi to the state of the state	he amount is that payable to Great	Half Years	
895 C REPAIRS Half-Year ended		of Contract,	538 14
C REPAIRS Half-Year ended	est Donegal Line,		323 19 1
Half-Year ended			S62 14
ended	AND RENEWALS OF CARRIAG	GES AND V	VAGONS.
31st Dec., 1883		0 3	Half Yea ended 31st Dec 1884.
£	Carriages—	£ s. d.	£ s. (
38 34	Wages, Materials,	36 10 0 23 13 0	
40	Vagons — Wages,	42 8 0	
45	Materials,	40 1 0	10 10

	No. 12.—ABSTRACTS.			
D	TRAFFIC EXPENSES.			
Half-Year ended 31st Dec., 1883.		31st	ded De	ес.,
£ 493	Salaries and Wages, &c.,	£ 493	s. 14	
71	Fuel, Lighting, Grease, and General Stores,	83	17	6
16	Clothing,	15	12	0
75	Books, Printing, Stationery, Tickets, & Advertising	71	8	0
48	Joint Station Expenses,	40	12	0
	Wagon Covers, &c.,	4	3	5
703	Total,	709	7	10

3	GENERAL CHARGES.				
Half-Year ended 31st Dec., 1883.			31st	ded	
£	Directors,		-	S.	C
5	Auditors,		5	0	(
150	Secretary and General Manager,	•••	150	0	
12	Books, Stationery, Printing, Advertising, Stelegrams, and other Office Expenses,	tamps,	14	12	
23	Railway Clearing House Expenses,		21	17	1
7	Fire Insurance,		9	10	
8	Travelling Expenses,		8	2	
205	Total,	. 4	209	2	

	No 14-	MILEAGE	STATEME	ENT.	
Half-Year ended 31st Dec.,	en tr	Miles Autho-	Miles Con-	Miles con- structing or to be constructed	Miles Worked by
1883.	Line owned by Company,	rized.	13‡	Consultation	131
14	Line worked by Company. Foreign Line worked over	18	14 1/2	4	14
273		313	273	4	273

No.	S.—STA	TEMENT OF TRA			
Half-Year ended	Blst Dec.,	1	Half-Ye	ar ended 3: 1884.	1st Dec.,
Finn Valley Railway by F. V	Total	All the Trains are for Passengers and Merchandize.	Finn Valley Railway	West Donegal Line worked by F. V. Co.	Total.
13,468 17,884	31,352		13,151	18,002	31,153

LIFFORD, Chairman of Company.

JAS. ALEX. LEDLIE, Secretary and Accountant 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.

ROBERT COLLINS, Engineer.

12th February, 1885.

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

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.

D. LAVERTY, Locomotive Superintendent.

2nd February, 1885.

AUDITORS' CERTIFICATE.

We certify that we have examined the foregoing Accounts; that they contain a full and true statement of the financial condition of the Company; and that the Revenue Account of the Half-year has been charged with all expenses which, in our judgment, ought to be paid thereout.

EDWARD A. HAMILTON, ARCHIBALD M'CORKELL, AUDITORS.

GREAT NORTHERN RAILWAY COMPANY

(IRELAND). FRANCIS B. ORMSBY,

Secretary.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS,

PUBLISHED PREPARATORY TO

THE HALF-YEARLY MEETING

TO BE HELD ON

WEDNESDAY, the 18th FEBRUARY, 1885,

AT TWELVE O'CLOCK, NOON,

AT THE COMPANY'S HEAD OFFICES,

AMIENS-STREET, DUBLIN.

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.

J. G. WINDER, Esq.

REPORT OF THE DIRECTORS

OF THE

GREAT NORTHERN RAILWAY COMPANY (IRELAND)

TO THE PROPRIETORS

FOR

THE HALF-YEAR ENDED DECEMBER 31st, 1884.

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

Description,	Half-year onded 31st Dec., 1884.	Half-year ended 31st Dec., 1883.	Increase.	Decrease.
Parcels, Horses, Carriages, &c.,	153,066 0 11 14,552 3 8 18,515 5 11 112,286 17 9 18,045 8 11 16,670 9 7 3,091 3 2	13,465 1 5 18,600 0 0 104,440 9 0 17,047 4 11	2,896 4 7 1,087 2 3 7,846 8 9 998 4 0 105 8 10	£ s. d. 84 14 1 374 0 1
	Net Increase, .		12,474 14 3	

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 £114,344 5s. 4d., out of which the following Preferential Dividends are to be provided, viz.:—

				-	-
			£22,456	6	3
Oı	n the 4 per cent. Preference Stock,		12,900	0	0
01	Stock, · · · ·		3,308		
Or	n the Portadown, Dungannon, and Omagh 3 per cent.	Preference			
0 11	Stock, • • • •		1,688	I	3
On	n the Portadown, Dungannon, and Omagh 43 per cent.	Preference			
On	n the late Ulster Company's Preference 43 per cent. Stock	.,	4,500	0	0
	Idends are to be provided,		£	S.	d.

There remains a Balance of £91,887 198. 1d. 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 $4\frac{3}{4}$ per cent. per annum, less Income Tax, the same to be payable on the 2nd day of March, next. This Dividend will amount to £74,451 19s. 6d., and will leave a balance of £17,435 19s. 7d. to be carried forward to the next account.

The Revenue receipts show an increase of £12,474 148. 3d., and the Expenditure an increase of £7,142 38. 4d.

The expenditure on Capital Account amounts to £48,267 78. od., the particulars of which are set out in Table No. 5. It will be seen that of this amount £25,259 78. 10d. has been expended on the Branches to Belturbet and Carrickmacross. The Works on the former Branch are now approaching completion.

During the half-year £5,000 of Ordinary Stock and £9,990 of Four per cent. Debenture Stock have been issued and the premium received thereon has been carried to credit of Capital Account.

In order to provide the Capital for the New Works, the Directors propose to offer to the Proprietors £30,000 Ordinary Stock on the terms mentioned in the Circular enclosed with this Report.

Since the last Half-yearly Meeting, no further steps have been taken towards the construction of the Dublin Junction Railway which was authorized in the last Session of Parliament. The Directors of this Company have not changed their views as to the utility of such a Junction and they understand that the Dublin, Wicklow and Wexford Railway Company expect to be able to carry it out, but before any liability can be incurred by this Company in the matter, the subject must be submitted to a Special Meeting of the Proprietors.

An arrangement has been made with the Postmaster-General for the acceleration of the Mails between Portadown and Derry, to commence

from the 1st April next, and the Company is to receive for this improved service a sum of £700 per annum, in addition to the remuneration received at present for Postal Services.

Negotiations have taken place with the Belfast Central Railway Company, for the purchase of their undertaking, and an arrangement (subject to your approval), has been made for that purpose, and a Bill to authorize the Company to carry out the said arrangement, will be submitted to you for your consideration at the Special Meeting to be held after the termination of the business of the Ordinary Meeting.

The Directors have to record with very great regret, the death, on the 23rd instant, of their esteemed colleague, Mr. Henry Thomas Vickers.

In consequence of the death of Alderman M'Carter and Mr. Vickers, the number of your Directors is now reduced to thirteen, and the Board after due consideration, recommend, that in pursuance of the powers contained in the Company's Act of 1877, the number of Directors shall be reduced from fifteen to thirteen, and a resolution to that effect will be submitted to the meeting.

The following Directors retire by rotation:—Messrs. George Pim, C. A. W. Stewart, J. G. Winder, and John Brady, who are all eligible for re-election.

Mr. Robert Warren, one of your Auditors, retires, and is also eligible for re-election.

By order,

J. P. CULVERWELL,

Secretary.

Belfast, January 31, 1885.

STATEMENT OF ACCOUNTS FOR HALF-YEAR ENDING 31ST DECEMBER, 1884.

N. T. STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY	APITAL A	UTHORIZ	ZED AND CH	REATED BY	тив СО	MPANY.			
NO. 1.—STATEMENT OF	CAPI	CAPITAL AUTHORIZED.	RIZED.	CAPITAL CREATED OR SANCTIONED.	SATED OR S	ANCTIONED.		BALANCE.	
ACTS OF PARLIAMENT.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.
	8.	42	Son one	AKO.000 0	153,000	600,000 0	थ ।	थ ।	લ્રા
Dublin and Drogheda Railway Act, 1840, cmp. 126,	150,000			150,000 0	150,666	0 999'019	13,000	16,667	29,667
Durchase of Narah Branch, Act, 1847, Purchase of Narah Branch, Act, 1847,	250,000 0		333,333 0 1,164,650 0	873,500 0	291,150	1,164,650 0	1.1	1.1	
Irish North-Western Bailway Act, 1864.		2001			200,000		-	1 1	
Ulster hallway Act, Nict. cap. 53,	150,000 0	50,000	245,000 0	195,000	50,000			1	1
				30,000	1 1	30,000 0	111	1 1	1 1
33 73 Viet, cap. 6,	25,000	000.6	0 000,6		000'6		1	Ī	1
", 24 & 25 vict., cel. 3, Co.'s additional Capital) Board of Trade Certificate, 1865.			200,000	200,000 0	1.1	200,000 0	100.001	00,600	009'661
The Ulster and Portadown, During and Omagh Junction	264.125	131,385	495,510	329.575 0	131,385	460,960 0		1	34,550
Railway Companies Amalgamation Act (10/2).		г,	5,839,093 0	4,243,075 0	1,332,201	5.575,276 0	147,550	116,267	263,817
Less-Reduction of capital as por terms of amalgamation (see	432,699 5	1	432,699 5	432,699 5	1	432,699 5		1	
Accounts, 30th June, 1877),	3,957,925 15	1,448,468	5,406,393 15	3,810,375 15	I,332,20I	5,142,576 15	147,550	116,267	263,817
nguished by Great	345,991 15	154,100	500,001 15	198,441 15	37,833	236,274 15	147,550	116,267	263,817
land) Act, 1877,		I,	4,906,302 0	3,611,934 0	1,294,368	4,906,302 0	1 1	11	
Great Northern Railway (Ireland) Act, 1877,	345,000	-			100,000		1	1	1 1
Great Northern Railway (Ireland) Act, 1899.	300,000 0	150,000	400,000 0	300,000 0	150,000	657,416 0	1		
LOBIdonide in a Language of the Control of the Cont	5,064,350 0	1,799,368	6,863,718 0	5,064,350 0	1,799.368	6,863,718 0	1	1	1
		-							

100	
PROPORTION RECEIVE	
F-3	
judes.	
0	
[7]	
piliti	
7	
-	
0	
-	
00	
before	
0	
0.	
hand	
0	
0.0	
-	
[mind]	
122	
port.	
H	
73	
_	
2	
-	
D	
L CREATED, SHOWING	
0	
_	
000	
CD	
F+3	
7	
<€	
60	
20	
paint.	
0	
H	
-4	
-4	
H	
-	
24	
4	
57	
0	
2.3	
1	
22	
-	
7	
hand	
SI	
SI	
D SHARE CAPITAL	
IS ON	
IS GNA	
IS GNA	
AND SI	
K AND SI	
CK AND SI	
OCK AND SI	
FOCK AND SI	
TOCK AND SI	
STOCK AND SI	
STOCK AND SI	
F STOCK AND SI	
OF STOCK AND SI	
OF STOCK AND SI	
T OF STOCK AND SI	
NT OF STOCK AND SI	
ENT OF STOCK AND SI	
ENT OF STOCK AND SI	
MENT OF STOCK AND SI	
EMENT OF STOCK AND SI	
EMENT OF STOCK AND SI	
TEMENT OF STOCK AND SI	
ATEMENT OF STOCK AND SI	
FATEMENT OF STOCK AND SI	
STATEMENT OF STOCK AND SI	
STATEMENT OF STOCK AND	
STATEMENT OF STOCK AND	
STATEMENT OF STOCK AND SI	
STATEMENT OF STOCK AND	

DESCRIPTION.	Amount Created.	Amount Received.	Amount Unissued.
Londonderry Guaranteed 5 per cent. Stock, Guaranteed 4 per cent. Stock, 4 do., Ulster 4 per cent. Preference Stock, (Dungannon) 4 per cent. Preference Stock, 3 per cent. Preference Stock until 30th June, 1885, afterwards Preference 4 per cent. Stock, Ordinary Stock,	267,416 0 0 100,000 0 0 120,000 0 0 200,000 0 0 75,025 0 0 645,000 0 0 3,192,359 0 0	\$. d. \$\footnote{SO7,416} \times 0.0 \$\text{120,000} \text{120,000} \times 0.0 \$\text{120,000} \times 0.0 \$\text{120,000} \times 0.0 \$\text{120,000} \times 0.0 \$\text{120,000} \times	£ 6. d.
The state of the s	5,064,350 0 0	5,006,811 0 0	57,539 0 0

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

7

	RAISED	RAISED BY LOANS.		RAISED	BY ISSUE OF	RAISED BY ISSUR OF DEBENTURE STOCK.	CK.	Rentcharge	
	At 44 per cent.	Total Loans.	At 4 per cent.	At 41 per cent.	At 43 per cent.	At 5 per cent.	Total Debenture Stock.	at 5 per cent.	TOTAL.
	अ	ঝ	બ	4	4	£ s. d.	£ s. d.	£ 8. d.	£ 5. d.
Existing at 30th June, 1884,	4,000	4,000	853,009	466,687	60,011	333,723 II 2	1,710,430 11 2	801 5 4	1,715,231 16 6
Existing at 31st December, 1884,	4,000	4,000	859,999	466,687	110,09	333,723 11 2	1,720,420 11 2	Sor 5 4	1,725,221 16 6
Increase,	-	-	0666		1	1	0 0 066'6	1	0 0 066'6
Decrease,	1	1	1	. 1	1	1	1	1	1
Total Amount authorized to be raised by Loans and by Debenture Stock in respect of Capital oreated, as per Statement No. I., Total Amount raised by Loans and by Debenture Stock, as above,	be raised by	Loans and by De	benture Stock above,	in respect o	f Capital orea	ted, as per Stateme	ant No. I.,		1,799,368 0 0
Balance, being	available Bo	Balance, being available Borrowing Powers at 21st Documber 1884	21st Doodm	1884					74.116 2 6

Cr.	Received to 31st Dec., during 1884.	s. d. £ s. d.	0 0 5,006,811 0 0	9,990 0 01,720,420 II 2 4,000 0 0 80I 5 4	16,000 I 16,837,832 6 2	47,263 4 2	6,885,095 10 4
JNT.	mount eived to une, 1884.	£ 8. d. £	5,001,811 0 0 5,000	1,710,430 II 2 9,999 4,000 0 0 801 5 4 55,240 0 2	ו חו		
No. IV RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.	Beceipts.		By Shares and Stock, per Account Scor, 811 0 5,000 0 5,006,811 0	Debenture Stock, as per Account 1.710,430 II 2 Loans por Account (No. 3), 4,000 0 0 Rentcharge, Rentcharge, 1076feed all Morged Shares, &c., 55,240 0 2	5,425 I5 8 740,101 19 9 ", Premiums on Stock issued,	Balance,	
AND EXPEN	Total to 31st Dcc., 1884.	£ 8. d.	6,102,254 12 11	18,964 10 11	740,101 19 9		6,885,095 10 4
RECEIPTS	Amount Expended during Half-year.	£ s. d.	15,582 3 6	12,553 0 9	5,425 15 8		48,267 7 0
No. IV.	Amount Expended to 30th June, 1884.	8 8. G.	6,086 672 9 5	6,411 10 2 9,067 19 8	734,676 4 I		6,836,828 3 4 48,267 7 0 6,885,095 10 4
Ä	Expenditure.		On Lines open for Traffic (No. 5), 6,086 572 9 5 15,582 3 6 6,102,254 12 11 By Shares and Stock, per Account (No. 2),	On Lines in course of construction (No. 5):— Carrickmacross Branch, Belturbet Branch,	On Working Stock (No. 5),	On Subscriptions to other Companies (No. 5):— Castlederg and Victoria Bridge	Tramway Company,

-		0 OH	00	00
	o,	7 0 9	10	0 0
	91	15,582 3	5,425 15 8	2,000 0
	44	12,582	30	48,2
HALF-YEAR ENDING 31ST DECEMBER, 1884.	Signals, &c., 14,349 19 3 Signals, &c., 14,349 19 3 Machinery and Tools,	criox:	One New Locomotive Tender, Two Third Class Brake Carriager, Ten Covered Goods Waggons, Twenty Coal Waggons, Yacuum Brake,	ON SUBSCRIPTIONS TO OTHER COMPANIES: Castlederg and Victoria Bridge Tramway Company, Total Expenditure for Half-year as per Account No. IV.,
No. V.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 31ST DECEMBER, 1884-	ON LINES OPEN FOR TRAFFIC:— Land purchased and Costs es same, 1512 18 0 Land purchased and Costs es same, 6, 257 14 3	es, Dundalk, 400 15 4 400 15 4 400 15 4 400 15 4 400 15 4 15 4	"" Dunmartion, 558 16 3 "Sion Mills, 297 0 0 "Condonderry, 485 18 3 "Marsh, 787 6 8 "Marsh, 788 6 8 "Marsh, 788 6 8	" Bundoran Junction, 191 18 2 " Sundry Stations, 527 17 II Carried forward, 14,249 19 3

		Total.	2,998	3,028	30	1																								
	-		6 2,5	i																										
		Ballast Brake Vans.	9	9	1	1																								
A		Goods Brake Vans.	37	37	1	1																								
		Waggons.	25	25	1	1																								
1	NDISE	Ballast Waggons.	63	63	1	1																								
	Merchandise	Boiler Trucks.	74	6	1	1	١																							
100	M	Timber Trucks.	0 1 0	81	1	1																								
		Cattle Waggons.	306	306	1	1																								
K.		Goods Waggons Covered.	5 468 975 I,503	5 470 995 1,513	OI	1																								
STOC		Goods Waggons Open.	975	995	20	1																								
ING		Total.	468	470	1 63	1																								
ORK		Post Office Borting Vans.	~	2	1	1	I																							
F W	COACHING.		Fish	17	17	1		1																						
RN o		Carriage Trucks.	39	39	1	1	1																							
ETU		Соасніме.	COACHING.	COACHING.	COACHING.	COACHING.	COACHING.	COACHING.	COACHING.	Horse Boxes.	52	52	1	1																
I.—B										Содсні	Солсн	Содсні	Солсн	Содсні	Солсні	Содсні	Солсн	Солсні	COACHIN	Солсн	COACHI	Солсні	Солсн	Солсн	Luggage and Mail Vana.	79 70 52 39	70	1	-1	
No. VI.—RETURN OF WORKING STOCK.																			Ist and 2nd Com-	1		1	1							
			3rd Class.	31 130	132	12	1																							
		rst 2nd 3rd Class. Class.	31	31 132	1	a 1.																								
		rst 2nd Class, Class.	45	45	1	1																								
1	STIVE.	Ten-	120		+	1																								
	LOCOMOTIVE.	En-	127	127	1	1																								
		10	Stock on roth June, 1884, 127	31st Dec., 1884, 127 121	Increaseduring half-year	Decrease "" "																								

			d.	000	0
	3		60	000	0
	TOTAL.		£ s. d.	14,000 0 0 Not ascertained. 14,000 0 0 0 7,000 0 0 15,000 0 0 35,000 0 0	. 41,000 0 0 15,000 0 0 56,000 0 0
	1			14	56
	t t		à	o o	0
	ears.		s;	rtain o.	0
	In subsequent Half-years.		4	Not ascertain Do.	00
-:	I.		£ s. d.	Not 15	15
No. VII ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.	During the half- year ending 30th June, 1885.		d.	14,000 0 0 7,000 0 0 0 0 0 0 0 0 0 0 0 0 0	0
000	the hinding ne, 18		eż.	000	0
AC	During the half- year ending 30th June, 1885.		ध	888	000,1
TAI	Du 3ot			H 72	4
API					
N C					
RE C		1			
TO		1			- 4
QN					
XPE		1			
RE					
HE		1			tal,
URI					Total estimated further Expenditure of Capital,
F F		1			e of
E					ditur
MAZ		1			Kpen
STI					E E
I I		1			urth
I A				ches	ted f
O'N		1		3ran	tima
				es, bet I	al es
1				plac tock,	Tot
				d Be	
-		1		New Works at sundry places, Additional Working Stock, Carrick macross and Belturbet Branches,	
1	1 19.	1		il W	
1	Ko	1		Wol	
1				New	
3_	1	-1	_		

AS PER NO. VII.	8. 8.				131,585 3 6 47,263 4 2	84,421 19 4
R EXPENDITURE,	s. d.	1	57,539 0 0	74,146 3 6		
URTHE						
EET F			•		-	
To M					٠	
No. VIII.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER NO. VII.		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.,	Loan Capital created, but not yet received, as per Account No. III.,	Less Debit Balance on Capital Account, as per Account No. IV.,	Amount available exclusive of value of surplus land,

		g 0 w4 040	11 6
Cr.	31st Dec.,	\$ 500, 000 100 100 100 100 100 100 100 100	
9	# M # M	186,133 IO 147,002 I6 61 18 2,504 19 7 8 7	336,227
	1	153,066 0 III 14,552 3 8 18,515 5 II 18,045 8 II 16,670 9 7	
OUNT.	RECEIPTS,	By Passengers— St. d. St. d. St. d. St. d. St. d. Season ticket Season ticket St. d. Season ticket St. d. St. d. Season ticket St. d. St. d. d. d. St. d. d. St. d. d. d. St. d. d. d. St. d. d. d. St. d. d	
ENUE ACC	Half-year ended 31st Dec., 1883.	25,669 38,702 83,398 147,769 150,170 150,170 13,465 18,600 183,235 17,047 17,045 2,443	323,753
No. IX.—REVENUE ACCOUNT.	31st Dec., 1884.	E. S. d. 49,446 2 9 46,764 4 I I G. 16,458 I6 II I G. 16,458 I6 II I G. 16,458 I6 II G. 16,64 6 3 I G. 16,822 I6 7 I G. 175,511 0 2 I G. 175,511 0 I G	336,227 9 11
	EXPENDITURE.	To Maintenance of Way, See Abstract A. Works and Stations, Go. B. "Carriage & Waggon Repairs, do. G. Traffic Expenses, do. D. General Charges, do. E. Mileage and Demurrage, Damage to Goods, &c., Maleage and Demurrage, Compensation:—Personal Injury, Damage to Goods, &c., Rates and Taxes, Damage to Goods, &c., Balance carried to Net Revenue Account,	
R	Half-year ended 31st Dec., 1883.	£ 45,940 15,294 15,294 43,333 7,174 496 536 6,488 168,353 159,453	323,753

н

7

169,877

166,900

"Balance available for dividend (see No. XIII.) 114,344 5 4 169,877 2 I

166,900

55,742

£ s. d. 4,387 13 11 164,785 14 3 703 13 11

By Balance from last Half-year's Account,
"Balance from Revenue Account,
"Banker's and General Interest Account,

6,800 159,453 656

To Interest on Mortgage Loans, ... 3(
" Debenture Stock, ... 3(
" Londonderry Guaranteed 5 per r. 1. cent. Stock, ... Guaranteed 4 per cent. Stock, ... "Rent of Londonderry & Enniskillen Railway, ... Loss on Greenore Working,

33,116

2,000 2,700 16,500 I,34I

Dec. 31st, 1884.

Cr.

X.—NET REVENUE ACCOUNT.

No.

Dec. 31st, 1884. ended Dec. 31st, 1883.

Half-year ended Dec. 31st, 1883. 7 6H 3

No.	XII	ABST	RACTS	Š

Double, 136 Single, 367 Total, 503		d.	4 6	-	1 0	`			No. XII.—ABSTRACTS.		
Salaries, Office Expenses, and General Superintendence, Maintenance and Beneral Superintendence,	, 1884	90				_	I	A.	MAINTENANCE OF WAY, W	ORKS, &c.	
1,649 1,64	Dec. 31st	4	22,456	88.10	74,45	200		ended Dec. 31, 1883.	Coloring Office Evponses and General	£ s. d.	£ s. d.
Double, 136 Single, 367 Total, 503 T			0 M M O					18,562 15,307 1,010	Superintendence, Maintenance and Renewal of Permanent Way: Wages, Materials, less Old Materials, Locomotive Power,	16,116 5 9 1,045 13 6	1,581 11 5
Superintendence, Running Expenses: Only Continue Continue	LABLE FOR DIVIDURE		Preference Preference					3,863	Repairs of Roads, Bridges, Signals, and Works, Repairs of Stations and Buildings, MILES MAINTAINED: Double, 136 Single, 367	=	5,116 5 9
Superintendence, Running Expenses: Only Continue Continue	VA.										49,446 2 9
Superintendence, Running Expenses: Only Continue Continue	E P		ber ber				104			ER.	1)111
Superintendence,	XI.—PROPOSED APPROPRIATION OF BALANCE		X.,		at 43 per cent. per	Balance to next Half-year,		Half-year ended Dec. 31, 1883. £ 901 10,847 16,416 1,117 1,993 6,660 6,471 2,000 84 46,489 549	Salaries, Office Expenses, and General Superintendence, RUNNING EXPENSES:— Wages connected with the working of Locomotive Engines, Coal and Coke, Water, Oil, Tallow, and other Stores, REPAIRS AND RENEWALS:— Wages, Materials, less Old Materials, Two new Engines purchased, REPAIRS TO WORKSHOPS, SHEDS, &C., Less Finn Valley Haulage,	£ s. d. 11,464 9 6 16,529 9 0 1,372 6 10 1,767 8 6 6,137 2 1 4,665 13 6	923 II I 31,133 13 10 14,702 15 7 536 18 8 47,296 19 2 532 15 1
Superintendence,	No.		n £2,		£3,			C. REP	AIRS AND RENEWALS OF CARR	AGES AND	WAGGONS.
2,576 Carriages—Wages,			Balance avanie Dividend or		.66			Half-year ended Dec. 31, 1883	Salaries, Office Expenses, and General	£ s. d.	£ s. d.
76.18.76.71	700	31st, 1883.	11,167 4,500 1,688 3,368 12,900	22,456	88,711	15,449		2,576 4,625 3,867	Carriages—Wages, Materials, Waggons—Wages,	4,703 4 8 3,749 I 0	7,770 6 11
15,281 Total,	21.77	Half. Dec.	H					3,654	Materials,	4,300 22 0	8,115 12 0
					7.5	8	100	15,281	Total,		16,458 16 11

No. XII .- ABSTRACTS-continued.

D.	TRAFFIC EXPENSES.				
Half-year ended Dec. 31, 1883.					
£			£	8.	d.
32,480	Salaries and Wages, &c.,		33,274	6	0
4,959	Fuel, Lighting, Water, and General Stores,		5,799	8	0
1,635	Clothing,		1,435	4	0
2,262	Printing, Stationery, Tickets, and Advertising,		2,277	1	10
162	Central Parcel Office, Dublin,		213	13	4
542	Waggon Covers, Ropes, &c.,		516	4	6
121	Joint Station Expenses,		150	0	0
852	Miscellaneous Expenses,	-	909	0	9
520	Horse Shunting Expenses,		318	18	5
43,333	Total,	£	44,893	16	10

E.	GENERAL CHARGES.	
Half-year ended Dec. 31, 1883.		
£		£ s. d.
1,500	Directors,	1,500 0 0
50	Auditors,	50 0 0
3,110	Salaries of Secretary, Accountant, and Clerks,	3,211 12 3
407	Office Expenses,	461 18 5
22	Advertising,	20 16 8
573	Fire Insurance,	551 5 3
278	Telegraph Expenses,	296 18 1
762	Railway Clearing-House Expenses,	764 I 3
38	Travelling Expenses,	14 12 0
434	Contribution to Superannuation Fund,	419 2 3
754	•	
7,174	Total, · · £	7,290 6 2

	* * * ***		1
7.4	85 5 1 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2	H	000
Cr.	47,263 4 2 56,660 II 3 71,788 17 10 7,388 2 7 9,265 5 11 3,170 8 1	21,031 II	217,811 8
No. XIII.—GENERAL BALANCE SHEET.	By Capital Account, Balance at Debit thereof, as per Account No. 4,	Less charged to Revenue, . 2,500 0 0	
XIII.—GENERAI	2. 8. d. 6,138 9 10 49,547 16 5 1,447 9 3 44,806 2 7 1,431 3 2		217,811 8 2
Ør.	To Net Revenue Account, Balance at Credit thereof, as per Account No. 10, "Unpaid Dividends and Interest, "Guaranteed Dividends and Interest payable and provided for, Amounts due to other Companies, "Amounts due to Clearing Houses, "Amounts due to Clearing Houses, "Benevolent and Sick Funds,		

No. XIV.—MILEA	GE STAT	TEMENT.		
	Hal	f-year ended	31st Dec., 18	84.
	Miles authorized.	Miles con- structed.	Miles construct- ing or to be con- structed.	Miles worked by Engines.
Lines owned by Company, , partly owned,	4771	467	1034	467
	478 ¹ / ₄	467\frac{1}{3}	103	4671
Line worked,	527	5161	103	5161

	No. XV.—STATEMENT OF TRAIN MILEAG	E.
Half-year ended 31st Dec., 1883.		Half-year ended 31st Dec., 1884.
913,743 399,230 1,303,973 30,980 10,153	Great Northern Line: Passenger Trains,	1,307,543 41,680
1,345,106	Total,	1,349,223

JAMES W. MURLAND, Chairman of Company.

W. THOMPSON, Accountant 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.

WM. H. MILLS, Engineer in Chief.

Dublin, January 5th, 1885.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I 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 good working order and repair.

JAMES C. PARK.

Dated, January 24th, 1885.

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 31st day of December, 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 three quarters per cent., per annum, proposed to be declared on the Original Stock of the said Company, is bond 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.

February 5th, 1885.

STO	CKS OF TH	HE CO	MPAN	VY.		Dividends and Interest payable.
*Ordinary, *Preference 3% (D *Guaranteed 4%, * Do. 4½%, Preference 4%, Do. 4½% (I Guaranteed 5% (L Debenture Stocks,	Oungannon), Oungannon), ondonderry),					Mar. 2. Mar. 2. Apr. 11. Mar. 2. July 15.

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 RAJLWAY COMPANY (IRELAND).

NOTICE is hereby given that the Half-yearly Ordinary Meeting of the Proprietors of the Great Northern Railway Company (Ireland) will be held at the Company's Terminus, AMIENS-STREET, in the City of DUBLIN, on WEDNESDAY, the 18th day of February, 1885, 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 31st day of December last, and also to consider the propriety of reducing the number of Directors from 15 (the present authorized number) to 13, and for appointing Directors, and for transacting the other ordinary business of the Company.

And Notice is hereby also given, that immediately after the transaction of the business of the said Ordinary Meeting, a Special General Meeting of the Proprietors of the Great Northern Railway Company (Ireland) will be held at the Company's Terminus, Amiens-street, in the City of Dublin, for the purpose of submitting to the Proprietors at such Meeting a proposed Bill in Parliament, to be entitled, "A Bill to authorize the Sale of the existing undertaking of the Belfast Central Railway Company to the Great Northern Railway Company (Ireland)."

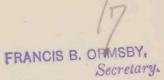
Dated this 31st day of January, 1885.

By Order,

J. P. CULVERWELL,

Secretary of the Company.

AMIENS-STREET TERMINUS DUBLIN. Dublin: Printed by Alex. Thom & Co. (Limited), 87 88, & 89, Abbey-street,
The Queen's Printing Office.



Great Southern & Western Railway.

REPORT OF DIRECTORS,

ANI

STATEMENT OF ACCOUNTS,

FOR

SIX MONTHS ENDED 31st DECEMBER, 1884,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

EIGHTY-SECOND

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT

KINGSBRIDGE TERMINUS, DUBLIN,

AT TWELVE O'CLOCK, NOON,

ON SATURDAY, 14TH FEBRUARY, 1885.



The Dividends for the past half-year on the Company's Original and Preferential Stock will be payable on 2nd March.

GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, IRELAND.

Notice is hereby given that the next Half-yearly General Meeting of the Proprietors of this Company will be held at the Kingsbridge Terminus, Dublin, on Saturday, the 14th day of February, 1885, 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 31st December, 1884, and of transacting the general business of the Company.

And Notice is hereby also given that, after the termination of the Half-yearly Meeting, the Meeting will, in compliance with the Standing Orders of Parliament, be made Special, for the purpose of considering

the Provisions of the Bill now before Parliament, entitled—

"A Bill to authorize the construction of Railways in the County of Dublin, and for other purposes."

At such Meeting, the said Bill will be submitted to the Shareholders of the Company for their consideration and approval thereof, if so determined

The object in submitting this Bill to the Shareholders is to empower them to subscribe to the undertaking sought to be authorized by the Bill, should they hereafter determine to do so at a Special Meeting of the Company.

By order of the Board,

FRANCIS B. ORMSBY, Secretary.

Kingsbridge Terminus, Dublin, 23rd January, 1885.

Directors.

JAMES C. COLVILL, Chairman.

JAMES W. MURLAND, Deputy Chairman.

COLONEL JOHN BONHAM.
SAMUEL H. CLOSE.
CHARLES P. COOTE.
LUKE JOHN M'DONNELL.
JEROME J. MURPHY.
JOSHUA J. PIM.
WILLIAM ROBERTSON.
JOHN E. VERNON.

Great Southern und Western Railway.

DIRECTORS' REPORT

For the Half-year ended 31st December, 1884.

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

Description.	Half-y ende 31st Dec	ed		Half- endo 31st Dec	be	83.	Iner	easo.		Decr	easo.	
	£	8.	d.	£	s.	d.	£	s.	d.	£	8.	d.
PASSENGERS,	155,634	8	10	164,062	18	0	-	-		8,428	9	2
MILITARY,	9,805	6	3	8,413	3	8	1,392	2	7	6	-	
MAILS,	18,456	8	0	16,310	0	0	2,146	8	0	-	-	
PARCELS, HORSES, &C.,	19,067	13	3	19,111	5	3		_		43	12	0
Goods,	133,457	1	0	131,640	0	3	1,817	0	9	-	-	
COALS,	15,214	12	1	15,918	8	6	-	_		703	16	ŏ
CATTLE,	36,220	8	7	30,684	11	5	5,535	17	2	-	-	
e l								_		-		-
Total Traffic Receipts,	387,855	18	0	386,140	7	1	1,715	10	11	-	-	

The Abstract of Accounts which we now lay before you shows the balance available for Dividend to be £161,582 15s. 1d. 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 Three Quarters per cent. per annum, amounting to £117,985 19s. 3d. be paid to the Proprietors of the Consolidated Stock of the Company, which will leave a balance of £17,014 15s. 10d. to be carried forward to the next account.

The Traffic Receipts for the half year show an increase amounting to £1,715 10s. 11d. over the corresponding period last year.

The Working Expenses show a net increase of £924 16s. 3d., which is more than accounted for by the increase in taxation.

The Company's Rolling Stock has been kept in good working order during the half year.

The Permanent Way has also been efficiently maintained, 2,324 tons of Steel Rails and 37,851 Sleepers having been used in relaying 20 miles of the Main Line and Branches; 89.08 per cent. of the former

and 34.43 of the latter have now been relaid in steel, all of which work has been charged to Revenue.

The Killorglin Branch Line has been completed, and having been passed by the Board of Trade Inspector, was opened for traffic on the

5th January.

Satisfactory progress has been made with the Baltinglass Line, and the Contractor informs the Board that he hopes to have it completed by the 1st April next. The Report of the Company's Engineer on this Line is appended.

Preliminary steps, as authorized by the Company's Act of last year, are being taken in connexion with the new Works at Cork and at

Queenstown.

The Contract for the construction of the Tullow Extension Line has been given to Mr. Robert Worthington, who is carrying out the Works on the Baltinglass Line, and having the necessary plant on the ground, he has undertaken to complete the Line in 12 months instead of 15, as specified by this Company. Arrangements are being made for the purchase of the required land.

The meetings held between the representatives of the Companies interested in the Dublin Junctions Railway (Loop Line) prior to the Half-yearly Meeting of this Company in August last, as alluded to in our last Report, having failed in bringing about such an Agreement as could be then submitted to the Shareholders for approval, subsequent meetings were held, at which the objections of this Company's Engineer to the mode of junction with the Liffey Branch Line were again urged. Finally a direction was given by the Joint Committee to the Engineer of the Midland Great Western Company-on whose property the junction was to be formed—to prepare an amended plan. This plan was not submitted for the consideration of the Engineers of the other Companies until the middle of October, and on the 29th of that month, the Engineer of this Company having reported to his Board that on consideration of the amended plan he was still of opinion it would always be an inconvenient junction, and not a safe one, your Directors felt that there was no course open to them but to inform the Joint Committee that they could not recommend their Shareholders to subscribe to the project.

Your Directors have thought it their duty, in the interests of their Shareholders, to give an active opposition to the proposed new line from Fermoy to Cork, as interfering with the Traffic of this Company, and with their premises at Cork.

The application for constructing a Tramway from Rathdowney to Ballybrophy, mentioned in the last Report, has been rejected by the

Privy Council.

During the half-year £6,580 Original Stock, and £87,446 Debenture Stock has been issued, and the premiums thereon have been carried to the credit of the Capital Account.

The new Mail Service between Dublin and Queenstown was commenced on the 1st October, and has given general satisfaction.

Your Directors have long been of opinion that a line connecting Kingstown directly with the Great Southern and Western Railway is best calculated to secure the most rapid transmission of the American Mails. The Bill now being promoted under the name of "The Dublin Grand Junctions Railway" appears in many points to secure that desired result.

Containing, as the proposed Bill does, provisions enabling this Company to become subscribers to the project, it is necessary that it shall be submitted to the Shareholders at a Wharncliffe Meeting in order that these permissive clauses may receive approval and be retained in the Bill.

It is with regret your Directors have to announce the death of their esteemed colleague, Mr. William Goulding, who so ably represented the interests of the Southern District of the Line. The vacancy thus caused has been filled up by the election of Mr. Charles Purdon Coote, of Mallow.

Your Directors also regret to announce the death of Mr. Henry T. Vickers, one of the Company's Auditors, and it will be the duty of the Shareholders to appoint his successor at the Half-yearly Meeting.

JAMES C. COLVILL,

KINGSBRIDGE TERMINUS,

Chairman.

Dublin, 30th January, 1885.

Great Southern and Western Railway,

Engineer's Office, Permanent Way and Works,

Inchicore, Dublin.

January 31, 1885.

BALTINGLASS EXTENSION RAILWAY.

GENTLEMEN,-

Nearly all the Masonry, 95 per cent. of the Earthwork, and 75 per cent. of the Ditching and Quicking, is completed.

Twenty miles of the Line are formed and 50 per cent. of the Ballasting and Permanent

Nass Station is completed and the Works in connexion with the other Stations are in a forward condition.

I am, gentlemen,
Your obedient servant,
KENNETT BAYLEY.

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

AND WESTERN RAILWAY COMPANY, IRELAND. GREAT SOUTHERN

HALF-YEAR ENDING 31ST DECEMBER, 1884. No. 1.—Statement of Capital Authorized and Created by the Company.

		_	_	_	_	-	_	-	-	-	_	_	_	-	-	_	-	_	-
A merca a man a man a	CATILAL CREATER.									(A 11	Call.								
6 9		d.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total.	अ	5,173,600	330,000	280,000	144,305	400,000	13,000	153,000	200,000	480,000	100,000	40,000	100,000	200,000	90,000	80,000	400,000	8,183,905
		75	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	10
RIZED.	ock.	8.	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
CAPITAL AUTHORIZED.	Debenture Stock	ಆ	332,965	50,000	70,000	88,000	000'06	1	63,000	20,000	120,000	100,000	40,000	100,000	200,000	90,000	80,000	400,000	1,873,965
		d.	0	0	0	0	0	0	0	0	0						_		0
		00	0	0	0	0	0	0	0	0	0								0
	Stock.	બ	4,840,635	280,000	210,000	56,305	310,000	13,000	90,000	150,000	360,000	1	1	1	1	1	1	1	6,309,940
												,							
		-																	
					. ,														
	ACTS OF PARLIAMENT.		24th and 25th Vic., Cap. 148.		24th and 25th Vie. Cap. 147.	Cap. 167.	29th and 30th Vic., Cap. 124.		Cap. 103.	Cap. 134.	Cap. 43.	Cap. 142.	Cap. 98.	Cap. 94.	Cap. 126.	Cap. 181.	Cap. 126.	, Cap. 143,	
	T8 0F		Vic.	0.	Vic	ic.	Vic.	57.	and 35th Vic.	36th Vic.	Vic.	40th Vic.	Vic.	Vic.	Vic.	Vic.	48th Vie.	Vic.,	
	Ac		5th	Ditto.	5th	th V	oth	Can	5th	6th	8th	oth	oth	3rd	45th	5th	8th	48th	
			nd 2		od 2	d 10	ad 3	ic.	nd 3	and 3	and 3	nd 4	ad 4	nd 4	and 4	and 4	and 4	and 4	
			h ar		h ar	and	h ar	hV	har	h ar	h ar	h ar	h ar	nd a	har	h ar	h ar	th ar	
			244		241	9th	291	29th	345	351	37th	39t	39th and 40th Vic. Cap	421	44th	441	47th	47th	

8

No. 2.—Statement of Capital Stock Created, showing the Proportion Received.

-	1	-	-	-
	d.	0		0
un ned.	00		,	0
Amoun Unissued.	-	0 0 010,61		,296,930 0 0 13,010 0 0
	8. d.)	0	0
int od.	so c		0	0
Amount Received.	3	6,580 0 0) 4,967,830 0 0	1,329,100	6,296,930
• 1	. d.	50		
	80	0		
	£	6,580		
	10			
1	(Received to 30th June.	Issued during Half-year,	1	
	d.	0	0	0
+ :	60	0	0	0
Amount Created.	व्य	4,980,840 0	1,329,100	Total, 6,309,940 0 0
			ck, .	
			Sto	
		*	ntia	
1			fere	
DESCRIPTION.	100		Pre	al,
Drscn	1	К, .	etua	Tot
1-4	1		Perp	
			pend	
	14 8	ock,	ent.	
		ry Stock,	er Cent.	
		Ordinary Stock,	Four per Cent. Perpetual Preferential Stock, . 1,329,100 0 0	

No. 3.—CAPITAL RAISED BY DEBENTURE STOCK.

0000		
B.3	00	0
Srock 8.	00	0
Ralsen ov Favre ov Dressevture Srock. At 1 per Cent. S. d. 1,383,202 0 1,470,648 0 87,446 0	1,873,965 0 0 1,470,618 0 0	403,317 0 0
	, pa	
	eat	
Increase,	tal c	-1
Inc	Capi	884,
	t of	c., 1
	spec	De De
	n re	318
	ock i	rs at
	re St	owe
	entm	Ing I
	Deb	rrowi
	s and	e Bo
7.	oans	ilabl
	Total Amount authorized to be raised by Loans and Debenture Stock in respect of Capital created, as per Statement No. 1, Total Amount raised by Debenture Stock, as above,	Balance, being available Borrowing Powers at 31st Dcc., 1884,
	ised re St	being
\$8 F.	oe ra	ice, 1
r, 18	to 1, Debe	alar
e, 18	No. by I	P
Jun	nent ised	
11st	taten ot ra	
3 2	er Si	
Existing at 30th June, 1884, Existing at 31st December, 1884,	tal Amount authorized to be raised as per Statement No. 1, tal Amount raised by Debenture St	
Existing at 30th June, 1884, Existing at 31st December,	Tota	

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

Dr.

9

Cr.

					-	
nt	a.	0	0		00	63
Total amount received.	3.	0	117,896 18		7,885,474 18 58,389 19	7,943,864 18
received.	030	648	896	i	389	864
ota	भ ए	70,	17,		585,	943,
H	C.	1,1			7,8	7,5
Amount re- seived during Half year to 31st Dec., 1884.	d.	0	104,370 6 8 13,526 12 1		-	
Amount re- eived during Half year to 31st Dec., 1884.	6 C	0	50		12	
ed dui If yea 1st De 1884.	0	91	26		552	
An Seiv Ha	AR 17	87.4	13,5		,70	
	20	0 0	00		30	
Total amount ceived during received during Half year to 30th June, 1884.	000	0	9		7,777,922 6 8 107,552 12	
am ved ine,	0	050	02		122	
tal scei	ध ु	0,00	44		7,9	
To re 30tl	0	1,38	10	230	7,7	
	er	Account No. 3	u .			
	BY RECEIPTS— Capital Stock, per	Debenture Stock	emium on Stock Sold,			
	Sto	ire	Sol		ce,	
	ECE	entr	niur		Balance,	-110
	Rapi	Nebe	remium Stock So		Ba	
	BY	H	24			
	4.	6	- 00	0.00	9	2
	05 L 7	16,382 1	13	41 8 0	20,604 17	18
Total.	386	16,382 1 10 43,657 10	80,851 18 2,328 13	86,838 14 288,432 18	004	364
H	6,358,036	16,5	2,5	86,8	20,0	43,8
	6,3	2 -		63		7,943,864 18
. دباب	3.1.	4 0 7	en 00	00	9	10
Amount Expended uring Half ear to 31st Dec., 1884.	17.50	0 0 1	130	00 0	17	18
Amount Expende ring Ha ar to 31	1 to 1	500	7,555	24 18	0,604 17	22
Amount Expended during Half- year to 31st Dec., 1884.	26,274	500 0 35.501 16	27,555	c	20,604 17	9,82
	~			21.12	-	7,815,236 19 9 128,627 18 5
Amount Expended to 30th June, 1884.			53,296 17 10	40		60
Amount Expended to	00 7	30,894 7 15,882 1 08,155 14	20 1	86,838 14 288,408 0		\$ 15
mo	92.	15,882	,296	408		,23
Exp	6,551,761	15	20	288		815
30	9					7,
	7 7 7	Working Stock,		7 2 2	Purchase of Kilkenny Station, Rentcharge,	
	-	Lua			itat	
	lic,	er 6	Way	1 0	200	
1	raf	vate	Lail	3	on .	
	T I	vav	ay,	1,	ilke	
	URE n fc	Dee aily	uilw nsio	ad 2	N N	
	Deci	Wh.	Ra	l ar	of	
	END es	stor	Ex	Nos. 1 and 2, Nos. 3 and 4,	se	
	EXPENDITURE— On Lines open for Traffic,	working Stock, Queenstown Deep-wat Baltinglass Railway.	Killorglin Railway, Fullow Extension Railway,	Nos. 1 and 2, Nos. 3 and 4,	richase of Kil Rentcharge,	
	To Expenditure- On Lines open for	Qui	Kil	200	Pul	
	H					

No. 5.—Details of Capital Expenditure for Half-year ending 31st December, 1884.

d.	44	0	1	60	00	9	0	0	4	1	5	1	10	9	2	6	3	6	11	10	11	10		10
3.	10	0	16	0	13	17	00	18	18	12	17	12	00	11	13	2	2	00	13	0	17	16	1	18
-	22	200	01	55	28	04	09	57	345	3,726	5,015	2,008	545	5.703	985	1,321	1,712	619,1	827	683	1,713	165	1	128,627 18
બર	12,977	5	35,501	27,555	2,328	20,604	2,860		ರಾ	60	5.0	2.0	-	5.	00	1	1,	-		ē	I			128,
																							1	
																						_		
							. 9																	
									. ,															
															. 20	48.09								+
										•					0110	2233								No.
1												•			· 10	200		•						Total Expenditure for Half-year, as per Account No. 4,
1																11111			* 1					ccon
1																3								r A
١															40	2 21				0	, C.,			s pe
1					•				*					۰		nsc				. IFO	N.3,			r, 2
1										,					- 1	H			al a		Limerick Junction Folice Darracks, oc.,			-yea
1														rk,		ant		. 5	aco	S.C.	Da			Ialf
													3	Co		ממו			an	Nenagh Engine Siled, &C.,	lice			or I
		٠		*				10 m			Y.			18 2	. 6,	3, 31		Signal Shops, &c.,	arr	0 0	1 10			re f
1		٠						Cos		. (Col	٠		htin	1cor	able		ps,	Will.	lg III	LIOI		٠	ditu
١		2					c,	ary			r at			Lig	nch	rnt		Sho	at	1 Er	unc			pend
1							arg	ent			oile			tric	at I	e Tu		nal	ank	nagi	CK J			EX
1		٠	٠				ntell	liam	*	.	ld B	۰		Elec	do	otiv	em,	Sing:	o-li	No.	leri	٠	٠	otal
1			1.	sion			Rel	Par	mile of		s an			nd]	SI	omo	Syst	n.	I Ks	6.	Lin		٠	T
			Sua	ten			ion	84,	pud		gind			38, a	ting	Loc	ck	atio	and	Stor		3,	8,	
		ock,	er (Ex		-	Stat	, 18	60		En		50	Shop	Erec	e.	Blo	s St	ges,	nin	Illor	ions	gnal	
		St	wat	1888	Line		ny	Act	sion	٠	ery,	rk,	ellin	1110	ne]	icor	lare	urle	otta	Gr	ME	Stat	Sig	
		ling	-da	Ling	ch]	ion,	lken	rers	ten	dB,	hin	000	pou	Vag	ngi	nch	Kild	Th	3, C	New	ts at	at	rapl	
		Rol	De	sallins and Baltinglass Extension,	Killorglin Branch Line,	ens	urchase of Kilkenny Station Rentcharge,	Additional Powers Act, 1884, Parliamentury Costs,	EX	Additional Lands,	Lydraulic Machinery, Engines and Boiler at Cork,	Coal Staging at Cork,	Jork Yard Remodelling, .	Carriage and Wagon Shops, and Electric Lighting at Cork,	Extension of Engine Erecting Shop at Inchicore, .	Machinery at Inchicore. Locomotive Turntables, and Lank Houses at Country Sciences.	nchicore and Kildare Block System,	New Works at Thurles Station.	Sidings, Signals, Cottages, and Rail-bank at Kilbarry and Cinta,	Maryborough New Grain Store.	New Gas Works at Mallow.	Sundry Works at Stations,	Blarney Telegraph Signals,	
		lal	OWE	pur	in B	Ext	e of	nal	Vall	nal	lic 1	nigi	rid	e an	on	ery	rea	ork	Sig	ron	AS W	Wo	'Te	
-		tion	nst	ns a	orgi	WO	has	ition	th V	ition	rau	Sta	Y X	iag.	ensi	hin	nico	W W	ngs,	ybo	V GE	dry	rney	
		Additional Rolling Stock,	Queenstown Deep-water Quay,	alli	Kille	Fullow Extension, .	Purc	Add	North Wall Extension, 3 and 4,	Add	Hyd	Coal	Cork	Carr	Ext	Mac	Incl	New	Sidi	Mar	New	Sun	Blar	
		A	0	(1)	1	-		1	_	7														

No. 6.—RETURN OF WORKING STOCK.

	COACHING. MERCHANDISH AND MINRRAL.	ringes Train librate Vana. Blanke Vana. Blanke Vana. Seoro Vana. Food Office Sort-Ing Carriage Trucks Train Parake Vana. Vana. Vana. Vana. Vana. Train Blanke Vana. Vana. Covered Coods Train Blanke Vana. Covered Coods Vana. Coods Vana. Covered Coods Vana. Coo	58 2 10 52 82 9 14 456 98 10 1,610 731, 570 142 94 40 24 52 2 12 52 82 9 14 466 98 10 1,570 811 570 142 114 40 30	2 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
		Third Class Car- riages.	30	
. O. T	1	Second Class Car- riages.	2 4 4	
1		First Class Car- riages.	5 5 5 5	
	=	State Carriage.		
	LACOMOTIVE.	lenders.		
	Tarcon	dngines.	160	00 .
			Stock on the 30th June, 1884, Stock on the 31st December, 1884,	Increase during the Half-year, . Decrease do.,

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

	Further Expenditure.	penditure.	
	During the Half-year ending 30th June, 1885.	In subsequent Half-years.	Total.
	£ 8. d.	£ 8. d.	£ s. d.
A 114 inno 1 Tomoropieros	5.000 0 0	18.000 0 0	23,000 0 0
Additional Carriages and Warons	8.500 0 0	19,000 0 0	27,500 0 0
umping Machinery, Branch Lines,	1,300 0 0	1	1,300 0 0
ork Hydraulic Machinery,	0 0 0 0 0 0	1 1	2,000 0 0
Jork Wew Station and Railway		0 0 00000	0 0 00000
Dieenstown New Works.	10,000 0 0	0	0 0 000,09
Saltinglass Extension,	0	0	49,137 0 0
Tullow Extension,	30,000 0 0	20,000 0 0	80,000
Killorglin Branch,	3,000 0 0	0 0 00009	9,000
New Cottages,	3,000		3.000 0 0
Works at Stations and Sidings,	0	1	10,000 0 0
Total Estimated further Expenditure of Capital	115,300 0 0	215,137 0 0	330,437 0 0

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

d.	0	2	10
00	0	119	0
ध	416,327 0	8,389 19	357,937 0
	116,	58,	57,
	4,		60
d.	00		
00	00		
ध्य	3,010		1,
	13,		otal,
		,	H
	Stock and Loan Capital authorized and created, but not		
	out 1		
	ed, l		
	reat		
	d cı		
	an		
	ized		
	thor	0.4,	
	ani	t N	
	ital	uno	
	Cap	Acc	
	an	per	
	Louis	ice,	
	and	alar	
	ock ,	88 B	
1	Sto	Le	

No. 9.—REVENUE ACCOUNT.

Dr.

Cr.

Half-year ended Dec., 1884.	£ 8. d. 13,802 4 11 26,855 8 2 41,117 10 0 16,268 8 8 23,410 7 2 32,227 12 2 32,227 12 2 1722 17 11 9,082 8 1,952 17 9	19,067 13 8 18,456 8 0 133,457 1 0 15,214 12 1 86,220 8 7	887,855 18 0 83 12 11 748 4 9 92 0 0 888,779 15 8
Half-ye Dec.	No. 33,692 91,893 868,385 73,663 142,135 11,4570 11,499	11111	1 1 11 1
Half-year ended Dec., 1383.	£ s. d. 27,403 16 10 39,537 10 9 19,241 8 1 19,241 8 1 56,031 13 4 697 13 11 7,715 9 1,681 13 3	19,111 5 3 16,310 0 0 131,640 0 3 15,918 8 6 30,684 11 5	886,140 7 1 273 11 4 637 10 0 111 0 0 387,162 8 5
Half-y Dec	No. 37,232 97,858 969,098 90,147 170,781 580,477 170,781 580,477 1.386,313	11111	1 1 11 1
RECEIPTS.	By Passengers—1st Single,, Do. 3rd Single,, Do. 1st Return,, Do. 3rd Return,, Do. 3rd Return,, Military Officers,, Do. Soldiers,, Do. Soldiers,, Excess Fares and Sundries,	". Parcels, Horses, &c Mails, Goods, Coals, Cattle,	
Half-year ended Dec., 1884.	£ 8. d. 50,393 17 9 53,579 5 6 2,056 1 7 7 17,814 1 9 987 2 9 987 2 9 9 15,204 14 2 2,384 14 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 8 1 1 4 1 9	5 204,724 3 7 4 204,724 3 7 1 184,055 12 1 1 5 888,779 15 8
Half-year ended Dec., 1883.	£ 8. d. 50,784 12 4 52,619 9 4 117,709 16 1 7 4,737 17 6 829 16 3 829 16 3 820,75 19 8 820,75 19 8	01 0 8 4 4 6	205,237 16 9 5 7 4 203,799 7 4 8 5 8 5 7,162 8 5 5
EXPENDITURE.	To Maintenance of Way, Works, and Stations (see Abstract A.) Locomotive Power (see Abstract B.) Carriage and Wagon Repairs (see Abstract B.) Garners (see Abstract B.) General Charges (see Abstract B.) General Charges (see Abstract B.) Compensation (Accidents and Losses) Rates and Taxes Rates and Taxes	Rent of Kilkenny Station, Do. Waterford and Limerick Co., Stores Management, Proportion Parcels' Office Expenses, Haulage, Ballywilliam Extension, Parliamentary Law Costs, Miscellaneous Law Costs,	Less received for Working other Lines and Hire of Carrying Stock,

ACCOUNT.
REVENUE
10NET
No.

Di.

Cr.

Half-year ended Dec., 1884.	20	6,124 7 3	1,815 14 11			101 005 14 3	
Half-yo Dec.		count,				101 00	1 to 1 to 0
Half-year ended Half-year ended Dec., 1884.		£ 8. d. B. 5,825 3 11 B.	183,363 1 1 ", 2,470 11 10 ",				191,995 14 3 191,658 16 10
Half-year ended Half-year end Dec., 1884.		£ 8, d.	29,412 19 2 1,000 0 0	80,412 19 2	161,582 15 1		191,995 14 3
		£ 8. d. To Interest on Depenture Stock.			106,076 14 0 ,, Balance available for Dividend, . 161,582 15 1		(See No. 13.)
Half-year ended		£ 8. d.	7 7967 7	25,582 2 10	166,076 14 0		191,658 16 10

No. 11.—Proposed Appropriation of Balance available for Dividend.

Half-vear ended Dec., 31, 1883.	Dec., 31, 1883.		Half-year endec	Half-year ended Dec., 31, 1884.
£ 8. d. 166,076 14	£ 8. d.	£ 8. d. Balance available for Dividend, as per Account No. 10,	£ 8. d.	£ s. d. £ s. d. 161,582 15 1
26,583 0 0		Dividend on Preferential Stock, £1,329,100, at 4 per cent., Dividend on Ordinary Stock, £4,967,830, at 4½ per cent.,	26,582 0 0	
	150 568 5 0			144,567 19 3
1	15,508 9 0	Balance to next Half-year,	1	17,014 15 10

Cr.

GONS.	Half-year ended Dec. 1884.	£ 8. d. 226 8 2 2,854 16 8 5,536 15 8	3,239 10 3 5,730 2 10	17,814 1 9	10.00	ended Dec. 1884.	8.9	000		911 13 11 141 2 6 54.766 3 0		Half-year ended Dec. 1884.		315 14 2 248 5 6 347 4 10 526 13 10	4,992 15 2
REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.		Carriages:— Salaries, Office Expenses, and General Superintendence, Wages, Materials,	Wages.— Salaries, Office Expenses, and General Superintendence, Wages. Materials,	Total,	TRAFFIC EXPENSES.		Salaries, Wages, &c.,	Fuel, Lighting, Water, and General Stores, Clothing,	Printing, Stationery, Tickets, and Advertising, Harses, Harness, Vans, Provender, &c., Wagen Covers, Hopes, &c., Miscelaneous Expenses, Special Expenditure,	Collection and Delivery of Farcels and Goods, Clearing House Expenses, Telegraph Charges, Total	GENERAL CHARGES.				
C. REPAI	Half-year ended Dec. 1883.	£ 8. d. 189 2 0 3,046 4 10 5,276 19 0	189 2 0 3,475 17 4 5,532 10 11	1 91 602,71	D.	Half-year ended Dec. 1883.	£ 8. d.	9,484 9 1	3,068 15 4 540 4 9 837 7 5 527 15 3 456 6 0	0 61 8	E.	Half-year ended Dec. 1883.	£ 8. d. 1,500 0 0 50 0 0 1,817 3 2	100	4,737 17 6
	Half-year ended Dec. 1884.	£ 8. d. 1,427 13 10 21,173 14 8	5 6 10 1	2,636 10 5	01			50,393 17 9		Half-year ended Dec. 1884.	£ 8. d	13,174 3 10	16,814 5 0 1,485 1 2 1,867 16 2	7,913 1 3 10,345 16 11 801 9 1	53,579 5 6
MAINTENANCE OF WAY, WORKS, &c.		Salaries, Office Expenses, and General Superintendence, Maintance and Renewed of Permanent Way:—	Materials. Repairs of Roads, Bridges, Signals, and Works: Wages.	Repairers, Regions and Buildings Wages,	Materials,	Miles maintained— 2013 Double, 2933 Single, 2933	Total, 4954	Total,	LOCOMOTIVE POWER		Salaries Office Fynances and General Superintendence.			Repairs and Renewals:— Wages, Materials, Gas,	Total,
A.	Half-year ended		3,477 3 0	1,694 12 11	1,136 11 2			50,784 12 4	ğ	Half-year ended Dec. 1883.	£ 8. d.	13 07 9 6	16,643 18 5 1,198 8 10 2,013 9 3	8,772 8 3 8,801 19 10 875 16 9	52,619 9 4

Or. No. 13.—GENERAL BALANCE SHEET.

To Net Revenue Account— Balance at Credit	£ s. d.	By Capital Account— Balance at Debit there-	£ s. d.
thereof, as per Account No. 10,	161,582 15 1	of, as per Account, No. 4,	58,389 19 5
" Unpaid Dividends, " Guaranteed Dividends	6,347 19 10	,, General Stores—Stock on hand,	119,340 1 10
payable or accruing and provided for, Debts due to other Com-	28,616 6 7	rentAccount, and Cash	17,444 18 0
panies,	2,525 11 8	" Bank—Deposit Account, " Amounts due to Com-	
counts, ,, Compensation, Personal Injury—Reserve Fund,	7	nany,	22,780 14 0
"Superannuation Funds:	1,400 7 0	,, Amounts due by Post	10,578 3 10
Officers, 10,315 9 0 Enginemen's, . 11,762 12 0 Sick Fund, . 459 11 7	22,537 12 7		
	238,533 17 1		238,533 17 1

No. 14.—MILEAGE STATEMENT.

-		Miles authorized.	Miles constructed.	Miles constructing or to be constructed.	Miles worked by Engines.
Lines owned by Company, Lines partly owned, Lines leased or rented,		 5091 24 71	4621 24 71	47	462 \\ 2\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Lines worked, Foreign lines worked over,	:	 519½ 33	472½ 33 —	47 — —	472½ 33 2
Total,		5521	505 }	47	5072

No. 15.—Statement of Train Mileage.

Half-year ending Dec., 1883.	_			Half-year ending Dec., 1884.
834,576 560,808	Passenger Trains, Goods and Mineral Trains,			871,857 579,089
1,404,384	Total,			1,450,946

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, 21st January, 1885.

I hereby certify that the whole of the Company's Workshops, 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, 22nd January, 1885.

AUDITOR'S CERTIFICATE.

I, the Auditor of the Great Southern and Western Railway Company, do hereby certify that I have examined the Half-yearly Accounts of the Company for the Half-year ended 31st December, 1884, which are proposed to be issued to the Shareholders of said Company; and I hereby certify that said Half-yearly Accounts contain a full and true Statement of the Financial Condition of the Company; and I further certify that the Dividend of $4\frac{3}{4}$ 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 my judgment.

LUCIUS O. HUTTON,

Auditor.

Dublin, 4th February, 1885.

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

Jlen Valley Railway Company. Secretary.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNT

FOI

SIX MONTHS ENDING 31st DECEMBER, 1884,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

NINETEENTH HALF-YEARLY GENERAL MEETING,

TO BE HELD AT THE

OFFICES OF THE COMPANY,

54, SOUTH MALL, CORK,

On Wednesday, 25th February, 1885,

At Two o clock, p.m.

Directors.

JOHN WARREN PAYNE, Esq., J.P., Chairman.

E. COLLINS, Esq., M.P., Deputy Chairman.

EDWARD RICHARD TOWNSEND, Esq., M.D.

O'DONOVAN, D.L.

JOHN EDWARD BARRETT, Esq., J.P.

REV. SOMERS H. PAYNE.

E. H. DORMAN, Secretary.

Offices.

54, SOUTH MALL, CORK.

ILEN VALLEY RAILWAY COMPANY.

The Directors beg to submit herewith to the Proprietors the Audited Accounts of the Company, for the Half-year ended the 31st December, 1884.

The Traffic returns for the Half-year, as rendered by the Cork and Bandon Railway Company, and duly audited, show the gross total receipts to be £4,128 1s. 9d. viz.:—

	£	S.	d
Passengers, Parcels, &c.	 2,036	14	9
Goods, Cattle, &c	 2,091	7	0
	£4,128	1	9

The gross total receipts for the corresponding period in 1883 were £4,372 0s. 11d. viz:—

		£	s.	d.
Passengers, Parcels,	&c.	 2,277	2	6
Goods, Cattle, &c.		 2,094	18	5
		£4,372	0	11

Showing a decrease of £243 19s. 2d.

We regret to have to record any decrease in the Receipts of the Line, but considering the stagnation in business of every description during the Half-year, and that the decrease is nearly altogether confined to the Passenger Traffic, mainly attributable to the Cork Exhibition which was held in the corresponding Half-year in 1883, the Traffic returns are, in our opinion, very satisfactory.

After paying Working Expenses, Interest on Loan, and all other charges, there remains a sum of £1,132 10s. 4d. at the credit of the Net Revenue Account, leaving only the small sum of £192 9s. 8d. to be levied off the Baronies.

We propose to pay the Dividend at 5 per cent. on the Guaranteed Stock, in the usual course, on the 1st June next.

Messrs. E. Collins, and E. R. Townsend, are the Directors who retire by rotation, and both are eligible for re-election.

Mr. P. O'Brien, the retiring Auditor, is also eligible, and offers himself for re-election.

The Report and Certificate of the Engineer, and the Certificate of the Auditors are appended.

J W. PAYNE,

Chairman.

E. H. DORMAN,

Secretary.

ENGINEER'S REPORT.

ILEN VALLEY RAILWAY,

84, GEORGE STREET,

Limerick, 3rd January, 1885.

DEAR SIR,

I have made an inspection of the Line, and find it has been well cared for during the past half-year; about 1,500 new sleepers have been put in, and a few steel rails, and some matters that I mentioned to the Overseer at my last visit have been attended to, but there are still other small things which he has promised to get done.

On the whole, the Line is in first rate running order, the bolts well screwed up, and I have much pleasure in giving the necessary certificate.

Yours faithfully,

WILLIAM BARRINGTON,
M. Inst. C.E., Engineer.

E. H. DORMAN, Esq., Secretary.

ILEN VALLEY RAILWAY COMPANY.

Statement of Accounts for Half-year ending 31st December, 1884.

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

	CAPI	CAPITAL AUTHORISED.	SED.	CAPITAL CREATED AND SANCTIONED.	EATED AND SA	ANCTIONED.		BALANCE.	
ACTS OF PARLIAMENT.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans,	Total.	Stock and Shares.	Loans.	Total.
	43	43	ಈ	ಈ	43	#	ಹ	ಈ	eg eg
Dunmanway and Skibbereen Railway	80,000	40,000	120,000	80,000	40,000	120,000	1	1	1

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

Amount Received. Calls III Afferls. Alloune Chounce.	Amount Created.
	£ 53,000 27,000
	£80,000

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

d.	0	
		E.
	40,000 0	F
:	:	:
:	:	:
No. 1	:	:
tatement	:	
per St	:	:
reated as	:	:
pital c	:	:
t of Ca	:	:
respect	:	:
tocks in	ve	:
nture S	as abo	:
d Deber	Stocks	:
Loans an	ebenture	:
by	by D	:
Total amount authorised to be paid by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1	Total amount raised by Loans and by Debenture Stocks as above	Balance of Loan not yet received

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

·通L.

Er.

Total.	£ s. d. 80,000 0 0	40,000 0 0	120,015 0 0
Amount Received during Half-year to 31st Dec., 1884.	£ s. d.	11	1
Amount Received to 30th June, 1894.	£ s. d. 80,000 0 0	40,000 0 0	
The State of	£ s. d. By Receipts:— £ s. Stock per Acct. No. 2 80,000 0	120,015 0 0 By Loans as per Acct. No 3 By Balance	
TOTAL.	E s. d.	120,015 0 0	120,015 0 0
Amount Expended during Half-year to 31st Dec., 1884.	48	Z	
Amount Ex- pended to 30th June, 1884.	E s. d.	120,015 0 0	
	TO EXPENDITURE :-	:	

No. 5.-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 31st DECEMBER, 1884.

£ s. d.			e s. d.		s. d.	
:			:	XPENDITURE.	:	
-1		No. 6 LINE WORKED BY CORK AND BANDON RAILWAY COMPANY.		No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE.	1 and 2	
:) BANDON RAII	CCOUNT	AILABLE TO MI	Stock and Loan Capital Authorised or Created, but not yet received, as per Accounts Nos. 1 and 2	
:		D BY CORK ANI	ON CAPITAL A	HER ASSETS AV	yet received, as I	
:		LINE WORKE	EXPENDITURE	WERS AND OTI	r Created, but not	
:		No. 6.	OF FURTHER	.—CAPITAL PO	pital Authorised o	
Line open for Traffic	100000000000000000000000000000000000000		No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT	No. 8	ock and Loan Caj	

No. 9.—REVENUE ACCOUNT FOR HALF YEAR ENDING 31st DECEMBER

1883.			1883.			-		
ಳ	To Cork and Bandon Railway Company-	s. d.	व्य	By Traffic Receipts, as per Account	£ s. d.	d.	£ 8. d.	60
2,273	" Working Expenses as per agreement (52 per cent. of Gross Traffic Receipts) 2,146 12 1	2,146 12 1	2,277	rendered by Working Company— Passengers, Parcels, &c	2,036 14 9	0		
143	" General Charges, Account No. 12	148 6 8	2,095	Goods and Cattle				
1,959	" Balance to Net Revenue Account	1,939 1 10					4,128 1	_ 0
			00	", Transfer Fees	: :	: :	3 12	3 12 6
1,375		4,234 0 7 4,375	4,375				4,234 0 7	0

No. 10,-NET REVENUE ACCOUNT TO 31st DECEMBER, 1884.

100	00		g 6	25
# s. d. 778 14 10 ,939 1 10	9	*	s	00
8 6	7.	5	300	01
777	2,71		4 6,	14,1
## 3. 4. E By Balance from last Half-year 1,958 1,958	2,717 16 8 2,619	No. 10a.—ACCOUNT OF REVENUE RECEIVED AND PAID IN RESPECT OF THE BARONIAL GUARANTEE STOCK.	By Amount received from Revenue Account ,, Total Amount previously received ,, Amount received from the Treasurer of t	18,387 1 11 Cork, on August 7th 172 13 5 10tal Amount previously received 13,382 4 7 Balance Due by County Treasurer 546 5 2 14,101 3
To Baronial Guarantee Interest Account , Interest on Loan from Commissioners of Public Works, Ireland , Balance carried to General Balance Sheet,	The state of the s	No. 10a.—ACCOUNT OF R	To Amount paid to the Baronial Guarantee Stockholders for Interest or Dividend for the Half-year ending 80th June, 1884 £1,825 0 0 Total Amount previously paid 17,062 1 11	1
1883. 661 806 1,152	2,619	Wr.	To Amo I B 8 8 1 Total	

No. 11.-PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND ON ORDINARY STOCK.

NIT.

	Later and	. 4 .		
	6000017	30		
	.;000 a a a a	9	Er.	4.6241190
	50 247 FE	148	0	%.0040m0
	nd,			£ 119 2 1,181 81 81 546 15
), all			-
	rade			::::::
	T Jo			
	neral Charges— Salaries and Auditors' Fees Directors' Fees Rent of Offices Law Costs Sundries Arbitrators' Fees (settled by Board of Trade), and Accountants' Charges verifying Traffic Returns,			* * * * * * * * * * * * * * * * * * * *
	Boa			
	rees d by very			ny ::
	s, E			npaı
	neral Charges— Salaries and Auditors' Fees Salaries and Auditors' Fees Rent of Offices Iaw Costs Printing and Stationery Sundries Arbitrators' Fees (settled by Arbitrators' Fees (settled by		4	Com
	Sta Sta		188	vay
	General Charges—Salaries and Aud Directors' Fees Rent of Offices Law Costs Printing and Sta Sundries Arbitrators' Fees Accountants' C	5/1	E,	Eailw (Inte
	Chars a tions of Cost Cost Cost ing ries rato		BE	ount on B
	eral ilari ireci ent aw rint und rbit		EM	kers Accounded
1	G C C C C C C C C C C C C C C C C C C C		EC	Ban ush il Ba Gus Gus Exp
	A		st I	at an me mial tal
CTS		ī	31	Cash at Bankers Petty Cash Account Cork and Bandon Railway Company Income Tax Baronial Guarantee (Interest Account Capital Expenditure
RAC	65 - 10 10 00 m m m	~	ET,	By Cash at Bankers
SST	2000 2000 2000 2000 2000 2000 2000 200	143		
No. 12.—ABSTRACTS.			No. 13.—GENERAL BALANCE SHEET, 31st DECEMBER, 1884	7.00 4.00
12.			AN	9
No.	Company.		AL	
	Line worked by		E	675 675 1,132
			IRA	
			ENE	:::
	: : 880 :		G.	noo
	900		13.	Acc
	pu		.o.	rest
	%c		-	Inter 10
	orks,			Ks,
1	Wol			Wor nt I
	and			lic cour
	ay a			Pub Acg A
	ower enev			of per
	e Pc d R.			ners le as tstar
	otiv s an			ssion vent Out
	Maintenance of Way and Works, &c Locomotive Power Repairs and Renewals of Carriages and Waggons Traffic Expenses			nmi Redry
	A Maintenance of W. B Locomotive Power C Repairs and Renew D Traffic Expenses		E.	To Commissioners of Public Works' Interest Account, Net Revenue as per Account No. 10, Sundry Outstanding Accounts
	D C B A		146	To
1	1		1	

1,945

1,945 8

No. 15.—STATEMENT OF TRAIN MILEAGE.		Return made by Cork & Bandon Railway Company.
	Miles to be Miles worked Constructed. by Engines.	
TEMENT.	Miles to be Constructed.	1
No. 14.—MILEAGE STATEMENT	Miles Constructed.	1523
No. 14.—1	Miles Authorised.	100 840 840
		Lines owned by Company

J. W. PAYNE, Chairman. E. H. DORMAN, Secretary.

AUDITORS' CERTIFICATE.

We hereby certify that the above Half-yearly Accounts contain a full statement of the financial condition of the Company, and that the Revenue of the Half-year has been charged with all expenses which in our judgment ought to be paid thereout. The Traffic Returns rendered by the Cork and Bandon Company have been examined by the Accountant appointed for that purpose and certified to be correct.

P. O'BRIEN, Auditors.

54, South Mall, Сокк, 18th January, 1885.

CERTIFICATE RESPECTING THE PERMANENT WAY, STATIONS, &C.

I hereby certify that the Permanent Way, Stations, Buildings, and Works of the Ilen Valley Railway have, during the past half-year, been WILLIAM BARRINGTON, maintained in good working condition and repair.

M. Inst. C.E., Engineer.

84, GEORGE STREET,

LIMERICK, 3rd January, 1885.

Notice is hereby given that the Nineteenth Half-Yearly Ordinary Meeting of the Proprietors of the Ilen Valley Railway Company will be held at the Offices of the Company, No. 54, South Mall, in the City of Cork, on Wednesday, the 25th day of February, 1885, at Two o'clock, p.m., to declare a dividend on the Baronial Guarantee Stock of the Company, and for the transaction of the general business of the Company.

The Transfer Books will be closed from the 16th day of February, 1885, until after the Meeting.

Dated this 5th day of February, 1885.

By Order,

E. H. DORMAN,

Secretary.

Offices:—
54, South Mall, Cork.



FRANCIS B. ORMSBY,
Secretary

THE

Limerick and Kerry Kailway Company.

REPORT OF DIRECTORS

AND

Statement of Accounts to 31st December, 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 WEDNESDAY, THE 18th FEBRUARY, 1885,

AT TWELVE O'CLOCK NOON,

Directors.

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

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., I, Essex Court, Temple, London.

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

JAMES SPAIGHT, Esq., J.P., 77, George Street, Limerick, The Waterford and Limerick Directors.

EDWARD WILLIAM O'BRIEN, ESQ., D.L., Cahirmoyle, Ardagh, Co. Limerick,

Director for the Co. Limerick.

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

LIMERICK & KERRY RAILWAY COMPANY.

OTICE 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 Wednesday, the 18th day of February, 1885, at Twelve o'clock noon, for the purpose of receiving the Directors' Report, with Statement of Accounts, for the re-election of Directors and Auditors, and for the General Business of the Company.

The Transfer Books of the Company will be closed from the 11th day of February, 1885, until after the Meeting.

Dated this 2nd day of February, 1885.

By Order,

CHARLES HENRY BINGHAM,

Secretary.

No. 6, Westminster Chambers, Victoria Street, Westminster, London.

MEETING of the Proprietors of the Limerick and Kerry Railway Company will be held at the Company's Offices, No. 6, Westminster Chambers, Victoria Street, Westminster, in the County of Middlesex, on Wednesday, the 18th day of February, 1885 (immediately on the conclusion of the business of the Ordinary General Meeting of the Company, convened to be held at the same place, on the same day, at Twelve o'clock noon), for the purpose of Considering the Provisions of the Bills now before Parliament, intituled—

1. "A Bill to amalgamate the Undertakings of the Rathkeale and Newcastle Junction Railway Company and of the Tralee and Fenit Railway Company with the Undertaking of the Limerick and Kerry Railway Company; and for other purposes."

2. "A Bill for making a Railway from Listowel to Ballybunion, in the County of Kerry; and for other purposes."

At such Meeting the said Bills will be submitted for the consideration and approval of the Proprietors.

Dated this 2nd day of February, 1885.

CHARLES HENRY BINGHAM,

Secretary of the Company.

6, Westminster Chambers,
Victoria Street, Westminster,
London, S.W.

LIMERICK AND KERRY RAILWAY COMPANY.

DIRECTORS' REPORT

For the Half-year ending 31st December, 1884.

The Directors in submitting their thirteenth report with Statement of Accounts for the Half-year ending 31st December, 1884, for the approval of the shareholders, regret to say that there has been no improvement in the traffic for the half-year as compared with the same period in 1883, but, on the contrary, a falling off in the gross traffic amounting to £210.

The gross receipts during the half-year have amounted to £8,424 9s. 9d., and the net receipts to £3,369 15s. 11d., against £8,634 12s. od. and £3,453 16s. 9d., respectively, in the corresponding period last year.

The number of passengers carried shows a decrease of 5,091

persons, representing a loss of \pm , 235 15s. 5d.

The quantity of goods carried during the half-year, although less by 755 tons than that of the corresponding half-year of 1883, shows an increased earning of £108 15s. 4d. Your Directors are led to believe that this result has not been obtained without prejudice to the development of traffic, as increased rates have hampered trade and driven merchants to seek other routes for the carriage of their goods. They are actively urging on the Working Company a thorough revision of rates, and intend to press this by all means open to them.

The number of cattle carried, though showing an increase of 1,880 in the number of head, does not show a corresponding increase of earning, but, on the contrary, a decrease of £30 105. 1d. This, however, is likely soon to remedy itself, as the traffic, if favoured by reasonable rates, will rapidly increase.

The following table gives the result of the working of the line since

its opening in December 1880:-

Half-year ending	Gross Receipts.	Net Receipts.	Earnings per Mile per Week.	Number of Passengers.	Goods and Minerals.	Cattle.
30th June, 1881	£ s. d. 6,254 12 0 6,723 9 7 6,775 12 6 8,092 3 4 7,465 7 0 8,634 12 0 7,027 16 4 8,424 9 9	£ 5. d. 2,501 16 10 2,689 7 10 2,710 4 11 3,236 17 4 2,986 2 9 3,453 16 9 2,811 2 7 3,369 15 11	£ s. d. 5 11 10 6 0 3 6 1 2 7 4 9 6 13 6 7 14 5 6 5 8 7 10 8	46,805 60,452 55,133 71,453 61,564 73,603 62,156 68,517	Tons. 8,899 9,308 11,351 14,448 13,910 13,143 12,921 12,388	9,567 22,684 19,567 37,080 19,404 34,680 23,755 36,560

The Directors think it right to inform the shareholders that they have recently appointed Mr. Edmund Cooke, late an official in the Great Western Railway Company, to be Inspector over their system. Mr. Cooke has brought with him strong testimonials as to his fitness for such a post, and the Directors confidently hope that his exertions will produce good fruit. Mr. Cooke resides at Listowel, and all communications addressed to him will receive immediate attention.

Two Bills promoted or supported by this Company are before Parliament, and will be submitted to the shareholders for approval.

The first is "a Bill to amalgamate the undertakings of the Rathkeale "and Newcastle Junction Railway Company and of the Tralee and "Fenit Railway Company with the undertaking of the Limerick and "Kerry Railway Company; and for other purposes." This amalgamation, when carried out, will give to this Company a system of upwards of sixty miles in length under one management, and worked by the same Company, and will no doubt be followed by an arrangement with the Waterford and Limerick Railway Company of a uniform scale of working. This is not, however, part of the present scheme.

The advantages to this Company of the amalgamation will be the removal of any possible conflict of interest between the three sections of what is, in fact, a continuous line of railway, a considerable reduction in the expenses of working and management, and the securing to this Company of the surplus receipts from the two smaller undertakings, a surplus which, in the case of the Rathkeale Company, will be immediate, though not large, and in the case of the Fenit Company may be expected to be very considerable so soon as the Fenit Pier and Harbour is open

for public use.
The capital of the Rathkeale undertaking at present consists of

following particular Five per cent. deb Five per cent. deb Five per cent. post	entu entu	res re st	ock ebentur	e sto	ock	£ 16,600 15,000 61,400	£
Arrears of interest	on	post	poned	deb	en-	93,000	
ture stock.		•				12,990	105,990
Preference shares						18,130	
Ordinary shares		*	٠			10,050	28,180
							£134,170

This will be exchanged for the following capital, to be authorised by the Bill:—

3	BIII:—						0		
	Limerick and Kern	ry (Ra	thkea	ale and	d Ne	W-	to		
	castle Junction)	debe	nture	S			16,600		
	Limerick and Ker	ry (Ra	athke	ale an	d Ne	W-			
	castle Junction) four	per	cent.	A	de-			
	benture stock						18,750		
	Ditto B ditto						30,700		
	Ditto C ditto						24,908		
								£90,958	

All the arrears of interest are given up, and as the C debenture stock does not bear a fixed rate of interest, but a rate varying according to the receipts of the undertaking, no future accumulations will accrue, and the shareholders who will receive that Stock for their present shares will at once get a small dividend with every probability of increase.

The present gross earnings of the Rathkeale underaking may be taken as	£6,500 2,925
Leaving Net Receipts of	£3,575
management charges, now £625, but, say, reduced to .	325
Deduct next the following preferential charges: £ 16,600 debentures at 5 per cent. £ 18,750 A debenture stock at 4 per cent. £ 30,700 B debenture stock at 4 per cent. £ 30,700 B debenture stock at 4 per cent. £ 24,908 C debenture stock at 1 per	£3,250
cent	3,057
Showing a surplus income of	£193

The debentures and debenture stocks issued for the purpose of the Rathkeale amalgamation are exclusively charged upon the Rathkeale undertaking and cannot impose any pecuniary liability on this Company

The capital of the Fenit undertaking at present consists of the

following particulars:

£15,000

£30,000

£,15,000

following particulars:

5 per cent. debentures.

5 per cent. guaranteed shares.

ordinary shares.

But the line, though commenced as long ago as 1881, is not yet finished, and the Fenit Company appears to have no means of raising sufficient capital to open it. It is greatly to the interest of this Company that the line, which must bring a great deal of traffic over their system, should be opened as soon as possible, and with that object the shareholders may properly incur some additional liability. The Bill, therefore, proposes that, in addition to a conversion of the existing capital, similar to that of the Rathkeale undertaking, a sum of £7,000 should be raised by means of debentures charged primarily on the Fenit undertaking, but guaranteed by a charge on this Company's undertaking, subject to all existing charges. The new capital will then stand as follows:—

llows:— merick and	Kerry	(Tralee and Fenit) debentures 4 per cent. guaranteed stock (to be	£15,000.
,,		issued in exchange for the guaranteed shares)	37,500.
	22	debentures	7,000.
99		postponed debenture stock (to be	
>>	"	issued in exchange for the ordinary shares) bearing interest at a gradua-	
		ted rate, according to the receipts	
		of the line	15,000

None of the debentures and debenture stocks, other than the £7,000 already referred to, will form a charge upon the Kerry under-

The second Bill to be submitted to the shareholders is "a Bill for 'making a Railway from Listowel to Ballybunion, in the County of "Kerry; and for other purposes." This Bill is intended to secure the very considerable passenger and goods traffic to and from Ballybunion, a very favourite watering-place on the Kerry coast—at present eleven miles from railway communication. As long ago as 1873, when this Company's Act was before the Grand Jury for the County of Limerick, this extension was urged by that Grand Jury upon its promoters; and recently the Grand Jury for the County of Kerry has on two occasions expressed its sense of the need of some such communication. Indeed, they ultimately sanctioned a narrowgauge tramway between Listowel and Ballybunion. Your Directors, however, felt very strongly that a break of gauge at Listowel would prevent any adequate development of traffic, and therefore opposed the tramway, which was thrown out by the Privy Council. The Directors believe that the Ballybunion line, when constructed, will prove a very valuable feeder to this Company's system. No opposition was offered to either Bill on Standing Orders; and the Directors recommend the shareholders to approve them in accordance with the requirements of Parliament.

The directors are glad to inform the shareholders that the powers of conversion given by the Act of 1884 have been largely exercised. The whole of the preferential debentures, and by far the greater part of the second debentures have been converted into debenture stock, and nearly all of the guaranteed shares have been in like manner converted. The advantages of conversion are, in the case of the guaranteed shares, so obvious, that the directors anticipate that all those at present unconverted will be speedily brought in, and they will not feel able to accept them at par unless the conversion be completed during the current half-year.

The Directors who retire by rotation on the present occasion are the Earl of Devon and Geo. Hewson, Esq. They are eligible for re-election.

Mr. Henry Holmes is the retiring Auditor, and is also eligible for re-election.

Mr. John S. Chappelow, F.C.A., of Messrs. J. H. Schröder & Chappelow, Chartered Accountants, 10, Lincoln's Inn Fields, offers himself as Auditor, in place of Mr. J. H. Schröder, the senior partner, who is incapacitated from ill health.

DEVON, Chairman.

6, WESTMINSTER CHAMBERS,
VICTORIA STRFET, LONDON,
6th February, 1885.

COMPANY RAILWAY KERRY AND LIMERICK

DECEMBER,

31ST

ENDED

HALF-YEAR

-Statement of Capital authorised and created by the Com

	CAPIT	CAPITAL AUTHORISED.	ISBD.	CAPI	CAPITAL CREATED OR SANCTIONED.	D OR		BALA
ACTS OF PARLIAMENT.	Stock and Shares,	Loans.	Total.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Los
Loans. Total. Stock and Loans. Total. Shares. £ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £	42	*						
1877	194,820	215,180	410,000	194,820	191,264	386,084		23,
	104 820	215.180	410.000	194,820	191,264	386,084		23,

23,916

the Ordinary taken place to the 31st December, 1884. Capital into Debenture Stock and Shares far as with Section 4 of the Act, are made in accordance

Share Capital, showing the proportion

AMOUNT UNISSUED.	×	:	:	:	:
AMOUNT CREATED. AMOUNT RECEIVED. CALLS IN ARREAR. AMOUNT UNCALLED. AMOUNT UNISSUED.	Z.	:	:	:	:
CALLS IN ARREAR.	42	:	:	:	:
AMOUNT RECEIVED.	42	6,450	78,370	110,000	194,820
AMOUNT CREATED.	the state of the s	6,450	78,370	110,000	194,820
DESCRIPTION.	Timerick and Kerry Railway Guaranteed (Limerick)	Shares, £10 each	Limerick and Kerry Railway Guaranteed (Kerry) Shares, \$\int_10\ each \tag{10}	Ordinary Stock	Rebate on Issue £56,648

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

		Raised by Loans.		Raised by	Raised by issue of Debenture Stock.	ure Stock.	Total raised by
				_	At I nor cont		Debenture
	At 5 per cent.	At 6 per cent.	Total Loans.	A A Per cent.	THE PROPERTY OF THE PROPERTY O	D C	Stock.
Existing at 30th June, 1884	30.000	64,300	£ 94,300	₹:	٠ <u>٩</u> ::	£ 5. d.	£ 5. d. 94,300 00
Ditto, at 31st December, 1884	:	15,800	15,800	102,680	1,516	71,267 19 7 191,263 19	191,263 19 7
Increase	:	:		102,680	1,516	71,267 19 7	71,267 19 7 96,963 19 7
Decrease	30,000	48,500	78,500	:	:	:	:
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 .	ns and Debenture Stock as abo	ire Stock in res	spect of Capital	created as per	Statement N	6. I 215,180 0 . 191,263 19	s. d. o o 19 7
Deduct Temporary Loans	ury Loans					23,916 0	0 5
Balance, being available borrowing powers at 31st December, 1884	vailable borrow	ring powers at	31st December	. 1884		£23,820 7	8 2
Dr. No,	No. 4.—Receipts and Expenditure on Capital Account.	and Expendit	ure on Capits	d Account.			Or.

Or.	-
Or.	Amounts
nt.	Amounts
Capital Accou	
penditure on	
ipts and Exp	
No. 4.—Rece	N. T. S.
No. 4.—Receipts and Expendit	A
	-
Dr.	

Ur.		TAC TO TO	Jan man and and	TION THE THOOP THE TIME TO THE TOP THE			-
	Amount Expended to 30th June 1884.	Amount Expended this Half-year.	Total.	c.	Amounts Received to 30th June, 1884.	Amounts Received this Half-year.	Total.
TO EXPENDITURE: On Land Works	£ 5. d. 359,130 3 8	£ 5. d.	881,412 15 o	259,130 3 8 22,282 11 4 381,412 15 0 "Tehrers Service No.2 50,955 0 0 Dr 78,500 0 0 15,900 0 0 15,900 0 0 178,500 0 0 15,800 0 15,800 0 15,800 0 0 15,800 0 0 15,800 0 0 15,800 0 0 15,800 0 0 15,800 0 15,800 0 0 15,800 0 0 15,800 0 0 15,800 0 0 15,800 0 0 15,800 0	259,959 0 0 94,300 0 0 6,045 5 9	1)r 65, 139 0 0 Dr 78, 500 0 0 Dr 5,949 13 0	194,820 0 0 15,800 0 0 15,800 0 0
By Balance to General Balance Sheet No. 13.	ance Sheet No. 1		4,766 17 4	, Depending Stock	360,304 5 9	360,304 5 9 25,875 6 7	
		Z	£ 386,179 12 4			73	£ 386,179 12 4

No. 5.—Details of the Capital Expenditure.

Half-year ended 31st December, 1884.	3	1,209 18	2,099 8	2,581 15	821 8	14,840 1	£22,282 11 4
		Construction	Engineering	Parliamentary Expenses	Law Costs/Including Farluamenty Expenses	Interest on Debentures and Temporary Loans converted into C Debenture Stock under provisions of strain The Limerick and Kerry Railway Act, 1884."	

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.

0	0		1
C	0	1	ı
SEOO	700	2417	-
			١
			1
			1
			1
			1
	٠		
		onstruction	
	traffic	of co	
-	for	urse	
-	open	in co	
1	Lines	Lines	
-	On	On	

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

Half-year ended 31st Dec., 1884.	£ s. d. 23,916 0 0	23,916 0 0	23,820 7 3 4,766 17 4	£28,587 4 7	Or,	Half-year ended 31st Dec., 1884.	4,294 16 9 288 17 0 2,518 13 1 1,278 11 5 4 11 5 5 15 0		68,427 4 9
						RECEIPTS,	By Passengers ", Parcels, Horses, Carriages, &c		
	scount No. I				nue Account.	Half-year ended 31st Dec., 1883.	4,530 12 1 341 12 2 2,445 3 8 1,309 1 7 1 7 6		£8,635 19 6
	ot yet created, Ac Account No. 2 .		(No. 4)		No. 9.—Revenue Account.	Half-year ended 31st Dec., 1884.	£ 5.054 13 11 452 1 0 52 7 2 42 7 6 105 0 0	151	£8,427 4 9
	Share and Loan Capital authorised, not yet created, Account No. 1 Share Capital created, not yet issued, Account No. 2. Amount of Calls in arrear	Deduct— Temporary Loans	Balance at Credit of Capital Account (No. 4)			EXPENDITURE.	To Working Expenses, 60 per cent. of Receipts paid to Waterford and Limerick Railway Company. General Charges (E). Arbitration Expenses. Traffic Inspector. Law Expenses.	" Balance carried to Net Revenue Account	
					Dr.	Half-year ended 31st Dec., 1883.	5,180 15 3 7. 4. 590 5 8	2,864 18 7	61

Gr.	Half-year ended 31st Dec., 1884.	ick 2,670 15 2 d. 1,079 4 10 ary De- ick 14,840 1 0 501 17 4 513 8,450 7 7	£27,550 4 9
	RECEIPTS.	By Balance brought from Revenue Account, No. 9 General Interest Amount due by Counties of Limerick and Kerry Interest on Debentures and Temporary Loan extinguished by issue of C Debenture Stock under "The Limerick and Kerry Railway Act, 1884" Interest specially provided Balance to General Balance Sheet. No. 13	
unt.		A	7
Acco	d d 1883	13 01 8 13	2
No. 10,-Net Revenue Account.	Half-year ended 31st Dec., 1883.	2,864 18 7 948 10 8 948 10 8 17,936 13 4	£27.550 4 9 £21,750 2
t R	34.	63 1 10 0 1 10 0 1 1 2 1 1 1 1 1 1 1 1 1 1	6
- Ne	Half-year ended st Dec., 188	£ 5. 6. 296 15 2 296 15 2 1,906 16 6 690 8 2 1,16 2 3 227 14 6	4
No. 10	Half-year ended 31st Dec., 1884.	296 15 20,932 10 10 296 15 2 2,120 13 1 1 1906 16 6 6 8 1 1,196 227 14 6	£27.550
D.	EXPENDITURE,	To Balance from last half-year ., Interest on Limerick and Kerry Guaranteed (Limerick) Shares ., Interest on Limerick and Kerry Guaranteed (Kerry) Shares ., Interest on Temporary Loans ., Interest on Debentures ., A Debenture ., B ., B ., C ., C ., C ., C ., C ., G ., C	
	F 883.	A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1
	Half-year ended Dec., 18	2,800 0 0 2,340 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
Dr.	Half-year ended 31st Dec., 1883.	14,779 2,88 2,34 175 175	£21.750 2

No. 11,-Nil.

20

Gr.	£ 5. d 1,650 0 0 552 14 0 3,681 14 3 8,450 7 7 526 11 3	£14,978 16 3
No. 13.—General Balance Sheet.	4, 156 7 4 By Cash at Bankers' 4, 547 13 3 "Cash on Deposit Cash on Disposit Cash on Deposit Cash Cash Cash Cash Cash Cash Cash Cash	
o. 13.—Gener	\$ 5. d. 4,156 7 4 4,547 13 3 1,350 8 4 4,766 17 4	£14,978 16 3
Dr. N	To unpaid Interests "Interest accruing and provided for "Temporary Loans "Sundry Outstanding Accounts "Balance from Capital Account (No. 4)	

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

Chairman to the Company,

DEVON,

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.

J. H. Schröder & Chappelow, Chartered Accountants, Henry Holmes,

OW, Auditors.

6th February, 1885.

Tondondercy and Tough Swilly Railway.

FRANCIS B. ORMSBY,

Secretary,

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

Half-Year ending 31st December, 1884,

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE

Half-Pearly General Meeting,

TO BE HELD AT THE

OFFICES, SHIPQUAY STREET BUILDINGS, LONDONDERRY.

AT TWELVE O'CLOCK, NOON,

On FRIDAY, the 27th day of FEBRUARY, 1885.

Sondonderry :

PRINTED BY DAVID IRVINE, OLD POST OFFICE, CASTLE STREET.

1885,

Directors.

- +1. JAMES THOMPSON MACKY, Esq., CHAIRMAN.
- 12. JOSEPH COOKE, Esq., DEPUTY-CHAIRMAN.
- *3. BARTHOLOMEW M'CORKELL, Esq.
- *4. DAVID GILLIES, Esq.
- +5. THOMAS COLQUHOUN, Esq.
- +6. DAVID M. COLQUHOUN, Esq.
- * 7. HENRY LECKY, Esq.
- †8. ALEXANDER BLACK, Esq.
- 9. JOHN M'FARLAND, Esq.

† Retire February, 1885.

Retire February, 1886.
* Retire February, 1887.

LONDONDERRY AND LOUGH SWILLY RAILWAY COMPANY.

Notice is Hereby Given, that the Ordinary Half-Yearly Meeting of the Shareholders will be held at the Offices of the Company, Shipquay Street Buildings, Londonderry, on Friday, the 27th day of February instant, at Twelve o'clock Noon, to transact the ordinary business of the Company.

The Transfer Books of the Company will be closed from the 16th to 28th instant, both days inclusive.

By Order,

FREDERICK DAWSON, SECRETARY

Offices, Shipquay Street Buildings, Londonderry, 9th February, 1885. Londonderry and Lough Swilly Railway Company.

DIRECTORS' REPORT.

The following is a comparative Statement of the Receipts for the past Half-Year, with the corresponding Half-Year of 1883:—

	1883.	1884.	
Passengers, Parcels, &c., Goods, Live Stock, Rents,	 £2,949 9 1 1,171 5 5 121 17 11 31 9 6	£3,318 3 11 1,418 8 7 178 18 2 26 18 6	£368 14 10 increase. 257 3 2 " 57 0 3 " 4 11 0 decrease
	£1,274 1 11	£4,952 9 2	£678 7 3 increase.

The foregoing Statement shews an increase of £678 7s 3d over the corresponding half of last year. This increase is owing chiefly to the development of the Excursion Traffic, and the increased Train Service on the Letterkenny Line.

The Expenditure shews an Increase of £43 12s 4d. This amount is more than accounted for by the increased charge for Tolls and Haulage over the Harbour Tramway.

Your directors have pleasure in reporting that they were successful in getting the Interest on the Loan from the Government reduced from Five to Four per Cent.

Taking into account the state of trade generally, and the returns made by the other Railway Companies, your Directors consider the result of the Half-Year's working is very satisfactory.

The work of altering the line to the narrow gauge is being pushed forward energetically, and your Directors hope to have it completed during the current half-year.

James Thompson Macky, Esq., Thomas Colquboun, Esq., and David M. Colquboun, Esq., Directors, and Richard Waller, Esq., Auditor, retire by rotation, but are eligible and offer themselves for re-election.

(By order,)

FREDERICK DAWSON, SECRETARY.

LONDONDERRY AND LOUGH SWILLY RAILWAY CO.-HALF YEAR ENDING 31st DEC., 1884.

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

	CAPI	CAPITAL AUTHORD	USED.	CAPITAL C	REATED OR	CAPITAL CREATED OR SANCTIONED.		BALANCE	
THE BOARD OF TRADE.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.	Stock	Loans.	Total.
ecs. 4 and 9,	£ 40,000	£ 13,000 6.600	£ 53,000	£ 40,000	13,000	53,000	भ :	अ :	43 :
	25,000 20,000 50,000	6,600	25,000 26,600 60,000	.: 50,000	10,000		25,000	009'9	25,000
	155 000	36 900	101 900	110 000	000 000	000000	:	:	:
Extinguished by the Londonderry and	00000	007,00	007,101	2000,011	29,000	139,600	45,000	6,600	21,600
, 1882,	38,900	0,000	45,500	18,900	:	18,900	20,000	6,600	26,000
Total 116	116.100	29,600	145,700	91,100	29,600	120,700	25,000		25,000

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

-		_
Calls in Arrear, Amount Uncalled Amount Unissued.	£ s. d. 4,260 0 0 6,091 0 0	10,351 0 0
Amount Uncalled	£ s. d.	
Calls in Arrear.	2,350 10 0	2,350 10 0
Amount Created. Amount Received.	£ s. d. 34,489 10 0 43,909 0 0	87,398 10 0
Amount Created.	£ s. d. 41.100 0 0 0 50,000 0 0	0 01 862,398 10 0
PTION.		al,
DESCRIP	Ordinary Shares, Preference Stock,	Tot

No. 3-CAPITAL RAISED BY LOANS AND DEBRUTURE STOCK

	H	RAISED BY LOANS.	vô	DEBENTUR	DEBENTURE STOCKS.	Total raised by
	Government Loan At 4 per Cent.	At 5 per Cent.	Total Loans.	At 5 per Cent.	Total Debenture Stocks.	and by Debenture Stocks.
Existing at 30th June 1884, Do. at 31st December, 1884,	£ s. d 9,855 15 6. 9,353 10 10	8,818 8,818 8,818	£ s. d. 18,673 15 6 18,181 10 10	1,000 10,000	10,000 10,000	28, 673, 15, 6, 28,181, 10, 10
Increase, Decrease,	492.4 8	::	485 4 %	::	::	::
Total Amount authorised to be raised by Loans and by Debenture Stocks, in respect of Capital created, as per Statement No. 1, Total Amount raised by Loans and by Debenture Stock as above,	s, in respect of Ca	pital created, as	per Statement N			29 600 0 0 28,181 10 10
Balance, being available borrowing powers, at 31st December, 1884.						1118 9 2

No. 4-RECEIPTS AND EXPENDITURE

£263 6 0 Engine Shed and Sidings at Tooban Junction

No. 6.—RETURN OF WORKING STOCK.

and.	Cattle Trucks.	4040	::
Merchandise and Mineral.	Goods Wagons, Covered.	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	:
Merc	snogsW sboot	30 30 30	::
	Comb'd Timber and Car. Trucks.	:01 :01	::
	Horse Box.	i :-	::
Joaching.	Break Vans.	-4-4	::
Coa	First & Second Composite.	01000100	:
	Third Class.	010010	1 1
	Second Class.	::::	1:
	First Class.	11.:	
7 % I	Tenders.	1111	::
Loco- notive.	Engines.	- :- :	
		::::	::
		::::	: 1
		::::	::
W.		::::	::
THE RESERVE OF THE PARTY OF THE		Stock on the 30th June, 1884, (5 ft. 3 in. gauge) Do. do. do. (3 feet gauge) Do. do. 31st Dec., 1884, (5 ft. 3 in. gauge) Do. do. do. do., 6 ft. 3 in. gauge)	Increase during the Half Year, Decrease do. do

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

	During the Half-Year,	In subsequent Half-Years.	Total.	
No further Expenditure at present contemplated				
The state of the s				

No. 8-Capital Powers and other Assets Available to Meet Further Expenditure, as per No 7.

|--|--|

	3,318 3 11	1,607 6 9	4,925 10 8 26 18 6 4 959 9 9
Half-Year ended 3.st Dec., 1884.	No 6,019 23,029 81,471 110,108 89,471 110,108 118,608 118,608 8,193 16 69 7 6 80-7 7 80-7 7 80-	223 18 6	
BECEIPTS.	By Passengers – No 1st Colss. 1st Colss. 23 079 817 23 078 817 1:036 89,477 1:036 8	" Merchandise	Total Traffic,
Half-Year ended 3;st Dec., 188	22 8. d. d. 325 18 11. d. 723 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1,171 5 5 171,11	4.242 12 5 3I 9 6 4.974 1 111
Half-Year Half-Year ended 31st Dec., 1884. 31st Dec., 1883.	26 8. d. 1077 2 1 1966 18 1 12 18 5 1345 18 1 1 544 18 1 1 544 11 4 4 58 92 4 6 592 4 6 6 592 4 6 6 592 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	4878 19 8	3448 12 11 1503 16 3
EXPENDITURE.	To Maintenance of Way, Works) see Abstract A and Stations Locomotive Power, do B Carringe and Wagon Repairs, General Charges, Law Oharges, Compensation Rates and Taxes, Transvy Charges, Transvy Charges, Transvy Charges, Transvy Charges, Transvay Charges,	Less Received for Working Letterkenny Railway for Half-year ending Sist Dec., 1884, being n5 per cent. of the Traffic Receipts, .	" Bulance carried to Net Revenue Account,
Half-Year ended 31st Dec. 1883.	25 s. d 1354 0 7 790 5 6 814 6 1011 x 11 230 8 0 210 7 8 400 0	0 61	869 1 4

No. 10-NET REVENUE ACCOUNT.

Cr.

By Balance from last Half-year's Account, , Balance from Revenue Account, No. 9,	# Balance from last Half-year's Account, By Balance from last Half-year's Account, By Balance from Revenue Account, No. 9,	#alf-Year Half-Year ended 31st Dec., 1883. E. S. d. E. S. d 250 0 0 869 1 4 D. Balance from last Half-year's Account, No. 9, 65 19 4 Balance from Revenue Account, No. 9, 65 19 4 Balance from Revenue Account, No. 9, 63 19 4 Balance from Revenue Account, No. 9, 63 19 4 63 19 4 63 19 4 63 19 4 63 19 4 63 19 4 63 19 4 63 19 4 63 19 4 63 19 4 63 19 4 63 19 4 63 64 64 64 64 64 64 64 64 64 64 64 64 64	Half-Year Half-Year ended 31st Dec., 1883. E. S. d. 2.45 4 7	# Half-Year ended 31st Dec., 1883 1883 1884 1883 250 0 0 869 1 4 7 By Balance from last Half-year's Account, No. 9, 65 19 4 Balance from Revenue Account, No. 9, 65 19 4 Balance from Revenue Account, No. 9, 65 19 4 Balance from Revenue Account, No. 9, 65 19 4 65 19 4 Balance from Revenue Account, No. 9, 65 19 4 65	##!-Year Half-Year ended 31st Dec. 1883. ### Single				
	##I.Year Half.Year ended 31st Dec., 1883. £ 8. d. £ 8. d. 24.5 4 7 250.0 0 24.5 4 7 65 19 4 65 19 4	## Half-Year ended 31st Dec., 1884. 1883. 1833. 18	## Half-Year ended 31st Dec., 1884. 1884. 1885.	## Half-Year ended 31st Dec., 1884. 31st Dec., 1883 1883 230 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	## Half-Year ended 31st Dec., 1884. 31st Dec., 1883 1883 230 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Half-Year ended 31st Dec., 1884.	£ s. d. 2,657 3 8 1,503 16 3		
	##I.Year Half.Year ended 31st Dec., 1883. £ 8. d. £ 8. d. 24.5 4 7 250.0 0 24.5 4 7 65 19 4 65 19 4	## Half-Year ended 31st Dec., 1884. 1883. 1833. 18	## Half-Year ended 31st Dec., 1884. 1884. 1885.	## Half-Year ended 31st Dec., 1884. 31st Dec., 1883 1883 230 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	## Half-Year ended 31st Dec., 1884. 31st Dec., 1883 1883 230 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		By Balance from last Half-year's Account, ,, Balance from Revenue Account, No. 9,		
# Hade And Page And P	##I-Year ended 31st Dec., 1884. £ 8. d 250 0 0 0, 0, 10 0 0, 10 0 0 0 0, 10 0 0 0			!!!!	!!!!	Half-Year ended 31st Dec., 1883.	£ s. d. 2,415 4 7 569 1 4		
	1111					Half-Year ended 31st Dec., 1884.	£ 8. d. 319 0 1 250 0 0 0 12 0 65 19 4	635 H 5	
ebenture Loans,	ebenture L.	ebent		gage tenture	To Interest on Mortgage, Interest on Beanting B, General Interest Acco		and D Stock	:	
and Debenture Loans, Stock, unt	and Debenture L. Slock, alances, unt	and Debent Stock, slances, unt.	and D Stock salanc unt.		To Interest on Mort, Interest on Deb., Interest on Babli,, General Interest, Balance,		gage anture		
Mortgage and Debenture Loans, 1 Debenture Stock, Banking Balances, terest Account.	Mortgage and Debenture L. 1 Debenture Stock, 18anking Balances, terest Account	Mortgage and Debent I Debenture Stock, Banking Balances, terest Account.	Mortgage and D bobenture Stock Banking Balance terest Account				To Interest or ". Interest or ". Interest or ". General In	" Balance,	

No. 11-Proposed Appropriation of Balance.

4,160 19 11

Half-Year ended 31st Dec., 1884	d.	9
t 1) t 1) 1884	80	00
Hs 31s	3,52	3,52
-	:	-
	:	:
	į.	. :
	:	
		:
		:
	:	
		:
		:
		:
	10,	
	ce, as per Account No.	ar
	count	alf-yea
	er Ac	xt Hg
	, as p	to ne
	lance	lance
	Ba	Ba
£ 5	G.	10
Half. Year ended 31st Pec., 1883.	8 15.	8 :5
Iali en 3180	2,67	2,67

210	
15	
U	
2	
Q	
G	
0	
- 5	
gr_	

I			d.		00			6 2	0 00						000		5	1 21			1 0		00000
GONS.			£ 8.		89			58 12	126 18	•			£ 8.		54 15 54 15 66 88		45 8	1,345 13			75	105 1	0 1 0 1
W dNA W			8. d		35 3 4		6	28 3 1							: : :		:				:	countant,	::::
REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.			42	and Gener	Wages, Materials,	Wagons-	Salaries, Office Expenses, and General Superintendence,		Total,	TRAFFIC EXPENSES.		. 11	Salaries and Waces, &c	al St	Printing, Stationery, and Tickets, Horses, Harness, Vans, Provender, etc.,	3, etc.,	Special Expenditure,		GENERAL CHARGES.		1	General Manager, an do	Rent of Head Office, Printing.
I C	Half-Year	31st Dec., 1883,	£ 8. d.		23 6 4 6 14 6			13 13 8	81 14 6	A	Half-Year ended	31st Dec., 1883		14 5 8	13	14 8 0 37 6 10	15	1011 8 11	H	Half-Year ended 3 st Dec., 1883	0 0 06 p s 3	132 0 0 8 8 0	
NO. 12			£ 8, d.	74 19 4	7 1 96 1 7		144 19 7			1,077 2 1						£ 8. d.	73 0 0			719 18 0	204 0 1		
RKS. &C.			£ 8. d.		533 11 7 262 10 0											£ 8. d.			212 14 5	100 9 7	127 7 9		
MAINTENANCE OR WAY, WORKS, &C.		60		Salaries, Office Expenses, and General Superintendence,	Way— Wakes, Materials,	Benefits of Roads Bridges Signals and			Single, 30½	Total, 3ng Total		LOCONOTIVE POWER.				Dalamine Office Demanded Consuct	Superintendence,	Running Expenses— Wages connected with the working	of Locomotive Engines,	other Stores,	Repairs and Renewals— Wages, Materials.	iture,	The state of the s
A	Half-Year	31st I)ec., 1883	£ 8. d.	49 8 0	567 16 1 158 4 9	60 8 11	- 1-			1354 0 7		B		Half-Year	31st Dec., 1883	£ 8. d.			338 1 11	68 2 1	107 18 11 35 3 9		

B	
243	
bile	
part.	
500	
20	
92	
52	
7.3	
0	
7	
0.0	
405	
-43	
-	
_	
-	
~	
-2	
-	
- 5	
A	
SAI	
RAI	
RAI	
ERAI	
ERAI	
NERAI	
ERAI	
NERAI	
ENERAI	
ENERAI	
ENERAI	
ENERAI	
-GENERAL	
-GENERAL	
ENERAI	
3—GENERAL	
3-GENERAL	
3—GENERAL	
3—GENERAL	
3—GENERAL	
. 13-GENERAI	
O. 13-GENERAL	

Hali-Year ended 30th Dec., 1854.	£ s. d. 7.061 14 5 462 15 7 1,469 13 6 479 2 6 110 0 0 528 15 1	10,112 1 1
	By Capital Account, Balance at debit thereof, as per Account No. 4, Cash at Bankers—Current Account, General Stores—Stock of Materials on hand, Traffic Accounts due to the Company, Do. do. due by Post Office, Sundry Outstanding Accounts,	
Half-Year ended 31st Dec., 1884.	£ s. d. 3,525 8 6 4 303 6 4 5,921 2 7	10,112 1 1
	To Net Revenue Account, Balance at Credit thereof, as per Account No. 10, "Unpaid Dividends and Interest, "Debts due to other Companies, "Sundry Outstanding Accounts,	

No. 14-MILEAGE STATEMENT.

es es	
by Engine	31
constructed.	31
authorised.	31
: 1 1	
1.15	Total,
Lines Owned by the Company, Lines Worked by the Company, Foreign Lines Worked over (Tramway),	

No. 15-STATEMENT OF TRAIN MILEAGE.

Total.	42,168
Letterkenny Railway worked by L. & L. S. Railway Co.	18,845
L:Derry and Lough Swilly Railway.	23,323
	Mixed Passengers and Goods Train.
alf-year ended 31st Dec, 1884.	25,305

J. T. MACKY, Chairman of Company. FREDK. DAWSON, Secretary of Company.

FRANCIS B. ORMSBY, Secretary.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canals, and other works have, during the past half-year, been maintained in good working Condition and repair. C. E. STEWART, Engineer.

January, 1885.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certifiy that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, have, during the past half-year, being maintained in good working Order and Repair.

PHILIP ELLIS, Locomotive Superintendent.

January, 1885.

AUDITORS' CERTIFICATE.

We, the Auditors of the Londonderry and Lough Swilly Railway Company, have examined the Accounts of the Company for the halfyear ended 31st December, 1884, and we hereby certify that the said Accounts contain a full and true statement of the Financial condition of the Company; and that the Revenue Account of the half-year has been charged with all expenses which, in our judgement, ought to be paid thereout.

> RICHARD WALLER, AUDITORS. GEORGE H. MITCHELL.

MIDLAND GREAT WESTERN RAI

OF IRELAND COMPANY.

SEVENTY-NINTH HALF-YEARLY MEETING.

THURSDAY, the 5th day of March, 1885.

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 5th day of March 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 19th day of February, to THURSDAY, the 5th day of March, both days inclusive.

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

BROADSTONE STATION, DUBLIN, 4th February, 1885.

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 DIVIDEND PAYABLE

... 5th MARCH.

... 25th MARCH.

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., Ardbrugh, Dalkey.

GEORGE CREE, 40 Upper Mount Street, Dublin.

ORDINARY AND PREFERENCE STOCKS OF THE COMPANY.

	TRANSFI	ER BOOKS.	DIVIDENDS
	Close	Re-open	PAYABLE.
Five per cent. Preference Four per cent. Preference Consolidated	Feb. 19th.	Mar. 6th.	Mar. 25th.

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.

REPORT OF THE DIRECTORS.



DUBLIN, 17TH FEBRUARY, 1885.

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.	Increase.
Receipts from Passengers, &c. Merchandise, Cattle, &c,	£ s. d. 99,281 2 10 111,306 3 2		£ s. d.	£ s. d.
A. to Galway—Passengers,&c. Do. Merchandise, Cattle, &c.	250,587 6 0 11,993 I I 9,563 19 0	212,038 16 10 11,990 7 11 9,517 15 5	1,477 3 5 2 13 2 46 3 7	2,928 14 3
	232,144 6 1	233,547 0 2	1,526 0 2	2,928 14 3

Showing a Net Increase of £,1402 14s. 1d.

Roceipts from the Railway Royal Canal Rents Transfer Fees Interest on Government Stock, &c. Great Northern and Western Dividend	£212,038 16 10 2,954 0 9 2,893 17 10 54 2 6 83 1 7 3,022 13 4	221,046 12 10
Expenditure on the Railway Royal Canal	115,265 17 6 2,730 19 3	221,040
	£117,996 16 9	
Interest on Mortgage and Debenture Stock, Great Northern and Western Rent, Dublin and Meath, and Navan and Kingscourt proportions, and deficiency on Athlone to Galway Extension	46,816 13 1	164,813 9 10
Surplus from last half-year		56,233 3 0 5,429 8 2
Out of which the Directors recommend that the following Dividends be declared and payable on and after 25th March, At the rate of 5 per cent. per annum on the Five per cent. Preference Stock,		£61,662 II 2
And of 4 per cent. per annum on the	£7,500 0 0	
Four per cent. Preference Stock, amounting to	10,884 12 0	
amounting to	35,550 0 0	53,934 12
And the Balance		£7,727 19 2

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

DAY OF MEETING.—The Half-yearly Meeting has been convened for Thursday, the 5th March, and the accounts made up to the 31st December 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 £61,662 115. 2d. The dividends on the Preference Stocks amount to £18,384 125., leaving a balance of £43,277 195. 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 £7,727 195. 2d., to the credit of next half-year's accounts.

The Directors regret the continuance of general depression in the districts through which your line passes, which has been considerably increased owing to the fact that many of the Corn mills have ceased

PERMANENT WAY AND ROLLING STOCK.—The usual certificates of the Engineers as to the state of the Line and Rolling Stock are appended.

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

2,906 Tons of Steel Rails and Fastenings. 38,734 Creosoted Sleepers.

Making for the year 1884 :-

5,244 Tons of Steel Rails and Fastenings. 77,538 Creosoted Sleepers.

The ordinary maintenance of the Permanent Way, Works, &c., charged to the half-year amounted to £39,610 18s. 6d., being £16.54 per cent. on the receipts, or 9.54d. per train mile; and for the year 1884, £77,133 14s. 10d.. being £16.62 per cent. on receipts, or 9.63d. per train mile.

The Permanent Way Renewal Suspense account has been reduced during the year by a sum of £3,000, and now stands at £6,000.

The Locomotive Expenditure for the half-year includes the renewal of 2 Engines, 7 Carriages and 49 Wagons, the cost of which has been charged to revenue. The renewals charged to revenue in the year 1884, were 4 Engines, 12 Carriages and 98 Wagons.

Crossdoney and Killeshandra Branch.—The works on this Branch are so far advanced that the Contractors expect to complete their contract during the Autumn. The Engineer's report on this line is annexed.

CITY OF DUBLIN JUNCTION RAILWAYS (LOOP LINE).—The negotiations with the Great Northern, Great Southern and Western, Dublin, Wicklow and Wexford Railway Companies, and the City of Dublin Steam Packet Company regarding the construction of the City of Dublin Junction Railways were, so far as your Company is con-

cerned, terminated by the withdrawal of the Great Southern and Western Company. Your Directors considered that so long as the Great Southern and Western Company hold aloof from the proposed line, it would not be desirable to recommend you to join in a guarantee.

GALWAY LOAN.—The Directors, acting on the sanction given by the Shareholders at their last Meeting, have repaid the Public Works Loan Commissioners £42,578 2s. 9d., being the balance due on one of the outstanding six bonds. The usual instalments of principal as prescribed by the Act, 12 & 13 Vic., cap. 62, amounting to £6,649 19s. 2d., have also been repaid. The sum of £184,780 7s. 9d., balance of the loan of £500,000, remains due. The Directors hope to reduce this amount as opportunity offers. The Premiums on the amount of Stock issued will be carried to the credit of Capital Account.

Mails.—Much public interest continues to exist as to the acceleration of the Mail Service to the West of Ireland. Several Members of Parliament representing the constituencies through which your line passes, have taken considerable trouble in bringing the matter under the notice of the Postmaster-General. The Directors trust that their representations may prove successful. No further communication has, however, been received from the Postmaster-General on the subject.

CONTINUOUS BRAKES.—The greater part of the Passenger Rolling Stock has now been fitted with Smith's Tell-Tale Vacuum Brake, and most of the trains since the commencement of the year have been run with the brake affixed.

AUDITORS.—Mr. GEORGE CREE, one of the Auditors, retires by rotation, and offers himself for re-election.

RALPH S. CUSACK, Chairman.

THE ENGINEER'S REPORT.

ENGINEER'S OFFICE,
BROADSTONE, 7th February, 1885.

MY LORD AND GENTLEMEN,

I beg to report for your information, that four miles of the line, from Crossdoney to Killeshandra, are now formed and ready for laying the Permanent Way.

The line has been fenced throughout, and two-thirds of the masonry and earthworks have been completed.

I have so far had every reason to be satisfied with the manner in which the Contractors are executing the work.

I have the honour to be, Your obedient Servant,

G. NEWENHAM KELLY

The Chairman and Directors,
Midland Great Western Railway.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY. Accounts for the Half-year ended 31st December, 1884

STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

				- L. 0.0.0 + 1	SANCTIONED.	CTIONED.
	0	CAPITAL AUTHORIZED.	D.	CALLIN		
Acts of Parliament.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.
28 Vic., cap. 40 32 & 33 Vic., cap. 52 37 & 38 Vic., cap. 27 40 & 41 Vic., cap. 139 40 & 41 Vic., cap. 139	2,750,000 100,000 300,000	50,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5,256,374 II 2	2,750,000 100,000 300,000 250,000	\$6 d. \$500,000 0 0 \$702,200 0 0 \$171,000 0 0 \$33,300 0 0 \$134,074 11 2 \$80,000 0	5,256,374 II 2
in the Charles	3,400,000	1,856,374 11 2	5,256,374 11 2	3,400,000	1,856,374 11 2	1,856,374 11 2 5,256,374 11 2

TATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

	DESC	DESCRIPTION.						Amount Created.		Amount Received.	Amount Unissued.	
Ordinary Stock Preference Stock—Five per cent.	::	:::	:::	:::	111	111	:::	2,370,000 0 0 300,000 0 0 730,000 0 0	0000	2,370,000 0 0 300,000 0 0 544,230 0 0	s. d.	d.
ya Your per cont.			,					3,400,000	0 0	3,400,000 0 0 3,214,230 0 0	0 0 185,770 0 0	0

RAISED BY LOANS AND DEBENTURE STOCKS.

	Total raised by		£ 8. 3. d. 1,168,208 1,458,016 9 8 1,224,998 1,455,578 7 9	2,438 III	1,541,154 18 11	1,455,578 7 9 85,576 II 2
	TURE	Total Debenture Stock.	£ 1,168,208 1,224,998	26,790	9 12 3	: :
	OF DEBEN	At 42 per Cent.	£ 201,700 201,700	11	£1,856,374 11	: :
	RAISED BY ISSUE OF DEBENTURE STOCK.	At 44 per Cent.	£ 493,000 493,000	11		
	RAISEI	At 4 At 44 At 44 Debenture per Cent. per Cent. per Cent.	£ 473,508 530,298	26,790	tatement N	
No. 8,-CAPITAL MAISED BI ECHING MILE	.s.	Total Loans.	289,808 9 8 230,580 7 9	59,228 III	ital created, as per S	ure Stock as above Balance, being available Borrowing Powers at 31st December, 1884
T TOTAL TOTAL	RAISED BY LOANS.	At 44 per Cent.	55,800 45,800	10,000	espect of Capi	owing Powers
IAL MAISED D	RA	Government Loan at 33 per Cent.	234,008 9 8 184,780 7 9	49,228 1 11	benture Stocks in r	s above
NO. G.—CALI			Existing at 30th June, 1884	Increase	Total amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. 1	Total Amount raised by Loans and by Debenture Stock as above Balance, being available

CR.	Total.	₹ s. d.	3,214,230 0 0	bet	3 184,780 7 9	4,669,808 7 9	4,706,943 15 0
			: :	0 0 000,005	315,219 12	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
THE THE PART OF THE PART ACCOUNT,		& S. d. & S. d. By RECRIPTS—Shares and Account No.	Royal Canal Mortgage	Athlone to Galway Loan, 12 & 13 Vic. c. 6g, 6500,000 o	on the passed Basis 74 day 3 days	Balance	
THE TWO CANAL	Total	s. d.	8,458 17 7 3,971,482 11 0	36,606 6 7 585,504 17 5	II3,350 0 0		1,706,943 15 0
	Expended during Half-year 30th June, 1884.	s. d.		2,438 4 6	1		4,684,567 10 11 22,376 4 1 4,706,943 15 0
	Amount Expended 30th June, 1884.	£ s. d.	3,903,023 13 5		113,350 0 0		4,684,567 10 11
		TO EXPENDITURE—	On Lines in course of Construc-	Working Stock Subscriptions to other Reilmann	The state of the s		

No. 5. - DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 31

No. 6.-RETURN OF WORKING STOCK FOR HALF-YEAR ENDING

	-						
	1	Total.		2.025	2,020	11	
	1	Brake Vans.		00 3	40	1	
	RALS	Travelling Cranes	,	CI I	N	TI	
	MINE	Coal Wagons.		8	3	11	
	ND	Ballast Wagons.		TOZ	201	11	
	ISE A	Powder Vans.		01	N	11	
5005	AND	Boiler Trucks.		01 0	N	11	
6 7 7 7	MERCHANDISE AND MINERALS.	Timber Trucks.		4	44	11	
d ava a	M	Cattle Trucks.		30		1 %	
		Covered Goods Wagons.		1556	2000	81	
0		Open Box Goods Wagons.		151	101	11	
The state of the s		TOTAL.		868	2007	11	
		Luggage Vans.		31	5	11	
		Fish Vans.		30	2	11	
		Horse Boxes.		56	-	11	
	COACHING	Carriage Trucks.		22		11	
	COAC	State Carriage.		нн	-	11	
		Composite Carriages.		37	24	10	
		Third Class		00 00	1	11	
		Second Class Carriages.		14	1	01	
		First Class Carriages. Second Class Carriages. Third Class		10	-	H	
	LOCO- OTIVE.	T'enders.	1	88	Ī	11	
	LOCO-	Engines.	1	88	i	11	-
					-	::	H
1					1		1
				::	-		1
			1		-		
-			-	::	1	::	-
1				884 .		•	1
1				reber, r		car	
ı				cemb	Inle.	rall-	
1				De De	I was	30	
1				on 30th 31st	dur	, a	
				ock o	noresce	Creas	
		569 W		Sto	Inc	Ď	

Composite renewed as First Class, 2 as Second Class. 30 Cattle Wagons renewed as Covered Goods.

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

	FURTHER EXPENDITURE.	PENDITURE.	
	During the Half-year ending 30th June, 1885.	In subsequent Half-years.	TOTAL.
Lines open for Traffic-Interlocking Signals and other Works	£3,000	Not ascertained.	£3,000
Branch to Killeshandra	×12,000	Do.	\$12,000

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

s. d.	770 0 0 576 II 2	271,346 II 2 37,135 7 3	234,211 3 11
42	185,770 o 85,576 II	271,	234
	:	:	
	:	:	
	:	:	
	:	:	
	:		
Control of the Contro	***	Lee ner Account No. 4	
No.	Share Capital created, but not yet issued, as per Account No. 2	Loan Capital created, but not yet received, as per Account and 3	

RAILWAY FROM ATHLONE TO GALWAY.

Account of Receipts and Expenditure for the Half-year ended 31st December, 1884, as certified by Robert Morrogh, Esq., Government Auditor, under 12 and 13 Vic., cap. 62, and 28 and 29 Vic., cap. 210.

R.

Walf warm anded	31st Dec., 1884.	ه. م. d.								11.000 711					9,517 15 5	21,508 3 4	0 6 866	2		21,740 0 4
1		۶. d.				9 1 105.0		814 16 0	-			7,028 16 10	2,434 7 4	54 If 3						
			1120 2 11	,745 6 4	3,725 12 3			es, &c	:			:	:	:						
	RECEIPTS.		0.625 £2	10.584 1,745 6	65,718 5,725 12	1	86,927	ses, Carriag				:	:							
	RE	R. Passengers-	1st Class 10.625 £2,120 2 17	and I			~	Parcels. Horses, Carriages, &c	Mails			" Merchandise	Live Stock	" Minerals			Dolongo	,, Dallance		
	nded 383.	-	00			1	II	0	, u		0	9 5 9	5 I 99	1 9 1	H	1 1		_	1	1 8 1
	Half-year er	£ s. d.	000	811 10	F, CIT IL	0.000	9,533 2 II	272	12, 20	4,504	11,993 19	7,180 9	2,333	50	9,563 1	21,557 0		141 17 7		21,698 17
No. saneveno	Half-year ended Half-year ended asst Dec., 1884. 31st Dec., 1883.	£ s d.		5,537 4 0			2,719 15 9	541 19 3			0,	or 61 /01	296 II II	12 521 6 4	1000		8,225 0 0			21,746 64
No.	EXPENDITURE.			, Works, &c See Abstract	er		::	: :		1ry 149 12 8	, &c 38 7 2	dates the expression of the second				at 31/2 per cent. per annum, on £470,000,	18 Vic., cap. 124			
			*	6 To Maintenance of	I ,, Locomotive Power	8 ,, Carriage and Wagon Repairs	5 ,, Traffic Expenses	3 ,, General Charges	" Compensation-	8 Personal Injury	o Merchandise, &c.		Rabe and Tayes	-	60	" Interest, at 31/2	o 17 & 18 Vic.,			8
DR.	Half-year ended	31st Dec., 1883.	λ S. d.	5,650 4	2,787 5 11	1,115 12	2,806 17	503 6		14 0	36 3 10		y vya		13,473 17		8,225 0			21.698 17

CR.	Half-year ended 31st Dec., 1884.	s. d.						97,803 19 5				114.234 17 5	1 -	212,030 10			2,893 17 10	54 2 6	917.0MD 17 11	dillore es es
		£ 5. d.				81,461 18 10	9,186 15 0	7,155 5 7		75,991 0 7	33,792 II 8	4,451 5 2				Alc	:	:		
			£18,417 4 10	13,643 7 0	49,401 7 0		ages, &c	:		:	:	::			000	nd Water Supp	:	:		
	RECEIPTS.	By Passengers-	1st Class 48,497 &	2nd ,, 46,001	3rd ,, 408,125	502,623	" Parcels, Horses, Carriages, &c.	" Mails		" Merchandise	" Live Stock	, Minerals				" Royal Canal - Tolls and Water Supply	" Rents	" Transfer Fees		
E ACCOUNT.	Half-year ended 31st Dec., 1883.	£ s. d. I	19,327 15 11	13,802 10 3	49,441 0 7	82,571 6 9	9,554 10 6	7,155 5 7	99,281 2 10	75,800 19 5	30,531 13 4	4,973 IO 5	111,306 3 2	210,587 6 0		3,332 17 9	2,543 0 1	73 15 0		216,436 18 10
NO 9REVENUE ACCOUNT.	Half-year ended Half-year ended 31st Dec., 1884.	£ s. d.	34,073 14 0	26,848 5 2	10,376 TO	28,791 5 0	5,747 14 3	746 15 10	10 10			2,30r 6 3	6,380 16 0	115,265 17 6		2,730 19 3		6 91 966'LI	-	217,940 17 11
NO	EXPENDITURE.		To Maintenance of Way, Works, &c See Abstract A.	" Locomotive Power Do. B.	" Carriages and Wagon Repairs Do. C.	" Traffic Expenses Do. D.	" General Charges Do. E.	" Law Charges		" Compensation-Personal Injury 2,106 7 3	Merchandise, &c 194 19 0		" Rates and Taxes			" Royal Canal-Wages, Repairs, and Taxes,			" Balance carried to Net Revenue Account	
DR.	Half-year ended 31st Dec., 1883.	£ s. d.	34,430 8 9	26,441 10 10	10,583 O II	29,653 12 2	5,831 10 7	951 I3 8		155 0 0	390 2 4		6,488 I IO	114.025 1 1		3,184 3 2		118,109 4 3	98.327 14 7	216,436 18 10

CK.	Half-year ended	8 s. d., 5,429 8 2 99,944 1 2 2 8 1 7 7 3,022 13 4		108,479 4 3
		26. 32. By Balance brought from last Half-year's Account 98.327 14 7 ,, Balance Revenue Account, No. 9 2.904 11 10 ,, Great Northern and Western Railway Dividend		
	Half-year ended Half-year ended 31st Dec., 1884.	2 8. d. 10,561 6 11 98,327 14 7 83 1 7 2,904 11 10		111,876 14 11
	Half-year ended 31st Dec., 1884.	21,430 8 1. 275 8 1 18,078 16 6 5,619 15 7 1,174 11 7 238 3 0	46,816 13 1 61,662 11 2	108,479 4 3
		81 16 1. To Interest on Debenture Stock	" Balance, available for Dividend	
KT 16 1 . 1	31st Dec., 1883.	21,426 15 10 81 1 8 17,887 0 0 5,669 12 4 1,210 0 4	1 - 1	11 27 0,00,111

Half-year ended 31st Dec., 1883.		l is									Half-year ended	nded
£ s. d.											3131 1000., 1884.	204.
65,460 7 2	65,460 7 2 Balance available for Dividend, as per No. 10	•	:	:	:	:		:	:		£ s. 61,662 II	Э н
7,500 0 0	7,500 0 0 Dividend on 5 per Cent Preference Stock	£200.000										
10,000 0 0		2000	:	:	:		:	:	:	:	7,500 0	0
38,512 10 0	Ordinary Stock Cheing of the mote of	544,230	:	:	:	:	:	: ::	:	:	10,884 12	2
o or oro ya	see the same of the same of 3 per cent, per annum)	2,370,000		:	:		:	:	:	:	35,550 0	0
20,012 10											53,934 12	0
9,447 17 2	Balance to next Half-year	-year	:	:	:	:	:	:	:	:	7,727 19	1

ř	
r	
č	

		_																						
-		Half-year ended 31st Dec., 1884.	Athlone to Galway.	14 15 2 d. 178 4 2 2 1 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 2 2 2 1 1 2 2 2 1 1 2 2 2 1 1 2 2 2 2 1 1 2		260 12 10	0		Half-yearended 31st Dec., 1884.	Midland System, Athlone to Galway.	1,855 14 0 321 3 0	24	178 8 0	2.719 15 9			Half-year ended 31st Dec., 1884.	Athlone to Galway.	£ s. d.	7 4		58 18 6		541 19 3
	WAGONS.	Half-year ende	Midland System.	135 16 II 1,685 10 2		2,465 2 8	0 1		Half-yearendee	Midland System.	21,774 5 1 2,689 0 1	928	1,039 11	08.791 5 0			Half-year ended	Midland System.	1,251 8 10 50 0 0		133			5,747 14 3
	D RENEWALS OF CARRIAGES AND WAGONS.			Office Experimen	WAGONS— Salaries, Office Expenses, and	Wages Materials		TRAFFIC EXPENSES.			Salaries and Wages, &c Fuel, Lighting, Water, & Stores	Printing, Stationery, and Tickets Horses, Harness, Vans. Provender	Wagon Covers, Ropes, Grease, &c. Miscellaneous Expenses			GENERAL CHARGES.			Directors	tary, Manage	do.	Telegraph Expenses Telegraph Expenses Rlwy. Claring House Expenses Supergraphics Fund		
-ABSTRACTS	REPAIRS AND	Half-year ended 31st Dec., 1883.	Midland System. Athlone to Galway.	p 000	21 664	202 5 II 21 I 5 790 16 II 294 5 3 584 10 5 377 16 7	0 11 1.115 12		Half-year ended 31st Dec., 1883.	Midland System, Athlone to Galway.	s. d. 15 r 1, 1, 18 o	12 9 122 19 16 8 103 17	13 7 137 4	3 12 2 2.806 17 5			Half-year ended 31st Dec., 1883.	Midland System, Athlone to Galway.	50 10 4 124 9 8	0 10	15 8 8 6			31 10 7 503 6 3
IZ-ABST	C)	-		d. £ s	1 L O I	4 7 2,790	. 11		3 6 Half-	11		4 6 1,115	1,245	1884. 29,653	-	T T	;		I I's	0 10 I,799	1 6	100	04	1
MO.		d 31st Dec., 1	Athlone to Ga	£ s.	1,837	4,738	811	pet .	228	9 3 9 7 9 E		5,537		d 31st Dec.,	Athlone to Ga	60	-	47 17	707		1,787	602 13 450 0	1,052 13	
	&c.	Half-year ended 31st Dec., 1884.	Midland System, Athlone to Galway.	£ s. d.	12,434 10 11	27.568 C II	in H	3	1,598 3 4 1,341 II 5	6,505 13 1		34,073 14 0		Half-year ended 31st Dec., 1884,	Midlana' System. Athlone to Galway	Poy			6,683 3 2		16,893 19 4	5,696 13 II 4,257 II II	9,954 5 10	5
	MAINTENANCE OF WAY, WORKS,			Salaries, Office Expenses, and General Superintendence Maintenance and Renewal of Permanent Wave	Wages Materials	Daming of Darl Dail	nals— Wages	Materials Repairs of Stations and Buildings	Materials	was	Midland System Double 130 Single 2464 3764 TOTAL 425		LOCOMOTIVE POWER.	*			Salaries, Office Expenses, and General Superintendence		ошоос		D	Wages Materials		
1	M	ec., 1883.	o Galtway.	s. d.	3 II	3 7 0		61	3 o 19 9	9 11 6		9 4 6		3C, 1883.	to Galway.	s. d.	5 1 4		6 4	00 00 10 01	0 3	13 6	5 8	5 11
		d 31st De	Athlone	131	1,986	4,833	901	203	241	816		5,650		d 31st De	Athlone 1	42	46		697	127	1,792	545	995	2,787
	Α.	Half-year ended 31st Dec., 1883.	Walland System, Athlone to Galway	s. d.	13,114 6 8	27,944 II I	1,759 5 4		1,526 0 6	6,485 17 8		34,430 8 9	B,	Half-year ended 31st Dec., 1883.	Midland System. Alklone to Galway.	.b .s д	438 16 7		6,616 3 6	420 10 9 1,204 I 1	16,999 1/1 3	5,178 0 8 4,263 18 11	9,441 19 7	26,441 10 10
																						-		

NO. 13.—GENERAL BALANCE SHEET.

CK.

_			-	_			_			-	
d.	3	9	0	69	61	0	4		(2
s.	1	4	0	6	14	4,369 18	6,209 0 4		(0,000,00	137,159 2 5
	35	53	38	41	1,311 14	69	8		9	3	59
क्ष	37,135	31,853	5, 538	44,741 9	I,3	4	6,3		4	5	37,
	(.,	(1)		_		_					-
								€8,000	2,000		
	4	:	:	:	:	:	:	683	2,		
	70.										
	t. I		:	:	:	:	:	:	:		
	Acc	Cash 'at Bankers, Current Account, and Cash on hand									
	er	n h	:	:	:	:	:	:	-1-		
	d St	h o									9 11
)f, 2	Cas	Cash invested in Government Securities	General Stores-Stock of Materials on hand	Amounts due by other Companies	:	:	:	Less charged off this half-year		
	erec	pu	es	ha h					-ye		
	the	1, 2	riti	SOI	:	:	:	:	half		
	bit	un	ecu	rial	ies			nt	lis]		
	Ď	CCC	t S	ate	Dan	:	ıts	noc	E C		
	at	t A	nen	M	luic	ce	our	Acc	101		
	ince	ren	rnr	s of	Ö	JH C	Acc	Se	Be.		
	Sala	Cur	ove	tocl	he	st	13	pen	har		
	1	°S.	G	S	0 >	Po	dir	Sus	SS		
	uno	ker	ii p	es	e b	by	star	Te.	Le		
	CCC	Ban	ste	Stol	du	lue)ut	Jew.			
	Ale	at	Inve	1 E	nfe	nt	2	Rel			
	nif.	sh	sh	ner	1100	100	ndr	A E			
	S	5	5	2	A	Amount due by Post Office	Sundry Outstanding Accounts	Way Renewal Suspense Account			
	P	7									
	a	1	•		-	6					
	n	-	•							16	T
-	d.		p u							16	W
	s. d.	11 2	* 1 0 i							16	0
-	S. d. B	2 11 200	4 / 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6							180	A 60 03 K
	£ s. d.	2 11 200,10	7,043 1/ 4								A 6 03 K
	£ s. d.	01,002 11 2	7,043 1/ 4	17,040 10 3	23,091 9 10	20,914 13 0					A 00 0 0 M
-	S. d. B	10 01,002 11 2	7,043 1/ 4								7 0 0 W
	£ s. d.	NO. 10 01,002 11 2	7,043 4/ 4	1,040,11	23,091 9 10	20,914 13 0					A O ON TOTAL
	5. d. B	rt. No. 10 01,002 11 2	7,043 1/ 4	17,040 10 3	23,091 9 10	20,914 13 0					107 4 FO D K
	£ s. d.	Acct. No. 10 oi, oct. 11 z	* /* \$40. *		23,091 9 10	20,914 13 0					107 4KO 9 K
	£ 8. d.	er Acct. No. 10 01,002 11 2	7,043 4/ 4	1,040,11	23,091 9 10	20,914 13 0				**	A C CAL
	S. d. B.	is per Acct. No. 10 oi, 002 11 2	* / * \$40.6/		23,091 9 10	20,914 13 0					A 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	4. S. G.	of, as per Acct. No. 10 01,002 11 2	* / * \$40.6/		23,091 9 10	20,914 13 0					A 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	S. d. B	reof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		23,091 9 10	20,914 13 0					A G ONE POR
	** C. S. d.	thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		23,091 9 10	20,914 13 0					M 6 CM F F C F
	S. G. G.	dit thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		23,091 9 10	20,914 13 0					A 6 0 0 4 40 6
	S. G. G.	Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		23,091 9 10	20,914 13 0					7 0 0 N 1 100 P
	25 S. d.	at Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		23,091 9 10	20,914 13 0					400 A K
	3. d.	ace at Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		23,091 9 10	20,914 13 0					A 60 034 705 K
	2 C C C C C C C C C C C C C C C C C C C	alance at Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		23,091 9 10	20,914 13 0					4 M M M M M M M M M M M M M M M M M M M
	, c , c , d ,	, Balance at Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		23,091 9 10	20,914 13 0					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	S. S. G.	cct., Balance at Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		23,091 9 10	20,914 13 0					100 100 100 100 100 100 100 100 100 100
	S. C. S. G.	Acct., Balance at Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$			20,914 13 0					100 100 100 100 100 100 100 100 100 100
	3. d.	nue Acct., Balance at Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$			20,914 13 0					3 OF 150 S
	8 S. C.	evenue Acct., Balance at Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$			20,914 13 0					3 00 00 M
	S. S. C.	t Revenue Acct., Balance at Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$40.6/			20,914 13 0					7 0 0 0 V 1 K 0 0 V
	S. d.	Net Rewinue Acct., Balance at Credit thereof, as per Acct. No. 10 01,002 11 2	* / * \$40.6/		23,091 9 10	20,914 13 0					X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	S. d. By Camiral Account. Balance at Debit thereof, as per Acct. No. 4	To Net Rewinue Acct., Balance at Credit thereof, as per Acct. No. 10 ot, oz. 11 2	* /* \$\$01/			20,914 13 0					A 460 0 W

No. 14,-MILEAGE STATEMENT.

1 1	1	
Miles worked by Engines.	16031	425\$
Miles Miles constructing bhorized constructed.		7
Miles constructed.	2643	4254
Miles authorized.	2643	4254
-90	Lines owned by the Company Do, leased or rented	Total,
Half-year ended 31st Dec., 1884.	2642	4254

No. 15,-STATEMENT OF TRAIN MILEAGE.

Half-year ended 31st Dec., 1884.	A. to G. System.	493,780	327,009	820,789
Half-	A. to G	64,955	21,446	86,401
		Passenger Trains	Goods and Mineral Trains	
Half-year ended 31st Dec., 1883.	Midland System.	491,782	321,371	813,153
Half-yea	A. to G.	64,292	21,416	85,708

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

CERTIFICATE RESPECTING THE PERMANENT WAY, &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.

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 February, 1885.

AUDITOR'S CERTIFICATE,

We, the Auditors of the Midland Great Western Railway of Ireland Company, have examined the Accounts of the Scharbolders, and we hereby certify that the said Half-year ended the 31st December, 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.

ANTHONY O'NEILL, GEORGE CREE,

Dublin, 17th February, 1885.



DIRECTORS' REPORT

AND

STATEMENT OF THE ACCOUNTS

OF THE

Bathkeale & Newqastle Jungtion Bailway Company,

FOR THE

SIX MONTHS ENDING 31st DECEMBER, 1884,

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT

No. 6, WESTMINSTER CHAMBERS,

VICTORIA STREET, WESTMINSTER, S.W.,

ON

WEDNESDAY, 18th FEBRUARY, 1885,

AT 1 O'CLOCK IN THE AFTERNOON.

LONDON:

PRINTED BY GILBERT AND RIVINGTON, LIMITED,

ST. JOHN'S SQUARE.

RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

DIRECTORS.

- THE RIGHT HON. THE EARL OF DEVON, Powderham Castle, near Exeter, Chairman.
- CHARLES EDWARD CURLING, Esq., Newcastle West, Co. Limerick.
- GEORGE HEWSON, Esq., Ennismore, Listowel, Co. Kerry.
- WILLIAM MALCOMSON, Esq., Portlaw, Co. Waterford.
- FALKINER S. COLLIS SANDES, Esq., J.P., Sallowglen, Tarbert, Co. Kerry.
- JOSEPH WILLIAM HUME WILLIAMS, Esq., 1, Essex Court, Temple.

HENRY HOLMES, Secretary.

Offices—6, Westminster Chambers,
Victoria Street,
London, S.W.

RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

REPORT OF THE DIRECTORS TO THE SHAREHOLDERS.

The Directors beg to submit to the Shareholders herewith the Statement of the Accounts of the Company, made up to the close of the Half-Year ending 31st December, 1884.

The Receipts and Expenditure on Revenue Account appear in Statements Nos. 9 and 10. The Gross Receipts for the Half-Year amount to £3329 5s. 3d., which, as compared with £3500 16s. 9d., the Gross Receipts in the corresponding period of last year, show a decrease of £171 11s. 6d.

A statement is annexed of the Traffic Receipts since the opening of the Line in 1867, which shows the progress made in the earnings of the Line.

Mr. H. A. Herbert has resigned his seat at the Board, in consequence of his business engagements in America, and Mr. Falkiner Collis Sandes has been appointed to fill the vacancy.

The Directors who retire by rotation are the Earl of Devon and Mr. Malcomson, both of whom are eligible for re-election, and the former of whom offers himself accordingly.

The Directors have, subject to the approval of the Shareholders, agreed with the Limerick and Kerry Railway Company for the amalgamation of this undertaking with the undertaking of the Limerick and Kerry Railway Company, upon the terms stated in an Agreement dated the 21st November, 1884, which Agreement

is scheduled to the Bill introduced in Parliament by the Limerick and Kerry Railway Company, intituled "A Bill to amalgamate "the undertakings of the Rathkeale and Newcastle Junction "Railway Company, and of the Tralee and Fenit Railway Com-"pany, with the undertaking of the Limerick and Kerry Railway "Company, and for other purposes."

The Consideration for the transfer will be the issue and distribution of Limerick and Kerry Railway (Rathkeale and Newcastle Junction) Debenture Stock among the several Debenture-holders, Stock-holders, and Shareholders of the Rathkeale Company, and the Agreement provides that such Debenture Stock shall be primarily charged (subject to the payment to the Waterford and Limerick Railway Company, as the working Company, under the working agreement) on the undertaking of the Rathkeale Company; and that separate accounts shall continue to be kept, as hitherto, of all the receipts and expenditure of the Rathkeale undertaking. The position of the Debenture-holders, Debenture Stock-holders. and Shareholders of the Rathkeale Company will not be prejudiced, as they will still have the first charge upon the net receipts of this undertaking in the same way as at present, and their priority will be in no way affected by the conversion. The advantages of the amalgamation will be greater economy in working and management, as well as a saving in office expenses.

The Bill and the Agreement will be submitted for the approval of the Shareholders at a meeting to be hereafter called for that purpose.

The Report of the Engineer on the state of the Line is appended.

DEVON, Chairman. HENRY HOLMES, Secretary.

COMPANY'S OFFICES, 6. WESTMINSTER CHAMBERS, VICTORIA STREET, LONDON. 10th February, 1885.

Statement of Traffic Receipts since the Opening of the Line on 1st January, 1867.

Half-years en	ding	Rece	pipts	١,	Half	-years e	nding	Rece	eipts	
30th June, 1	.867	£ 1024		d. 11	31st D	ecembe	er, 1867	£ 1006	8.	d. 6
" " 1	868	991	0	11	,,	1)	1868	1134	18	0
,, ,, 1	869	1170	0	8	23	,,	1869	1288	12	2
" " 1	.870	1325	19	8	23	37	1870	1435	6	10
" " 1	.871	1327	15	1	29	,,	1871	1618	8	1
,, ,, 1	.872	1523	3	7	"	,,	1872	1758	18	4
,, ,, 1	1873	1738	11	4	"	"	1873	2025	15	0
" " 1	1874	1748	0	8	17	"	1874	1912	15	1
,, ,, 1	1875	1694	8	1	22	33	1875	1994	17	0
. " " 1	1876	1830	16	8	13	"	1876	2190	15	8
,, ,, 1	1877	1935	6	11	22	"	1877	2245	15	6
,, ,, 1	1878	1895	9	1	99	29	1878	2234	10	11
,, ,, 1	1879	2586	8	7	33	3.3	1879	2023	16	2
,, ,,]	1880	1865	14	5	"	"	1880	1970	0	6
"""1	1881	2536	3	10	29	,,	1881	3397	16	7
,, ,,]	1882	3158	5	5	"	"	1882	3132	16	3
,, ,,]	1883	3121	0	1	99	"	1883	3500	16	9
,, ,, 1	1884	3053	13	11	"	"	1884	3329	5	3

RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

.884.	the Company.
MBER, 1	ted by
ST DECE	and crea
ENDING 31	authorized
LF.YEAR	Capital
HA	Statement of
	[No. 1.]

	Total.	91	1	1			1	1		1	
Balance.	Loans.	91	1	1			1	1	-	1	1
	Steck and Shares.	es	1	1			1	1		1	1
netioned.	Total.	66,600	31,870	34,730			10,050	15,000		61,400	121,180
Capital created or sanctioned.	Loans.	16,600	1	1	6		1	15,000		61,400	93,000
Capital	Stock and Shares.	20,000	31,870	18,130			10,050	1		1	28,180
zed.	Total.	66,600	31,870	34,730			10,050	15,000	Co. No.	61,400	121,180
Capital authorized.	Loans.	16,600	1	1			1	15,000		61,400	93,000
Ca	Stock and Shares.	50,000	31,870	18,130			10,050	1		1	28,180
	Acts of Parliament.		Act of 1899	27 & 28 Vic. cap. 236, July 25, 1864. £20,000 of Original)	Shares cancelled under this Act, and Preference (Shares authorized to be issued in lieu there-	of Less Preference Shares cancelled under £20,000	30 & 31 Vic. cap. 191, 12th August, 1867—	This Act also authorized the conversion of the unisated Original Shares into Second Issue Pre-	42 & 43 Vic. cap. 29, 23rd May, 1879. £11,870 of unissued)	Ordinary Shares and £8,360 of unissued Fre- ference Shares cancelled, and £61,400 Postponed Debenture Shock authorized to be created	1000000

concerned a character of the property of the p	birar createn,	showing the pr	oportion receiv	ed.	
Description.	Amount created.	Amount received.	Amount created. Amount received. Calls in arrear, &c. Amount uncalled. Amo	Amount uncalled.	Amo
Ordinary Shares	30,000 11,870	£ 8. d.	£ 6. d.	C)	
Five per Cent. Perpetual Preference Shares	20.000 18,130	16,513 15 0	1,616 5 0	1	

		- J	The Land of the La	1 100	
Description.	Amount created.	Amount created. Amount received. Calls in arrear, &c. Amount uncalled. Amount unissued	Calls in arrear, &c.	Amount uncalled.	Amount unissued.
Ordinary Shares	30,000 11,870	£ 8. d.	£ 6. d.	વર	3
Five per Cent. Perpetual Preference Shares	20,000	16,513 15 0	1,616 5 0	1	1
	0,890 10,050	10,050 0 0			1
Total	28,180	26,563 15 0	1,616 5 0		

Capital raised by Loans.

[No. 3.]

H	Doned TUBE STOCK.	83,000 83,000	11		nil.	
RAISED BY ISSUR OF POSTPONED DEBRITURE STOCK.	Total Postponed Debenture Stock	61,400	11			
RAISED POSTPONE	At 5 per cent. Total Postponed	81,400 61,400	11	1t No. 1		
RAISED BY ISSUE OF PERPETUAL DEBENTURE STOCK.	Total Perpetual Debenture Stock.	£ 15,000 15,000	11	Total amount authorized to be raised by Loans and by Debenture Stock, in respect of Capital created, as per statement No. 1. Total amount raised by Loans and by Debenture Stock as above		1 A
RAISED PERPETUA S	At 5 per cent.	£ 15,000 15,000	11	of Capital creat		On One
RAISED BY LOAMS.	At 5 per cent. Total Loans.	£ 16,600 16,600	1 1	Stock, in respect	aber, 1884	Repaints and Denonditum on Conital A
RAISED I	At 5 per cent.	16,600 16,600	11	Jobal amount suthorized to be raised by Loans and by Debenture S Total amount raised by Loans and by Debenture Stock as above	Balance, being available Borrowing Powers at 31st December, 1884	Receinte on
				oy Loans and Debenture S	rowing Pow	
1				e raised	able Bor	Dr.
1		, 1884 mber, 1884	ase	d by Loan	seing avai	
		30th June 31st Decen	Increase . Decrease .	unt raisec	Balance, 1	
		Existing at 30th June, 1884 Ditto at 31st December, 1884	E	Total amo		[No. 4.]

[No. 4.]	Dr.		painte and Fr	A Line on Carried A			
			ver non and so	-coortes and Aspendicule on Capital Account.	Cr.		
	Amount expended to June 30th, 1884.	Amount expended Amount expended to during Half-year, June 30th, 1884.	TOTAL.		Amount received Amount received during Half-year June 30th, 1884. Dec. 31st, 1884	Amount received Amount received during Half-year, June 30th, 1884. Dec. 31st, 2884.	TOTAL.
To Expenditure— On Line, &c Acts of Parliament	8 s. d. 122,067 7 7 3,667 12 11	2 s. d.	22,074 18 10 3,667 12 11	By Receipers— Ordinary Shares, Preference Shares, per Acet. No. 2 Loans, per Account No. 3 Perpendial No. 3 Account No. 3 Postponed Debenture Stock, per Account No. 3	# 3. 4. 10,050 0 0 10,050 0 0 10,000 0 0 15,000 0 0	જં જં જા	16,513 15 0. 10,050 0 0 16,000 0 0 15,000 0 0
	£125,735 0 6	27 11 3	£125,742 11 9	Balance	1	1	£119,563 15 0 6,178 16 9 £125,742 11 9

Details of Capital Expenditure, for Half-year ending December 31st, 1884.	Expenditure for Half-year, as per Account No. 4. Station	Return of Working Stock,	LOCOMOTIVE, COACHING. MERCHANDISH AND MIMERAL.	Engines, First Class. Second Third Class. Break Van. Waggons Trucks.	The Working Stock of this Company is provided by the Waterford and Limerick Railway Company, by Agreement.	Estimate of further Expenditure on Capital Account.	FURTHER EXPENDITURE,	During the Half-year In subsequent anding June 30th, 1885.	S s. d. E s. d. E s. d. nit.	Capital Powers and other Assets available to meet further Expenditure, as per No. 7. [See Nos. 3 & 4.]
[No. 5] Details of Capita	Ling open for Traffic: Works at Newcastle Station ,	[No. 6.]				[No. 7.] Estima			LIME OPEN FOR TEAFFIC:-	[No. 8.] Capital Powers and oth

	£ *, d. 1629 10 1 6229 11 9		No Bajance available.		nd Waggons.	4 4	General Charges.	£ 5. d. 50 0 0 81 0 0 0 81 0 0 0 80 0 0 0
Gr.	, No. 9				and Renewals of Carriages and	Ages and Matorials Matorials Marginals Ma	General	Directors Auditors Solaries of Secretary and Engineer, and Secretary of Joint Committee Rents and Office Expenses Bailway Clearing House Expenses Printing
	By Balance Revenue Account, No. ,, Balance (see No. 13)	available for Dividend.			Repair and Renew	Wages and Matorials Wages and Matorials In prophesion	Þ	Alfyear ended ended ended 1883. 4.5 100 5 100 5 100 5 100 5 5 100 5 5 100 5 5 100 5 5 100 5 5 5 100 5 5 5 100 5 5 5 5
e Account,	By Ba	lance available f		BSTRACTS.	C. B	Half-year ended Dec. 31st, 1883.	Traffic Expenses.	Salaries and Wages, &c. d. B. Fuel, Lighting, Water, and General Stores Closhing Stationery, Advertising, Stationery, Advertising, and Tickets Miscellancous Expenses. Omneussation for Loss and Damage to Goods, &c. Bebate on Goods Traffic Bebate
Net Revenue Account	£ 5. d, 403 15 3 . 364 17 0 k 1493 8 6 . 5697 1 1	Appropriation of Balance	No. 10	ABST	e)	3		WH OH NO H
	(9,600 (less tax) 11 Debenture Stoc 22 Debenture Stoc	Proposed Appro	Balance as available for Dividend, as per Account No. 10		Maintenance of Way, Works, &c	consuce and Renewal of Permanent Way— Ages irs of Bridges irs of Stations, &c. maintained— ingle to the state of the sta	ower. D.	Half-year ended Dec. 31st, 1883 d
Dr.	To Interest on Debentures for £16, "Interest on £15,000 Perpetual (less tax) "Interest on £61,400 Postponed (less tax) "Balance from last Half-year		Balance as available for	1	Maintenance	Maini Maini Repa Repa Miles	Locomotive Power	Salaries Salaries Site, Ruming Expenses— Wages Ching Stock Ching S
[No. 10.]		[No. 11.]		No. 12.	A.	Half. year ended Dec. 318t, 1883.	ğ	Half-year ended Dec. 31st, I

[No. 13.]	Dr. General	General Balance Sheet.	Sheet.	Cr.		
To Sundry Creditors	15,413 7 10		Sundry Debtors Capital Account, B8 No. 4 Net Revenue Acco	By Sundry Debtors "Nothinal Account, Balance at Debit thereof, as per Account Not	eof, as per Account	8,004 19 4 6,178 16 9 6,229 11 9
	215,413 7 10	01				£15,413 7 10
[No. 14.]	Mile	Mileage Statement.	nent.			
			Miles Authorized.	Miles Constructed.	Miles Constructing, or to be Constructed.	Miles Worked by Engines.
Line own	Line owned by Company		10 nil	10	Ziu Ziu	10 mil
			10	10	nil	10
[No. 15.]	Stateme	nt of Train	Statement of Train Mileage.			
Half-year ended Dec. 31st, 1883.					Half-year ende	Half-year ended Dec. 31st, 1884.
13,670	Passenger and Mixed Trains Goods and Mineral Trains	• •	* •		13	13,180 4,208
17,782				Total .	17	17,388
					DEVON, Chairman. HENRY HOLMES, Secretary.	nan. i, Secretary.

THE PERMANENT WAY, &c. CERTIFICATE RESPECTING

I hereby certify that the Permanent Way, Stations, Buildings, and other Works of the RATHKEALE AND NEWCASTLE JUNCTION RAILWAY have, during the past Half-Year, been maintained in good working WILLIAM BARRINGTON, condition and repair.

84, George Street, Limerick, 16th January, 1885.

AUDITORS' CERTIFICATE.

We have examined the foregoing Accounts of the RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY for the Half-Year ending 31st December, 1884, and the Vouchers relating thereto, and certify same to be a true statement according to the Books of the Company.

ROBERT TIDEY,
J. H. SCHRÖDER & CHAPPELOW, Auditors.
Chartered Accountants,
10, LINCOLN'S INN FIELDS.

10th February, 1885.

Rathkeale and Newcastle Junction Railway Company.

REPORT AND ACCOUNTS,

31st December, 1884.

RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN, that the next Ordinary HALF-YEARLY GENERAL MEETING of this COMPANY will be held at No. 6, Westminster Chambers, Victoria Street, Westminster, in the County of Middlesex, on Wednesday, the 18th day of February, 1885, at 1 o'clock p.m. precisely, for the purpose of transacting the ordinary business of the Company, and the election of Directors.

The Transfer Books of the Company will be closed at 4 p.m. on the 12th day of February, 1885, and will remain closed until after the said Meeting.

Dated this 2nd day of February, 1885.

DEVON, Chairman. HENRY HOLMES, Secretary.

Offices—6, Westminster Chambers,
Victoria Street, London, S.W.

FRANCIS B. ORMSBY,
Secretary.

Sligo, Leitrim and Northern Counties Railway Company.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS,

FOR

SIX MONTHS ENDED 31st DECEMBER, 1884,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

EIGHTEENTH

HALF-YEARLY ORDINARY GENERAL MEETING,

TO BE HELD AT

MANORHAMILTON,

AT ONE O'CLOCK, P.M.,

ON SATURDAY, 28TH FEBRUARY, 1885

Sligo, Leitrim & Northern Counties Bailway Co.

EIGHTEENTH ORDINARY GENERAL MEETING, FEBRUARY, 1885.

Notice is hereby given, that the next Half-yearly Ordinary General Meeting of Shareholders in this Company will be held at the Company's Office, Manorhamilton, on Saturday, the 28th February, 1885, at One o'Clock, p.m., precisely, for the purpose of receiving a Report and Statement of Accounts from the Directors, appointing Directors for ensuing year, and for transacting the ordinary business of the Company.

The Transfer Books of the Company will be closed on the 14th inst. until after the Meeting.

RICHARD EARLS DAVIS.

Secretary.

Lurganboy, Manorhamilton, 1st February, 1885.

Directors.

SIR HENRY WM. GORE BOOTH, BART.,

Chairman.

FRANCIS LA TOUCHE, Esq., Deputy Chairman,
OWEN WYNNE, Esq.
CHRISTOPHER L'ESTRANGE, Esq.
JOHN WINTERBOTHAM BATTEN, Esq.

Sligo, Leitrim and Northern Counties Bailway.

REPORT OF THE DIRECTORS

To be submitted to the Meeting of the Proprietors, to be held on Saturday, 28th February, 1885.

The General Traffic on this line, as shown by the following Statement of Accounts, has made fair progress during the half-year ended 31st December, 1884. The depression in the Cattle trade of the country has affected the receipts under the heads of Passengers and Live Stock; however, the Goods Traffic shows a considerable increase, and on the whole the progress of the line has been satisfactory.

By Order,

RICHARD EARLS DAVIS, Secretary.

Lurganboy, Manorhamilton, 14th February, 1885.

SLIGO, LEITRIM AND NORTHERN COUNTIES RAILWAY COMPANY.—STATEMENT OF ACCOUNTS, 31ST DECEMBER, 1884.

NO. I.—CIATEMENT OF CAPITAL AUTHORIZED AND CREATED BI THE COMPANI.	THORIZED GAPITAL CREATED OR SANCTIONED BALANCE	s Total Shares Loans Total Stock and Loans Total	200 300,000 200,000 100,000 800,000 40,000 20,000 60,000 60,000	000 866,000 200,000 100,000 800,000 40,000 20,000 60,000
AIED BI	OR SANCTION			
AND ORE	AL CREATED			
THURIZED	CAPIT	Stock an Shares	200,000	200,000
APITAL AU	IZED	Total	000,000 000,000	360,000
MENT OF	CAPITAL AUTHORIZED	Loans	100,000 20,000	120,000
1.—STATE	C	Stock and Shares	200,000 40,000	240,000
No.		Acts of Parliament	88th and 39th Vic., Cap. 197, 1875 48rd and 44th Vic., Cap. 25	

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

Calls in Arrear Amount Unissued		111	
Calls in		- 4/	
Amount	43	20,000 20,000 100,000	200,000
Amount	લ્સ	50,000 50,000 100,000	200,000
Description		A. or Preferred Capital	:

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

			RAISED BY LOANS	RAISED BY DEBRNTURE STOCK	TOTAL RAISED BY
			At 5 per Cent.	At per Cent.	LOANS AND BY DEBENTURE STOCK
			est	વ્ય	अ
Existing at 30th June, 1884 Existing at 31st Dec., 1884	0 0 0 0 0 0	: :	100,000	11	100,000
Increase Decrease	: :	::	11	11	11
Total Amount authorized to be raised by Loans and Debenture Stock in respect of Capital created, as per Statement No. 1	ised by Lo	ans and	Debenture Stock in	in	120,000
Total Amount raised by Loans and Debenture Stock as above	d Debentu	re Stock	:		100,000
Balance, being available Borrowing Powers at 31st Dec., 1884	rowing Pov	vers at			£20,000

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

Total Amount Received	\$ \$	100,000 0 0	300,000 0 0 46,334 3 4		£346 834 3 4
		::	:	1	
		: :	:		
12.8		: :	:		
		: :	:		
60		:	:		
Receipts	By Receipts—	Share Stock, per Account No. 2 Loans, per Account No. 3	Balance		
	d. 4			69	4
Total	£ 8. d.			-	£316,334 8
Amount Expended to during Half-year to 20th June, 1884 31st Dec., 1884	£ s. d.				
t to 1884,	, d.				
Amoun Expended to 20th June	£ 8.				
Expenditure	On Lines open for Traffic No. 5 On Lines in course of construction				

No. 5. - DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 31ST DECEMBER, 1884.

व।	
£ s. d.	84 14 7
:	
*	
:	
аffic:—	
Lines open for Traffic:-	
Lines of	

No. 6.—Return of Working Stock Half-year ended 31st December, 1884.

1				
	Horse Boxes	н	=	1
	емэпл эзвітів С	-	-	1
INERAL	Goods Brake Vans	1	-	1
ID M	Timber Trucks	64	63	11
Merchandise and Mineral	Cattle Trucks	33	30	1
RCHAN	Coal Trucks	20	20	1
ME	Goods Wagons covered	20	90	
			1	1
		-1	1	1
		- 1	1	
		1	- 1	1
		1	1	1
		1	1	1
NG		1	1	
COACHING		1	1	1
S	Third Class Brakes	4,	41	1
	Third Class	9	9	1
	Third Class	11	1	1
	Composite	}	10	1
		11	1	1
LOCO- MOTIVE	Tenders	1	1	1
LOM	Engines	10	40	
		*Stock on the 30th June, 1881	*Do. 81st Dec., 1884	*This stock is purchased under a hiring agreement.

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

	Total	ब्द	1
ENDITURE	In subsequent half-years.	Uncertain	1
FURTHER EXPENDITURE	During the half-year ending 30th June, 1885	£ Uncertain	ſ
		:	:
			Total Estimated further Expenditure of Capital
		:	Total Esti
		Lines open for Traffic	

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

ब । ।	ı	1
000,000	1	000'09
1.11		:
:::		Total
:::		
:::		
:::		
Share and Loan Capital authorized but not yet created, as per Account No. 1 Share Capital created but not yet issued, as per Account No. 2 Loan Capital created but not yet received, as per Account No. 3		

Cr.	Half-year ended
No. 9.—Revenue Account.	Half-year ended Half-year ended
Dr.	Tall Year ended

1	G 61 00 ™	40000		-
led 34.	30000	100 100 100 100 100 100 100 100 100 100		4
enc,	2,508 2,508	232 16 50 0 50 16 1,128 11 37 10		7,048
year Dec.	23	2,5		7,
Half-year ended	No. 1,781 4,693 54,315	11111		
-	:::	:::::		
12	:::	11111		
	:::	11111		
S.		" Parcels, Horses, Carriages, &c Malls		
PECETPTC	First Class Second Class Third Class	80 : : : :		
FOR	First Class Second Class Third Class	in		
22	rst (con	Ca		
	Fi	as ses		
	sers.	Hon Idis neck neo		
	ens	els, shar Sto		
	288	Parcels, Horse, Mails Merchandise Live Stock Miscellaneous		
	By Passengers-	esses Macha		
ded 83.	5 400	00 4 5 8		10
Half-year ender 31st Dec., 1883.	6 5 5 51	102112		18
-year	2,764 12	190 11 50 0 1,992 12 1,294 11 45 15		7,209 18
Half	* 69 E.			10
Half-year ended Half-year ended 31st Dec., 1884.	9 9 9 6 6 6		6-3	4 1
Half-year ended	. r cocco		140	41
-year	1,644 1,555 310 2,541 295		692 9	7,048
Halt	- 0		9	12
	: : : :			
	a mini			
	net Andre D. D. E.		:	
	TUKE y, see Abstract A see Abstract B see Abstract C do. D. do. E.			
1.	e Ab		Balance to Account No. 10	
	e of Way, e of Way, nd Stations } see Power agon Repairs see nses		0. 10	
	ay, sairs		N	
1	W W tion		uno	
6	of Sta Sta Sta Ston Ston Ston Ston Ston Ston Ston Ston		Aco	
1	E. Bondand Way		to to	
	iks tire e & Exp		ance	
	inte Won omcomo		Bal	
1	To Maintenance of Way, See Abstract A. Works and Studies. "Locomotive Power see Abstract B. "Carrage & Wagon Repairs see Abstract C. "Traffic Expenses do. D. "General Charges do. E.			
	5 ssss			
nded 883.	d. 00000			12
5 PH 465				100
Ar e	5 2 2 5 0 4			
Half Year ended 31st Dec., 1883.	8 S. 1,630 2 1,756 12 238 5 2,050 0			£5,857

2	To	INO. I	UINET IN	NO. 10 NET EREVENUE ACCOUNT.	COUNT.			Č.	
alf.vear ended			Half-year ended 31st Dec., 1884	Half-year ended Half-year ended 31st Dec., 1884 31st Dec., 1883				Half-y 31st	Half-year ended 31st Dec., 1884
ਤ * ਅ	a. d. To Balance to General Balance Sheet	:	1,050 18 9	S. G.	By Balance from last Account ,, Balance Account No. 9	::	::		.£ 8. 858 9 692 9
1			1,050 18 9	I				1,00	1,050 18 9

No. 11.—Proposed Appropriation of Balance available for Dividend.

31st Dec., 1883							69	31st Dec., 1884	., 188
8. G.	Balance brought from Net Revenue Account No. 10	:	1	:	:			બ	83 D

			C. REPAI	REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.	AGONS.
Α.	MAINTENANCE OF WAT, WORKS, &C.		ar el		ear er
Half.yearended 31st Dec., 1883 £ S. d. 1,421 12 11	Salaries, Office Expenses, and General Superintendence Maintenance & Renewalof Permanent Way Wages and Materials Repairs of Roads, Bridges, Signals, and Works	Half. vear ended 31st Dec., 1884 & d1448 1 1 1 154 1 1	£ 8. d 132 13 0 105 12 1	CARRIAGES	2.0 4.0 1.8 4.0 1.0 1.0 1.8 4.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1
46 8 2	f Stations and Buildings		238 5 1		319 3 9
			D.	TRAFFIC EXPENSES.	
			######################################	Salaries and Wages, &c Fruel, Lighting, Warer and General Stores	Half-year ended 31st Dec., 1884 £ 8, d. 685 9 5 215 14 8
1,630 2 8	Total	1.644 7 6	139	ver	19
. B				Miscellaneous Expenses	
Half-year ended		Half-year ended	0 0000 0		9 541 2 1
£ s. d.	Salaries, Office Expenses, and General	£ s. d.		GENERAL CHARGES.	
425 2 6 742 17 10 45 2 9 177 0 7 366 9 1	RUNNING EXPRESS: Of Locomodive Engines Of Locomodive Angues Water Out, Tallow, and other Stores Repairs and Renewals, Wages and Materials	759 14 11 779 10 1 46 14 9 106 7 4 189 2 5	Half Year ended 3181 Dec., 1883 C 8. 6. 6. 68 0 0 12 10 10 8 8 8 8 8 18 5 3 10 11 3 10 11 3 19 9	Auditors and Public Accountants Office Expenses Electric Telegraph Expenses Rathay Clearing House Expenses Rathas and Taxes Miscellancous Expenses	Half year ended 31st Dec., 1884 Dec., 1884 Dec., 1884 Dec., 1884 Dec., 1884 Dec., 1887 Dec., 1888 D
1,756 12 9	Total	1,555 9 6	182 4 8	Total	295 10 9

777 -	7131- D1	£	8	. d.	£ 8.	d
	Lloyd's Bonds, not included in Loan Capital Statement Bond to Contractor for extra	41,104	17	8	By Cash in hands of Commissioners of Public Works 375 0	(
	work	5,043	19	4	Account 46,334 3	
	Debt due for hire and purchase of Rolling Stock Interest due to Commis-	18,540	19	1	,, Interest to Commissioners of Public Works 17,308 3 1 ,, Hire and purchase of Rolling	1
	sioners of Public Works Sundry Accounts due by		3	11	Stock 18,540 19 , Stores on hands 959 13	
,,	Company on Revenue Ac-		3	11	", Traffic Accounts due to the Company 78 17	
	Amount due to Clearing House	468	5	1	,, Amount due by Post Office 25 0 ,, Dividends on Guaranteed	1
99	Sundry Guarantors for Divi- dends advanced by them				Shares paid (Suspense) 3,240 12 1 , Balance in Bank 1,415 10	L
]	to 31st Dec., 1883 Balance as per Net Revenue	3,240	12	10	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
91	Account, No. 10	1,050	18	9		
	2	88,269	0	7	£ 88,269 0	-

No. 14.—MILEAGE STATEMENT.

	Miles authorized	Miles constructed	Miles constructing or to be constructed	Miles Worked by Engines
Lines owned by Company	43	43	-	49
	43	43		49

No. 15.—STATEMENT OF TRAIN MILEAGE.

Half Year ending 31st Dec., 1883		Half Year ending 31st Dec., 1884
54,992	Passenger Trains, Mixed Passenger and Goods, and Goods	Miles 50,537
54,992		50,537

H. W. GORE BOOTH, Chairman. R E. DAVIS, Secretary

ENGINEER'S 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.

HENRY TOTTENHAM,

Dated 14th February, 1885.

Engineer.

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

HENRY TOTTENHAM,

Locomotive Superintendent.

Dated 14th February, 1885.

AUDITORS' CERTIFICATE.

We hereby certify that the Half-yearly Accounts proposed to be issued contain a full and true statement of the Financial condition of the Sligo, Leitrim and Northern Counties Railway Company.

T. E. POWELL,
G. R. ARMSTRONG,
Auditors.

Dated 17th February, 1885.

FRANCIS B. ORMSBY,
Secretary.

West Ponegal Railway Company.

REPORT OF THE DIRECTORS,

AND

STATEMENT OF ACCOUNTS

TILL 31st DECEMBER, 1884,

FOR THE

HALF-YEARLY MEETING OF PROPRIETORS

TO BE HELD ON SATURDAY, 28th FEBRUARY, 1885.

Fondonderrn:
Printed by David Irvine, Old Post Office, Castle Street.

1885.

BOARD OF DIRECTORS.

CHAIRMAN:

THE RIGHT HON. VISCOUNT LIFFORD,
Meen Glas, Stranorlar, County Donegal, and Cecil House, Wimbledon, London, S.W.

VICE-CHAIRMAN:

JAMES MUSGRAVE, Esq., J.P., The Lodge, Carrick, County Donegal, and Drumglass House, Belfast.

WILLIAM SINCLAIR, Esq., D.L., J.P., Drumbeg, Inver, County Donegal, and Holy Hill, Strabane, County Tyrone.

BARTHOLOMEW M'CORKELL, Esq., J.P., Richmond, Londonderry.

JOSEPH COOKE, Esq., Lisabally, Londonderry.

ROBERT W. NEWTON, Esq., J.P., Bellevue, Londonderry.

WEST DONEGAL RAILWAY COMPANY.

Notice is Hereby Given, that the next Half-Yearly Ordinary General Meeting of the West Donegal Railway Company will be held at the Station, Stranorlar, on Saturday, 28th February, 1885, at 12.30 p.m., for the transaction of the Ordinary Business of the Company.

The Transfer Books of the Company will be closed from 17th instant until 28th instant (both days inclusive).

(By order),

JAS. ALEX. LEDLIE, Secretary.

Company's Office, Stranorlar, 10th February, 1885.

WEST DONEGAL RAILWAY COMPANY.

Directors' Report

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE STATION, STRANORLAR,

On SATURDAY, the 28th of FEBRUARY, 1885, at 12.30 p.m.

Statements, duly verified by your Auditors, of your Capital Account from the inauguration of the Undertaking till the 31st December last, and of your Revenue Account for the Half-year ended on that date, are presented herewith.

Compared with those of the December Half of 1883, the Gross Traffic Receipts of the Railway have been stationary during the stagnant condition of Business of all kinds which has marked the past Six Months.

In their last Report, your Directors had the satisfaction of informing you that the Grand Jury at Lifford Summer Assizes had made a Presentment for a Baronial Guarantee of £5 per Cent, per annum upon £19,000 towards the Construction of the Railway from its present temporary Terminus at Druminin to the Town of Donegal under the provisions of the Tramways (Ireland) Acts. The Judicial Committee of the Privy Council, who adjudicated upon the application on your behalf on 9th January last, were unanimous in their decision to recommend the making by the Lord Lieutenant in Council of the Order which, it is expected, will be issued this month.

The Director now retiring by rotation—Joseph Cooke, Esq., offers himself for re-election. Edward A. Hamilton, Esq., the Auditor now retiring, is also eligible for re-appointment.

(By Order),

JAS. ALEX. LEDLIE, SECRETARY.

Board-Room, Stranorlar, 10th February, 1885.

	Amount Unissued.	£ s. d. 30,850 0 0	:	29,320 0 0	60,170 0 0
ON RECEIVED	Amount Created. Amount keceived. Calls in Arrear. Amount Uncalled. Amount Unissued.	£ s. d.	:		
HE PROPORTI	Calls in Arrear.	£ s. d. 163 0 0			163 0 0
D, SHEWING T	Amount keceived.	£ s. d. 31,727 0 0	5,022 0 0	0 0 089	100,000 0 0 37,429 0 0
TAL CREATE	Amount Created.	£ s. d. 62,740 0 0	7,260 0 0	30,000 0 0	100,000 0 0
No. 2-STATEMENT OF SHARE CAPITAL CREATED, SHEWING THE PROPORTION RECEIVED.	Description.	Ordinary Shares,	Shares guaranteed by Rent-charges on Landowners' Estates	Preference Shares,	

		_		,		-	_		1
1	ed nd		00				£50,000 0 0	39,700 0 0	£10,300 0 0
	Toral raised by Loans and by Debenture		00	-			0	0	0
	L r oan	Stock.	88				90	3	90
1	DE DE	50	£39,700 39,700				0,00	39,7	6,01
	L dd		भ				4		भ
				1	-	-	-	-	
	Raised by Issue of Debenture Stock.						:	:	:
1,1	Saised by Issue of Debenture Stock.		:::		1		1,		
OCK	ed by I Debent Stock.						No.		
STC	Sed						nt]	-	* :
田	of of						nie		
UR	-	1	1		-		tate		
No. 3-CAPITAL RAISED BY LOANS AND DEBENTURE STUCK.	A	At 4 per cent.	00		1		50		
E	l b	ree	00				be be	:	:
E	Raised by Loans.	be	£39,700 39,700				288		4
I C	Ra	t 4	39,				ate		188
Z		A	भ				cre		er
A			::		:	-'1	tal		Balance, being available Borrowing Powers, on 31st December. 1884,
N							api)ece
0,							of (st I
K I			1 :				sct	:	31
B							espe		on o
ED			. :	:	1		n r		ers
IIS							ls, l	•	MOC
RA							oan		50
H			::			-	N L	6	wir
TA							q p	ove	urre
1PI							rise	ap	Ä
0			34,				e ra	388	able
60			188	Increase,	Decrease,	,	0 0	ans	/ail
o			1884 Der,	cre	ecre	-	ed 1	S	ස
Z			e, l	L	Ã		Oriz	by	ein
			Jun			5	it p	sed	e, b
			th st I				in in	rai	anc
			300			8	uno	unt	Bal
	- 1		ata				Ĭ	nio	
			ting			-	317	I A	
			Existing at 30th June, 1884 Existing at 31st December, 1884,				Total Amount authorized to be raised by Loans, in respect of Capital created as per Statement No. 1,	Total Amount raised by Loans, as above,	
			田田				1	-	

		0:0	9
	ф 00 00	0 0	
10 10	£ s. 37,429 0 39,700 0	3 0	80,942 2
Cr.	£ ,45	3,813	0,94
		:	ão
	• •		
		:	
Z			
D	0 1 1	a :	
00			
A C	, 's	ce,	
L 884	e.	Balance,	
r, 1	nt No.	Ba	
I I	noos		
A I	r Acco		
D I	s pe		
0 N	88. J		
E	RE N.S.		
J R ing	Cerip HA OAI		
TL	By Receipts— SHARES, as per Account No. 2, ,, LOANS, as per Account No. 3,		
D I D I	By		
C C	- mommon	000	9
the the	s. d. 90 10 17 3 10 10 10 10 10 10 10 10 10 10 10 10 10	81 4 51	2
No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. From the Commencement of the Undertaking till 31st December, 1884.	Expenditure— PARLIAMENTARY EXPENSES, ENGINEBRING (inclusive of Parliamentary Plans, &c., 3,990 10 LAND & COMPENSATION (Conveyancing included), 5,499 10 WORKS AND PERMANENT WAY, TAW CHARGES.	238	80,942 2 6
D		;;;	1 %
A N ence	&c.		
Sum	uns, nclu		
Con	E P P : . :	: : :	
EI]	ary		
Col	nent /eya Y,	:::	
R. E.	ES, lian VA		
17	N P N N N N N N N N N N N N N N N N N N	7.4	
	PE EN		
Z	EX usiv SAT	ES:	
	R.W. R.N.	EN.	
	I PE	XP	
	N N N N N N N N N N N N N N N N N N N	NE NE	
	To Expenditure— PARLIAMENTARY EXPENSES, "ENGINEERING (inclusive of Parliame "LAND & COMPENSATION (Conve. "WORKS AND PERMANENT WAY, "ROLLING STOCK,	INTEREST, SENERAL EXPENSES, RATES AND TAXES.	
Dr.	NA CENT	HER HES	
	AAR NOING NOING	KEN	
	D HHHYH		•
	H zzzzz	. 25	^

ACCOUNT. CAPITAL NO EXPENDITURE ESTIMATE OF FURTHER

6

The Cost of the Four Miles of Railway from the Temporary Terminus at Druminin to the Town of Donegal is estimated at £23,000—including expense of Order in Council.

			RETU	IRN OF V	RETURN OF WORKING STOCK.	STOCK.				
	Locom	Locomotive.			COACHING.			3	MERCHANDISE.	
	Tank Engines.	T'enders.	1st, 2nd, and 3rd Class Composites.	3rd Class.	3rd Class, with Brake Vans.	Horse Boxes.	Carriage Trucks	Covered Goods and Cattle Wagons.	Open Wagons.	Brake Vans
stock on 30th June. 1884.	60	None.	ಣ	5	ಣ	1	67	40	60	67
" 31st Dec., 1884,	ಣ	None.	ಣ	70	ಣ	П	5	40	ಣ	5
Increase,						:		:	:	
Decrease,	:		:	:	:	:	:	:::::::::::::::::::::::::::::::::::::::		:
	All the abo	ve Stock is	maintained l	by the Finn	Valley Comp	oany under	the Workin	All the above Stock is maintained by the Finn Valley Company under the Working Agreement.		

	. 000 g	0 9	9
	£ s. 30,850 0 29,320 0 10,300 0	£70,470 0 0 3,813 2 6	£66,656 17 6
ENDITURE.		:	
JRTHER EXP	111		
CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE.	 exercised,		
AVAILABLE	 have not been		
ER ASSETS		(No. 4),	
S AND OTH	tutory Borro	oital Account	
TAL POWER	ompany's Sta	Less Debit Balance at Capital Account (No. 4),	
CAPI	Shares Unissued :— Ordinary, Preference, Loans for which the Company's Statutory Borrowing Powers have not been exercised,	Less Debit B	
	Shares U	707	

Cr.	Half-Year ended 31st Dec., 1884.	ئە بە		- 6	668 2 3		827 11 11	1,495 14 2 5 0	1,495 19 2
		£ s. d. 59 15 1 121 1 4 371 18 9 6 17 6	553 12 8	85 19 7	28 10 0	624 8 11	203 3 0		
UNT	Receipts.	By Passengers— No. First Class, 536 Second ., 1.316 Third ., 6,507 Excess Fares,	8,359	" Parcels, Horses, Carriages, and Dogs,	" Mails,	" Merchandize and Minerals,	" Live Stock,	Total Traffic Receipts, "Transfer Fees	
E ACCOL	e Half-Year ended 31st Dec., 1883.	£ 93 133 417	644	78	. 28	588	154	1,492	1,492
REVENUE ACCOUNT	Half-Year ended 31st Dec., 1884.	£ s. d.	448 19 3						1,495 19 2
H	Expenditure.	To Commuted Payment of 70 per cent. of Traffic Receipts in respect of Working Expenses under Agreement with the Finn Valley Railway Company,	To Balance carried to Net Revenue Account,						
Dr.	Half Year ended 31st Dec., 1883.	1,044	448						1,492

CR.	Half-year ended 31st Dec., 1884.	£ s. d 448 19 3 1,000 0 0	1,630 9 3
NT.		By Balance from Revenue Account (page S). By this sum payable for Half-year ended 31st Dec., 1884, by the Finn Valley Rallway Company, at the rate of £2,000 a year, as per Article 12 of Working Agreement, By Dividends on "B" Shares Guaranteed by Landowners, pursuant to Sections 54, &c., of West Donegal Railway Act, 1879,	
ACCOUNT.	Half-year ended 31st Dec., 1883.	1,000	1,448
KEVENUE	Half-year ended 31st Dec.,	£ s. d. 800 10 6 448 14 3 1 13 4 198 1 2	1,630 9 3
NET RE		To Interest of Loan from Board of Works, To 30 per cent. of £1,495 14s 2d, the Traffic Receipts of West Donegal Railway for Half-year ended 31st Dec., 1884, receivable by Finn Valley Railway Company, as per Article 12 of Working Agreement, in respect of the payment to the West Donegal Company for the above period at the rate of £2,000 a year—the Traffic Receipts of the West Donegal Line for that period having fallen short of the rate of £6,750 per annum, To Rates and Taxes. To Bividends on "B" Shares Guaranteed by Landawers, pursuant to Sections 54, &c., of West Donegal Railway Act, 1879,	
DR.	Half-year ended 31st Dec., 1883.	786 448 214	1,448

	d.	67
8.	2 41	11
S	3,813 2 1,565 14 2,701 13	8,080
GENERAL BALANCE SHEET.	E. S. d. By Capital Account—Balance at Debit thereof, as per 3,813 2 6 ended 181 10 By Utstanding Accounts, 5,243 19 1	
Y	10 0H	01
A	100 100 110	=
B	£ s. 1,716 6 938 16 181 10 5,243 19	080 11 2
7	1,7	8,0
RA	iii ded	
E	. enc	
E	year	
5	: : <u>F</u>	
	H re	
	es fo	
	Jompany, ranteed Shar 1884,	
	pany seed 4, ts,	
	Com rant 188	
	ng (Gua Gua ber,	
	anki Irela s of ceml ing	
	of De und	
	1	
DR.	To Ulster Banking Cor To Bank of Ireland, To Dividends of Guaran 31st December, 18, To Outstanding Accou	

MILEAGE STATEMENT.

18 Miles are authorized, of which 14 Miles have been constructed,

STATEMENT OF TRAIN MILEAGE.

Half-Year ended 31st Dec., 1883.	All the Company's Trains carry Passengers	Half-Year ended 31st Dec., 1884.
17,884	and Merchandize.	18,002

LIFFORD, Chairman of Company.

JAS. ALEX. LEDLIE, Secretary and Accountant of Company.

AUDITORS' CERTIFICATE.

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

EDWARD A. HAMILTON, ARCHIBALD M'CORKELL, AUDITORS

FRANCIS B. ORMSBY,

Secretary.

WATERFORD & CENTRAL IRELAND RAILWAY.

HALF-YEARLY REPORT AND ACCOUNTS

TO THE SHAREHOLDERS,
AT GENERAL MEETING,
MAY 19th, 1885.

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, MAY 19th, 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 12th Instant, and will not be opened until after the said Half-Yearly General Meeting.

(By Order),

WILLIAM WILLIAMS, SECRETARY.

WATERFORD TERMINUS,

May 1st, 1885.

Waterford and Central Ireland Railway.

DIRECTORS:

WALTER CHARLES VENNING, Esq., | JAMES J. PHELAN, Esq., 2, Adelphi 80, Gresham House, Old Broad-street, London, E.C.

THOMAS ADAMS, Esq., 6, Sydney Terrace, Lewisham, Kent.

JOHN NUGENT CAHILL, Esq., J.P. Ballyconra House, Co. Kilkenny.

ROBERT DOBBYN, Esq., Colbeckstreet, Waterford.

Terrace, Waterford.

JOSEPH STRANGMAN, Esq., D.L., J.P., Ferrybank House, Waterford.

CHARLES EVAN THOMAS, Esq., Gnoll. Neath.

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 fellows, viz. :-

Description.	Half-year ended 25th March, 1885.	Half-year ended 25th Mar.,1884	Increase.	Decrease.
Passengers	£ s. d. 4,443 10 10	£ s. d. 4,680 4 11	£ s. d.	# s. d. 236 14 1
Parcels, Horses, &c	470 18 0	441 8 1	29 9 11	
Mails	600 0 0	450 0 0	150 0 0	
Goods	5,721 2 9	6,087 0 9		365 18 0
Coals	1,576 4 1	1,282 18 9	293 5 4	
Live Stock	3,862 16 6	3,871 9 6	•	8 13 0
Total Traffic Receipts	16,674 12 2	16,813 2 0		138 9 10

Your Directors consider it satisfactory that in the face of the continued depression in Trade, the Traffic Receipts for the past six months have been much the same as for the corresponding period. The small decreases in Passengers and Goods, it will be observed, have been nearly made up for by the increases under the heads of Mails and

Minerals; and on the whole, your Railway, as compared with other Irish Lines, has fully maintained its position.

The Balance to the credit of the Net Revenue Account, after payment of all Interest, amounts to £4,641 198. 2d., out of which your Directors recommend a Dividend on the Preserence Stock, for the half year, at the rate of $4\frac{1}{9}$ per cent. per annum (the same as for the corresponding period), and that the balance of £,212 os. 11d. 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 separate earnings of the Line itself, supplemented by the Great Western Rebate.

The Working Expenses, including considerable outlay on the re-building of Carriages and Wagons during the half-year, continue to be very moderate.

On Capital Account the only expenditure incurred was for an additional Locomotive Engine required to meet the extra train mileage arising out of the working of the Line from Maryborough to Mountmellick, which was opened for traffic on the 2nd March last. As no other Rolling Stock will be wanted, the cost of this Engine can be met from the resources at present available, thus making it unnecessary to apply to Parliament for any further Capital Powers.

As it is evident the further promotion of the Railway northwards would be greatly facilitated by the success of this Extension, your Directors, in order to make it profitable to the parent line, will use every exertion to develop a traffic between Mountmellick, Kilkenny, and Waterford. Much, of course, could not be expected up to the present, particularly as all the necessary traffic arrangements have not yet been perfected; but the Directors, by the end of the current halfyear, trust to be able to give a favourable report; and they intend in future to print and submit. in a new account, the Traffic Receipts of the Mountmellick Extension as a separate undertaking of this Company.

The Directors retiring are Messrs. WALTER CHARLES VENNING. JOSEPH STRANGMAN, and CHARLES EVAN THOMAS, who are eligible for re-election.

The Auditor retiring is ROBERT FREEMAN, Esq., who is also eligible for re-election.

WILLIAM WILLIAMS, SECRETARY.

HEAD OFFICES, WATERFORD, MAY 11TH, 1885.

	CAPITA	CAPITAL AUTHORIZED.	RIZED.	Capital Cr	Capital Created or Sanctioned	netioned.		BALANCE.	
Acts of Parliament.	Stock and Shares.	Loans	TOTAL.	Stock and Shares.	Loans.	TOTAL.	Stock and Shares.	Louns.	TOTAL.
	cy	લ	વ	क्	બ	વ્ય	બ	બ	भ
1. Waterford and Kilkenny Railway Act, 1845	. 250,000	83,000	333,000	250,000	83,000	333,000			
2. Waterford & Kilkenny Rail- way Amendment Act, 1850 -	uil- 0 - 200,000	99,000	266,000	200,000	000,99	566,000			
3. Waterford and Central Ireland Railway Act, 1868	-0.1	10,000	10,000		10,000	10,000	:		
4. Waterford and Central Ireland Railway Act, 1872	re-	30,000	30,000	:	30,000	30,000	:	3	:
	450,000	189,000	039,000	450,000	189,000	639,000			:
STATEMENT OF CAPITAL AUTHORIZED FOR MAKING OF CENTRAL IRELAND RAILWAY.	CAPITAL	LUTHOR	ZED FOR	R MAKING	G OF CE	NTRAL I	RELAND	RAILWA	LY.

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

100,000

40,000

000,00

000,00

000,00

160,000

40,000

120,000

04

CH

વ્ય

બ

DESCRIPTION.	Amount Creuted.	Amount Received.	Calls in Arrear.	Amount Uncalled.	Unissued.
Original Stock	250,000	250,000			એ :
6 per cent. Preference Stock	200,000	*196,885	:	:	3,115
	450,000	416,885			3,115

* Arrears of Unpaid Dividends, up to 22th September, 1884, £199,845 18s. 7d. CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

No. 3.

Total raised by Loans	re	30.0	0	000	£308 1 3
otal raise by Loans	Debenture Stock.	2. s. d. 2. s. 131,963 0 0183,853 18 134,963 0 0183,691 18	0	189,000 0 188,691 18	-
all y	spentu Stock.	3 8 8	838	900	308
rot b	De	2000	l,	189,000	व
	£ 5	o 0 183,853 0 0 183,691	1	1111	-:
	Total raised by Debent, Stock.	8. d 63 0 63			
	al rai Debe Stock	£ 131,963 131,963	1 1 1		
0 k	Tot	35,48		per	
Raised by issue of Debenture Stock	At 5 per Cent. Stock.			SE	
, d	o be	82,288 82,288	::	p	
od t	At 5 per Cent.	37 32			
Raised by issue of Debenture Stock.		00		Ö	
De Be	At 45 per Cent.	£ 12,700		tal	
	Co F	5151		apri	
	-			O J	
	At 44 per Cent.	32,975 39,975 39,975	: 1	oto	
	At Ce	30,00		ped	35.
				res: :	188
	CC	500	838 0 0	lotal Amount authorized to be raised by Louns and by Debenture Stock, in respect of Capital Created as per Statement No. 1 Fotal Amount raised by Louns and by Debenture Stock, as above	ch.
	Total Raised by Loans	51,890 18 53,728 18	0 :	ek,	far
	To Rai	388	883	3.to	-
	P		-	re	254
	本	21,012 20,850	591	ntu	at
33	At 48 per Cent.	£ 11,012 0,850	abe	OF.	
OAI				G : 85	We
H	At 44 per Cent.	2,300 2,300		by ck,	od .
BY	Art Ce	જો અં		und	ing
RAISED BY LOANS.	At 4 At 44 At 44 Per Cent. Cent. Cent.	(6,590 2,300 (8,590 2,300	2,000	18 g	LOW
AIS	At Cer	900	2,6	ntu	OOL
23	At 3; per Cent. per Cent.	11,988 18 9 16,590 2,300 11,988 18 9 18,590 2,300		y I	le l
	Cer	.: 00 00		d b	lah
	oer	1,988 18 1,988 18		ise by	LV8.
	100	388		ra	20
	At	==		be ns	Deir
		35		Fotal Amount authorized to be raised by Loans and by Debentun Statement No. 1 Fotal Amount raised by Loans and by Debenture Stock, as above	Balance being available borrowing powers at 25th March, 1885.
		1884		o. 1	lan
		ot.,		Statement No. 1	Ba
		Ser		uth ent	
		th sth	900	tem tr	
		श्रद्ध	cas	Sta	
		a a a	Increase	Am	
		ting	HA	a a	
		Existing at 29th Sept., 1884 Existing at 25th Mar., 1885		rot rot	1
		田田			_

Total Received to 25th March, 1885.	£ 8 d.	53,728 18 9	5,576 18 9	1,187 5 5	0 1 10000
Amount re- ceived during R half-year 25th March,	88. G.	1,838 0 0 5	633,738 18 9 1,833 0 0 635,576 18	:	50'0
Amount Received to c 29th Sept., 1884.	£ s. d.	51,890 18 9 1,838 0 0	633,738 18 9	:	
	By Receitre— Shares and Stock, as per Account No. 2	Loans, per Account No. 3 Debenture Stock, per Account No. 3		Balance	
Total Expended to 25thMarch, 1885.	£ 8. d. 1 545,514 8 5 82,499 15 9	8,750 0 0			9636 764 4 9.
Amount ex- pended during half-year 25th March, 1885.	£ 8. d.	:			20 0 0 0 0 0
Amount Expended to 29th Sept., 1884.	545,514 8 5 80,329 15 9	8,750 0			2634 594 4 2 29 170 0 0 9636 764 4
	To Expenditure— On Lines open for Traffic - Working Stock (No. 5)	Subscription to other Railways* *Kilkenny Junction, £5,000 Kilkenny and Great	Southern & West- ern, 1854 £3,750		

DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 25TH MARCH, 1885. No. 5.

£ 8. d.	ccount No. 4 2,170 0 0
	Total Expenditure for the half-year, as per Account No. 4
WORKING STOCK : One New Locomotive Engine	

0.0.

RETURN OF WORKING STOCK.

7

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

RE.	TOTAL.	£ 8. d.	200 0 0	2500 0 0
FURTHER EXPENDITURE.	In subsequent Half-years.	£ 8. d.	300 0 0	300 0 0
FURT	During the Half-year ending 29th Sept., 1885.	& 8. d.	200 0 0	2200 0 0
		LINES OPEN FOR TRAFFIC:-	Additional Station Accommodation	Total estimated further expenditure of Capital.

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

8

£ 8. d.	3,423 1 3	3,423 1 3	£2,235 15 10
ж s. d.	3,115 0 0 308 1 3	:	
	Share Capital authorized and created, but not yet received do.	Balance to Debit of Capital Account, per Account No 4	Total

No. 9.—REVENUE ACCOUNT.

Or.

Half-year ended	25th March, 1885.	8. d.					OF CO.	4,440 10 10		1,070 18 0		11,160 3 4			58 1 5	£16,732 13 7
		£ 8. d.	-	101	92	188 1 6	200		470 18 0 600 0 0		-	1 # 0/6,1				
	RECEIPTS.	By-	First Class 1,186 Second do 4.606	m	Second do 6,356 Third do 27,296	. 1,	Excess Fares - Periodical Tickets 120	55,217	" Parcels, Horses, Carriages, &c.		(suc	", Minerals (7,581 Tons)-		Special & Wiscellaneous Receipts. viz	Rents of Waste Land, &c.	
Half-year	cnded 25th March, 1884.	C	344	915 191	618	188	8189	4,680	441		6,087	1,283			12	£16,887
Half-year	ended 25th March, 1885.	000	2,638 19 8	1,026 17	3,400 19 922 12	17 1	630 6 1 366 11 2	00	12,442 11 3				4,287 11 3	8,155 0 0	8,577 13 7	216.732 13 7
	EXPENDITURE.	To-	Way, Works, and See Abstract A Stations	", Locomotive Fower, See Abstract C Wagon Repairs . See Abstract C	", Traffic Expenses, See Abstract D			Do. do. New Comrensation (Losses)	LESS— Decision for Wealthree	070	Central Ireland Railway	148. 11d., the Receipts		Delemen commind to Not Remains	Account	
Dr.	Half-year ended 25th March, 1884.	व्य	2,943	3,041	3,432	175	535	225	12,709				4,636	8,073	8,814	216.887

9

ended treh,	8. d.	6.		6	
Half-year ended 25th March,	1000.	403 10	တ		400 00
		By Balance brought from last Half-year's Account	", Ditto from Revenue Account,	,, Interest	
Half-year ended 25th March, 1884.	4	231	8,814	:	£9.045
Half-year ended 25th March, 1885.	1,107 16 2	3,192 7 10 93 13 4	4,393 17 4	4,641 19 2	29,035 16 6
	To Interest on Mortgage and De-	", Interest on Debenture Stock		", Balance, being payment avail- able for Dividend (See No. 11)	
nded 1884.	1,076	95	4, 358	4,687	\$9,045

PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

Half-year ended 25th March, 1884.					Half-year ended 25th March, 1885
भ					, a
4,687	Balance available for Dividend as per Account No. 10	:	•	•	4,641 19 2
4,430	Preference Stock, 1850, 42 per cent. per annum		:	1	4,429 18 3
2257	Balance to next half-was				

No. 12.-ABSTRACTS

A.) MAINTENANCE OF WAY, WORKS, &c.

25th	March, 384.		Half-year ended 25th March, 1885.						
1,545 727 362 141	£ 168 2,272 508	Salaries, Office Expenses, and General Superintendence Maintenance and Renewal of Permanent Way: Wages Materials Repairs of Roads, Bridges, Signals, and Works Repairs of Stations & Buildings Miles maintained: Double Nil. Single 59½	1,523 510	6 16	d. 97		13	10	
	£2,943	Total				£2,638	19	-8	

(B.) LOCOMOTIVE POWER.

25th	ear ended March, 884.		Half-year ended 25th March, 1885.						
£	£	Salaries, Office Expenses, and General Superintendence		s. d		8.			
703 1,188 40 124	2,055	Running Expenses:— Wages connected with running of Locomotive Engines Coals Water Oil, Tallow, and other Stores Repairs and Renewals:—	729 1,113 53	13		Ð	9		
571 296	867	Wages		5 1 13 10		18	11		
	£3,041	Total			£2,905	12	4		

No. 12.—ABSTRACTS—(continued).

(C.)	REPAIRS	AND RENEWALS OF CARRIAGI	ES A	ND T	WAGON	S.
Half-year March	ended 25th , 1884.		Н		eh, 1885.	25th
£ 59 236 119	£	CARRIAGES:— Salaries, Office Expenses, and General Superintendence Wages Materials	59 218	s. d. 11 10 15 1 12 10		
60 291 239	590	WAGONS:— Salaries, Office Expenses, and General Superintendence Wages Materials	59 285 268	11 10 3 0 3 1		
	£1,004	Total			£1,026	17 8
(D.) Half-yea ended 25t March, 18	h	TRAFFIC EXPENSES.			Hulf-year 25th Marc	ended
1,821 198 60 168 52 126 1,007	Salarie Fuel, I Clothir Printir Wagon Miscell	s and Wages, &cighting, Water, and General Stores gg, Stationery, and Tickets to Covers, Ropes, &c aneous Expenses e Service, and Waterford Bridge Tolls			191 62 179	0 10 0 9 5 3 1 6 1 10 5 3
£3,432		Total			£3,400 1	9 5
(E.)		GENERAL CHARGES.				
Half-yea ended 25t March,	r th 84.				Half-year 25th Marc	
200 37 278 47 33 29 234 75	Office : Advert	es of Secretary, Accountant, and Clerk Expenses			£ s. 200 0 37 10 278 0 37 12 35 1 28 9 230 16 75 3	0 0 2 10 0 4 6

NO. 13-CENTRAL IRELAND RAILWAY,

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

RECEIPTS and EXPENDITURE up to the 25th March, 1885.

Dr.

	d.	0	61	-					01
Total received t 25th Marcl 1885.	8. 8. d		26,976 0						
	ь s. d.	300 0 0							£300 0 C
Amount received to 29th Sept., 1884.	£ 8. d.	26,875 0 0	26,976 0 2						253 851 0 2 £300 0 0£54,151 0
RECEIPTS.		By Central Ireland Stock	" Great Western Rebate 26,976						
Total expended to 25th March, 1885.	£ s. d. 1	6,024 15 4	35,623 3 7	4 4 4,260 5 6	1,004 15 4	2,485 14 4	49,368 14 1	4,759 6 1	624 151 0 9
Amount expended during half-year, 25th March, 1885.	€ s. d.		10,323 15 3	57 4 4	143 19 6 1,004 15	101 110 10	11,019 18 11 49,368 14	:	
Amount expended to 29th Sept.,	£ s. d.	6,024 15 4	25,299 8 4 10,323 15 3 35,623 3	4,203 1 2	860 15 10	1,990 14 6	38,378 15 2		
EXPENDITURE.		To Land Purchase and Compensation		", Parliamentary and Law	,, Omce and Miscellaneous	" Dividend		Balance	

	Half-year ended 25th March, 1885.		Half.year ended 25th March, 1885.
To Nct Revenue Account, Balance at Credit thereof, as per Account No. 10	£ s. d. 4,641 19 2	By Capital Account, Balance at Debit thereof as per Account No. 4	£ s. d. 1,187 5 5
Unpuid Dividends and Interest	213 9 1	" Cash at Bankers	3,821 7 1
" Deposits payable on long notices	4,650 0 0	" Kilkenny Junction Railway Debenture Stock A	5,000 0 0
" Debts due to other Companies.	2,188 17 4	" General Stores-Stock of Materials on hand	5,966 18 11
Amount due to Clearing House	793 10 7	" Traffic Accounts due to the Company	478 19 8
Sundry outstanding Accounts	2,075 0 5	,, Amounts due by other Companies	694 4 10
" Central Ireland Railway	4,752 6 1	" Amounts due by General Post Office	306 5 0
		" Sundry Outstanding Accounts	1,860 1 9
	219,315 2 8		£19,315 2 8

No. 15.-MILEAGE STATEMENT.

-		
Miles Worked by Engines.	35.	199
Miles constructing or to be Constructed	1 1	1
Miles Constructed,	35.	199
Miles Authorized,	353	\$99
	Lines Owned by Company Do. Worked	
Half year ended 25th March, 1885.		3

No. 16.-STATEMENT OF TRAIN MILEAGE.

15

Half.year ended 25th March, 1885.	65,560	31,110	96,670
	<u>.</u>	:	
		:	
		:	
	:	:	
	-	:	
	Passenger Trains	Goods and Mineral Trains	
Half-year ended 25th March, 1884.	63,996	31,517	95,513

ROBERT DOBBYN, 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, May 9th, 1885.

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, May 9th, 1885.

AUDITORS CERTIFICATE.

We have examined the Accounts of the Waterford and Central Ircland Railway Company for the Half-year ending the 25th March, 1885, 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.

Head Office, Waterford Terminus, May 9th, 1885.

26

Materford, Pungarban, and Lismore Railway.

FRANCIS B. ORMSBY, Secretary.

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS.

To 31st December, 1884,

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

Twenty-Sixth Half-yearly Ordinary General Meeting

TO BE HELD AT

THE COMPANY'S OFFICES, NEW QUAY

IN THE CITY OF WATERFORD,

At One o'Clock, p.m.,

On Friday, the 12th June, 1885.

DIRECTORS.

A. DENNY, Esq. D.L., WATERFORD, Chairman.

FRANCIS E. CURREY, Esq., LISMORE CASTLE. Deputy Chairman.

SIR RICHARD F. KEANE, BART., CAPPOQUIN HOUSE.

SIR JAMES RAMSDEN, FURNESS ABBEY, BARROW-IN-FURNESS, LANCASHIRE.

WILLIAM GOFF DAVIS GOFF, Esq., J.P., GLENVILLE, WATERFORD. HENRY WHITE, Esq., HARBOUR VIEW, WATERFORD.

Materford, Dungarban, and Lismore Bailway.

NOTICE IS HEREBY GIVEN, that the Twenty-Sixth HALF-YEARLY ORDINARY GENERAL MEETING of Proprietors of the Waterford, Dungarvan, and Lismore Railway Company, will be held at the COMPANY'S OFFICES, NEW QUAY, in the City of Waterford, or Friday, the 12th day of June, 1885, at One o'Clock, p.m., for the purpose of receiving the Report of the Directors and Statement of Accounts for the past Half-year; for electing Directors and Auditor in the place of those retiring by rotation; and for transacting the business of the General Meeting.

The Register of Transfers will be closed on and from the 5th day of June, until such Ordinary Meeting shall have been held.

A. DENNY, Chairman.

THOS. O'MALLEY, Secretary.

Waterford, 20th May. 1885.

Anterford, Dungarban, and Lismore Kailway.

DIRECTORS' REPORT.

For the Half-year ending 31st December 1884.

The Directors submit the usual detailed Statement of the Traffic Receipts for the half-year ending 31st December, 1884.

COMPARATIVE STATEMENT OF TRAFFIC RECEIPTS.

Description.		alf-ye 1884			H	lalf-y				nereas 1884.	se.		Decre 1884	
	No.	£	S.	d.	No.	£	s.	d.	No.	£	s. d.	No.	£	s. d.
1stCls. Single	982	-00	5	8		-		6				134	12	10 10
2nd ,, ,, 3rd ,, ,,	3884 18690		0	6	4039 17682		4	11	1000	14	15 7			
lst Return	966		14	6			0	5	1008	88	4 6	222	26	
2nd ,, ,,	5110		7	5	6236	507	2	2		•••		1126	61	7 2 14 9
3rd ,, ,, Military—	40818	1699	3	4	42810	1781	15	6				1992	82	12 2
Officers	25	8	4	7	21	7	18	6	4		16 1	198	0	
Soldiers Excess Fares	537	91	12	2	472	82	7	4	65	9	4 10			
& Sundries		21	13	9		17	14	7		9	19 2			
			10	-			14	-	•••	- 3	19 2	•••	•••	•••
	71012	4636	6	10	73564	4702	11	7	1077	***	•••	3629	66	4 9
Parcels and		100						- 14						
Newspapers Excess Lug-		575	5	10	•••	282	6	0		292	19 10			•••
gage		13	6	10		5	18	8		7	8 2			
Horses Carriages			14	10		82	1	9					20	6 11
Dogs		11 8	17	0		9 7	10	7		2	6 5			***
Mails		85	0	0	•••	80	0	0		5	14 0		•••	***
Goods and	Tons				Tons				Tons				•••	***
Coals	15090	3126	9	4	13353	2928	4	6	1737	198	4 10			
Fin. Ct. 1	No.			3	No.	100	-		No.	190	4 10	No	0 69	***
Live Stock	28619	1481	16	2	33355	1690	16	6		***	***	4736	209	0 4
				_			_	_						
		10000	1	1		9788	19	10	-19	211	1 3			·

In laying before the Shareholders the Accounts for the past half-year, the Directors have again to refer with regret to the falling off in the Receipts from Live Stock, owing to the continuous and widespread depression in that trade.

For the half-year to which these Accounts refer, the decrease amounts (including that on Horses), to £229 7s. 3d. There is likewise a falling off in the Passenger earnings of £66 4s. 9d., owing mainly to the fewer dealers and others attending the various fairs. It is however satisfactory to note that the increase under other heads amounts, for the half-year, to £506 13s. 3d., leaving the net increase for that period £211 1s 3d.

The Directors who retire by rotation and are eligible, and offer themselves for re-election are Sir James Ramsden, and F E. Currey, Esq. One of the Auditors, Mr. J. E. Murphy, having resigned during the past year, the Directors appointed Mr. T. D. Smith to act in his place, as Mr. Murphy's successor. Mr Smith now retires by rotation; he is eligible, and offers himself for re-election.

A. DENNY, Chairman.

THOS. O'MALLEY, Secretary.

Board Room, Waterford,
20th May, 1885.

Waterford, Aungarban, & Lismore Railbay Company.

ーまるが出るのが一

HALF-YEAR ENDING 31st DECEMBER, 1884.

100		Total.	વ્ય				
No. I.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY. CAPITAL AUTHORIZED. CAPITAL AUTHORIZED. SANCTIONED. BALANCE	BALANCE.	Loans.	બ	1	100		
		Shares.	43	1		1	1
	Total.	વ્ય	280,000	93,333	20,000	393,333	
	Loans.	व्य	61	93,333	20.000	113,333	
	Shares.	क्ष	280,000		1	280,000	
AUTHORI	RIZED.	Total.	વ્ય	280,000	93,333	20,000	393,333
CAPITAL	CAPITAL AUTHORIZED.	Loans.	ಇ	1	93,333	20,000	113,333
No. I.—STATEMENT OF	CAPIT	Shares.	43	280,000			280,000
	ACTS OF PARLIAMENT.			Waterford, Dungarvan, and Lis- more Railway Act, 1872.	Waterford, Dungarvan, and Lis-) more Railway Act, 1873.	Waterford, Dungarvan, and Lis-	Total

6

IVED.	unt Amount Iled. Unissued,	4	ii, Nii,	ıl, Nil.		TOTAL RAISED BY LOANS
N RECE	Amount Uncalled.	4	Nil	Nil.		
HE PROPORTIO	Calls in Arrear,	બ	Nil,	Nii.	TURE STOCK.	RAISED BY ISSUE OF DEBENTURE STOCK.
SHOWING T	Amount Received.	બર	280,000	280,000	AND DEBEN	
CREATED,	Amount Created.	બ્રુ	280,000	280,000	BY LOANS	RAISED BY LOANS At 4 per Cent.
No. II STATEMENT OF SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.	DESCRIPTION.		Ordinary £10 Shares entitled to a Dividend of 6 per Cent. per annum for five years, granted for the construction of the Railway, and for thirty-five years after its opening for public traffic payable by presentment to be levied off the rateable property of the County of Waterford, and of the County of the City of Waterford.	Total	No. III.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.	RAISED BY LOANS. At 5 per Cent.

7

113,333 0 0

: :

: :

Total Amount raised by Loan is respect of Capital created as per Statement No. 1.

Total amount raised by Loan as above,

£967 13 2

£112,365 6 10

Nii.

£92,365 6 10

£20,000 0 0

Existing at 31st Dec., 1884,

1			-				
1			d.	0	10	00	9
ı	Cr.	al.	702	0	9	00	15
-	0	Total.	क	280,000 0 0	112,365	86,870	479,235 15
		Amount re- celved during half-year ending 31st Dec. 1884.	£ 8, d,		289 10 0 112,365 6 10		
	L ACCOUNT.	Amount received to 30th June, 1884.	£ 8, d.	250,000 0 0	112,075 16 10	N	
	No. IV -RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.			By Receipts: Shares (per AccountNo.2)	Loans (per Account No.3)	Balance	
	SNO		d.	9		- 1	9
	AND EXP	Total.	£ £	479,235 15			479,235 15
	-RECEIPTS	Amount ex. pended during half-year ending 31st Dec., 1884.	£ s, d.	912 12 2	-		
	No. IV	Amount expended to 30th June, 1884.	£ 8° d.	478,323 3 4			
i d	or.			On Line open for Traffic.		1	

1	-	
	D 61	63
1	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	912 12
	915	912
	1 THE LANGE	
884.		
7. 1		
DEC		
lsr		
103		
AIG.		
EN		
EAR		
F.Y		
IAL	ki on the contract of	
JR I		
E F		
UR	:	
DIT		
PEN		
EX		
CAL	7 - 45 -	C/S
API		
F C		-01
[O]	\$	
TAI	ntere	
-DE	I pu	
, >	on, a	
No. V.—DETAIL OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 31sr DEC., 1884.	Batic	
	Land Compensation, and Interest	
	Cor	
	Land	

	NERAI	Timber Trucks	4 4	: :
	Merchandise and Mineral	Sattle Wagons	50	1 1
	CHANDISE	Goods Wagons (covered)	50	:
	MER	Goods or Coal Wagons (open)	31 31	/io ii
		Break Vans	o 0	1-1
STOCK		Carriage Trucks	2 2	1:
No. VI.—RETURN OF HIRED WORKING STOCK,	5	Horse Boxes	අත අත	: :
D WOR	COACHING	Composite	4 4	
HIRE	0	ssalO bridT	6 6	1.1
RN OF		Second Class	04 04	
RETUI		First Class	හ හ	
VI.	LOCOMOTIVE	Tenders	4 4	1 1
No.	Locon	Engines	टा टा	:-:
			: :	: :
			1884	ear
			Stock on the 30th June, 1884 Dc., 31st Dec., 1884	Increase during the half-year Decrease during the half-year
			30th J	g the
			Dc., 3	durin
			ck on	rease
Mal		March 1	Sto	Incr

		Total.	£ 8. d.		
N CAPITAL ACCOUNT.	FURTHER EXPENDITURE.	In subsequent half-years.	£ s. d.	Not ascertained.	
THER EXPENDITURE O		During the half-year ending 30th June, 1885.	£ 8. d.	Not ascertained,	
No. VIIESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.				Extra Works in course of construction	

	_; 01	2
	£ s. d.	£967 13 2
	27	37
区	36	63
UR		
DII	at :	:
E	, at	
YX.	P8 .	:
RE	85 :	:
HE SH	370	
TRI	86,8	:
FU	्र	
ET	nnce	
MH	bals .	•
To	nst	
E E	agai.	:
ABI	(as	
H	H :	:
IVA	Ö	
32	nt J	
SET	moo :	:
AS	Ac.	
ER	ber :	
H	ved	
0 0	ecci.	
AN	et 1	Total
25	ot o	H
VEF	ut n IV	
POV	No.	
H	atec	
ITA	cre	
AP	d or	
1	rise	
H	r Ca	
No. VIII.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE.	ll au	
Z	pita it as	
	deb	
	Loan Capital authorised or created, but not yet received per Account No. III, (as against balance £86,870 8s 8d, at debit as per Capital Account No. IV).	
	les San	

	1 4	0 8		_	T
Cr.	Half-year ended 31st Dec., 1884.	7 9 9			14 6
	Half- enc st De	63 255			£10,088
	- 31	[.400 00000]			£1(
		166308 1636 16408 1636			
		£ 4,514 21 21 21 29 670 670 85 2,980 1,481 1			
DUNT.	RECEIPTS.	Pyscress Fares, &c. Excess Fares, &c. Military Parcels, Horses, Car. riages, &c. Mails Merchandise Minerals Live Stock Transfer Fees, Rent, &c			
No. IX.—REVENUE ACCOUNT.	Half-year ended 31st Dec., 1883.	4,595 4,595 10 10 10 10 10 10 10 10 10 10 10 10 10			£9,864
LEVI	884	5 4 4 20 20 11 4 3 70	100	-	9
1	Half-year ended t Dec., 186	2,536 15 1,957 1 360 14 360 14 2,371 12 624 0 162 14 8,012 18	10	6 1	3 14
Vo. IX	Half-year ended 31st Dec., 1884	2,536 15 1,957 1 360 14 2,371 12 624 0 162 14 8,012 18	8514	1574	£10,088 14
	EXPENDITURE.	To		Balance carried to Net Revenue Account	1 33
Ur.	Half-year ended 31st Dec 1883	2,077 2,042 392 899 699 163 113 24 24 24 113 113 125 140	8,402	1462	£9,864

							A COLON	i
Dr.	No	No. X.—NET REVENUE ACCOUNT.	VENUE A	SCOUNT.			Cr.	
Half-year ended 3 1st Dec.,		Half-year ended 31st Dec., 1884.	Half-year ended 31st Dec.,				Half-year ended 31st Dec., 1884	1 2
15,178	15,178 To Balance from last half-year's Accounts 17,469 11 7	£ s. d. 17,469 11 7	£1,462	By Balance brought from Revenue	t from	Revenue	£ 8. d.	-i -
1,849	", Interest on Mortgage Loan	1,861 3 2	15,565	", Balance	: :	: :	17,756 5 8	4 00
17,027		£19,330 14 9 17,027	17,027				£19,330 14 9	6

	Monte.	
-		
1		
ND.		
TIDE	:	
DIV		
FOR		
LE J		
LAB		
VAJ	h i	
EA		
ANC		
BAL	*	
OF	11/2	
NO		
IATI	•	
)PR.	:	
PPR	:	
O AI		
OSE	•	
ROP	VIL.	
No. XIPROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.	Z	
XI.		
No		
1.5		
7 1		

9110 Salarias Off - D		No. XII.—ABSTRACTS		
### Salaries, Office Expenses, and General Superintendence ### Special Expenditure ### Special Expenses, and General Superintendence ### Speci	Half-year ended 31st Dec., 1883	1	Half-ye	ear ending
1655 122 122 Repairs of Roads, Bridges, Signals, & Works 198 13 8 175 14 6	£112 951	Superintendence Maintenance and Renewal of Permanent Way :—Wages	£ s, d 112 6 9 1041 17 2	£ s. d
151 Special Expenditure	212	Repairs of Roads, Bridges, Signals, & Works Repairs of Stations and Buildings		
1	151	Special Expenditure		
### B. LOCOMOTIVE POWER. ### LOCOMOTIVE POWER. ### LOCOMOTIVE POWER. ### LOCOMOTIVE POWER. ### LOCOMOTIVE POWER. #### LOCOMOTICE Expenses, and General Superintendence #### LOCOMOTICE Expenses,	31	Old Matarial Call		
### B. LOCOMOTIVE POWER. ### 32 Salaries, Office Expenses, and General Superintendence: ### 33 5 8 Salaries, Office Expenses, and General Superintendence: ### 33 5 8 Salaries, Office Expenses, and General Superintendence: ### 33 5 8 Salaries, Office Expenses, and General Superintendence: ### 33 5 8 Salaries, Office Expenses, and General Superintendence: ### 33 5 8 Salaries, Office Expenses, and General Superintendence: ### 33 5 8 Salaries, Office Expenses, and General Superintendence: ### 33 5 8 Salaries, Office Expenses, and General Superintendence: ### 32	2077	MILES MAINTAINED :- Single 43.		2000
Salaries, Office Expenses, and General Superintendence:	B.	LOCOMOTIVE POWER.		2000 10 4
Salaries, Office Expenses, and General Superintendence:	0			
## CARRIAGES: CARRIAGES: 28		Superintendence :—		£ s. d.
Hire of Locomotives 320 0 0	625 10	Wages connected with the working of Locomotive Engines	551 19 5 17 18 9	
244 247 Wages Materials 267 4 8 2042 1,957 1 4 C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. & CARRIAGES:— Salaries, Office Expenses, and General Superintendence £ s d £ s d 123 64 Materials 104 1 9 64 Materials 39 16 3 215 28 80 60 Salaries, Office Expenses, and General Superintendence 28 5 0 88 60 Materials 106 18 6 88 60 Materials		Hire of Locomotives		
C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. 28		Wages		547 10 8
## CARRIAGES:— 28				1,957 1 4
## CARRIAGES:— Salaries, Office Expenses, and General Superintendence	C. RE	PAIRS AND RENEWALS OF CARRIA	GES AND	WAGONS.
Wages 104 1 9 39 16 3 172 3 0 215 28 Salaries, Office Expenses, and General Superintendence 28 5 0 Wages 106 18 6 60 Materials 106 18 6 53 8 2 188 11 8		Salaries, Office Expenses, and General		£sd
215 WAGONS:— 28 Salaries, Office Expenses, and General Superintendence 28 5 0 Wages 106 18 6 Materials 53 8 2 188 11 8	64	wages	104 1 9	179 2 0
301	28 88	Salaries, Office Expenses, and General Superintendence Wages	106 18 6	
	391			

No. XII-ABSTRACTS-continued.

lalf-year ended lst Dec , 1883.			Half- endi 31st Dec	ng c., l	884
£1088	Salaries and Wages		£ 1096	s. 15	d 7
111	Water and General Stores	***	120	16	9
51	Printing, Stationery and Tickets	•••	52	10	1
147	Rent of Telegraphs		147	11	6
71	Cartage		87	6	8
41	Miscellaneous (including Travelling) Expenses		27	4	5
800	Hired Rolling Stock		640	0	0
64	Clothing		45	17	6
115	Joint Station Expenses at Lismore		153	9	9
115	JOHN Pration Tybenses at manie.				
£2488 E.	GENERAL CHARGES.		£2,371	12	9
£2488			£2,371	12 s.	
£2488				s.	
£2488	GENERAL CHARGES.		£	s. 0	c c
£2488 E. 200	GENERAL CHARGES. Directors		£ 200	s. 0	d c
£2488 E. 200 10	Directors		£ 200	s. 0 0 0 5	0 0
£2488 E. 200 10 241	GENERAL CHARGES. Directors		£ 2000 10 210	s. 0 0 0 5 8	d d d
£2488 E. 200 10 241 26	Directors		£ 200 10 210 5	s. 0 0 0 5 5 8 9	0 0 0
£2488 E. 200 10 241 26 20	Directors		£ 2000 100 2100 55 200	s. 0 0 0 5 8 8 9 9 0 0	
£2488 E. 200 10 241 26 20 30	Directors		£ 200 10 210 5 20 20	s. 0 0 0 5 5 8 8 9 9 0 0 8 8	
£2488 E. 200 10 241 26 20 30 49	Directors		£ 200 10 210 55 20 20 58	s. 0 0 0 5 8 8 9 9 0 0 8 8 2 10	

6 00 00 00 00 0	0
2	
Cr. 8. d. d. 7.556 5 8 8.7739 18 3 85 0 0 0 693 9 10 6693 9 10 6693 9 10 6693 9 10	17
E s. 86,870 8 17,756 5 2923 1 1739 18 85 0 14,504 13 693 9 1	£124,572 17 0
	124
10 : : : : : : : : : : : : : : : : : : :	1 40
the	
oit th	
or tr Do	
office of the name	
LANCE SHEET. Tapital Account, Balance at D per Account, No. IV Revenue Account, Balance at as per Account No. X eral Stores—Materials on hand dry Outstanding Accounts ount due by General Post Office pense Account	
Ball IV. IV. It, I IV. It, I IV. It, I IV. It, I IV. It I IV. It I IV. IT I I I I I I I I I I I I I I I I I I	
EETT unt, No. Court not No. Mate ing , yene	
SH Account Acc	
VCE al A Acceenue er A Storr Outs due Bank	
LAN Por Rev as por real fry (lry (nunt eense	
By Capital Account, Balance at Debit thereof as Per Account No. IV. See Revenue Account, Salance at Debit thereof as Per Account No. X. General Stores—Materials on hand Sundry Outstanding Accounts Amount due by General Post Office Suspense Account Cash at Bankers	
JAZ H	
No. XIII.—GENERAL BALANCE SHEET. £ s. d. By Capital Account, I Net Revenue Account No. I Net Revenue Account No. I Net Revenue Account No. I Super Account No. I Sundry Outstanding A Amount due by Genera Suspense Account Cash at Bankers	0
S. S	2 17
£ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £	£124,572 17 0
X _	£12
No.	. 0
	- 0
: ann see	
Но	-
i gu iii	-0
oans	
ry L	
pora	
Dr. Temporary Loans Sundry Outstanding Accounts Amount due Clearing House	
1 2	
	_

AGE STATEMENT. Half-year ending 31st Dec., 1884. Miles Authorized. Authorized. Miles Constructed. Constructed. Constructed. Miles. Chains. Miles. Chains. Miles. Chains. Miles. Chains. Miles. Chains.

TRAIN MILEAGE,	Half-year ending 31st Dec., 1884.	28, 292		A TATALANT OF COMMONS
No. XV.—STATEMENT OF TRAIN MILEAGE.		Passengers and Goods Trains—Mixed Special Cattle and Goods	Total	
	Half-year ended	31st Dec., 1883. 41,396 3,296	44,692	

A. DENNY, Chairman of Company.
R. T. MORTIMER, Accountant of Company.

CERTIFICATE RESPECTING PERMANENT WAY, STATIONS, &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 OTWAY, Engineer

Waterford, 24th March, 1885.

CERTIFICATE RESPECTING THE HIRED ROLLING STOCK.

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

JAMES OTWAY.

Engineer,

Waterford, 24th March, 1885.

AUDITOR'S CERTIFICATE.

We hereby certify that we have examined the Half-yearly Accounts of the Waterford, Dungarvan, and Lismore Railway Company, for the Half-year ending the 31st Dec., 1884, and that they contain a full and true Statement of the Financial Condition of the Company, with the exception of an unsettled current Account with the Solicitor of the Company.

WILLIAM GALLWEY, AUDITORS

Materford and Limerick Railway.

FRANCIS B. ORMSBY,
Secretary.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

To 31st DECEMBER 1884,

TO BE SUBMITTED AT THE

SEVENTY-NINTH HALF-YEARLY MEETING

OF

THE PROPRIETORS,

TO BE HELD AT THE

OFFICES OF THE COMPANY, LIMERICK TERMINUS,

ON

FRIDAY, THE 27th DAY OF FEBRUARY,

1885.

Directors :

JAMES SPAIGHT, Esq., J.P., CHAIRMAN. E. RONAYNE MAHONY, Esq., J.P., DEPUTY-CHAIRMAN.

ALEXANDER BANNATYNE, ESQ., J.P., WILLIAM HENRY, ESQ. PERCY B. BERNARD, Esq., D.L., The EARL OF BESSBOROUGH, Sir Francis Wm. Brady, Bart. SAMUEL BURKE, ESQ.

PATK. MARTIN, ESQ., Q.C., M.P. TERENCE McMahon, Esq. ANTHONY O'CONNOR, Esq. ABRAHAM STEPHENS, ESQ., J.P.

Materford and Limerick Railway.

MOTICE IS HEREBY GIVEN, that the Seventy-Ninth Ordinary Half-Yearly General Meeting of the Shareholders and Stockholders of the Company will be held at the Offices of the Company, LIMERICK TERMINUS, in the City of LIMERICK, on FRIDAY, the 27th day of FEBRUARY, 1885, 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 13th instant, inclusive, until after conclusion of said Meeting.

By Order,

JOHN J. MURPHY,

Secretary.

Head Offices, Waterford Terminus, 30th January, 1885.

WATERFORD AND LIMERICK RAILWAY.

REPORT DIRECTORS'

For the Half-year ending 31st DECEMBER, 1884.

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

DESCRIPTION.	Half-yea Dec.,			Half-yea Dec.,			Increase in 1884.	Decrease in 1884.	a
DESCRIPTION.	£	8.	d.	£	8.	d.	£ s. d.	£ . d.	
Ist Class Passengers 2nd ,, ,, 3rd ,, ,, Ist ,, Return 2nd ,, ,, 3rd ,, ,, Military: Officers Soldiers Season Tickets: Ist Class	3,646 8,463 1,588 2,873 7,592 91 847	2 11 15 13 8 10 15	0 5 6 10 8 1 0	1,893 3,070 8,069 93 903	17 8	5 7 9 0 0 1 3 6		86 15 352 7 304 10 196 7 477 2 2 7 55 13	774625
2nd ,, Excess Fares, &c	346 232	4	5	292	3	2	54 8 4	8 17	9
Total of Passengers Parcels Excess Luggage Horses Carriages Dogs Mails Goods Coals Cattle	2,189 179 1,097 87 59 2,902 26,848 4,322	12 19 19 7 13 2 9	0 4 1 1 1 0 8 9 3 6	29,276 2,530 120 1,137 94 71 2,624 29,165 4,268 10,461	6 1 7 18 14 11 7	10 2 10 9 10 5 0 7 11		7 10 1 12 1 2,316 17 1	8
Total Traffic Receipts	75,716	7	7	79,750	17	I		4,034 9	6

The decrease in Traffic Receipts amounts to £4,034 9s. 6d., and is distributed over nearly every item in the account. It can be attributed to the general depression in trade which affected the entire district.

After providing for interest on Mortgage and Debenture Stock, a sum of £23,384 4s. 3d. remains available for Dividend. Of this sum £20,993 7s. 2d. will be absorbed by the Dividends on the Preference Capital, and it is proposed to carry forward the balance of £2,390 17s. 1d. to the next half-year. Your Directors regret being unable to carry out their intention to recommend a dividend on the Ordinary Shares owing to the unexpected but continuous falling off in the Traffic Receipts during the latter part of the half-year.

Provision has again been made for the estimated amount of the Competitive Traffic Fund for the Athenry and Ennis Company, under agreement, and the usual reduction effected in the Great Western Suspense Account.

Close supervision continues to be exercised over the expenditure on the Capital and Revenue Accounts. The working expenses exhibit a decrease of £1,698, and efforts are being made to effect a further saving so far as may be consistent with the efficient working of the various departments.

Satisfactory arrangements have been concluded with the Post Office Department for the acceleration of the Mail services between Limerick Junction, Limerick, and Ennis. Negociations are in progress for extending similar advantages to the districts between Limerick Junction and Waterford, and Limerick and Tralee.

The Great Western Company's steamers exchange traffic daily at the North Wharf Extension, Waterford. Efforts are being made further to facilitate and improve the despatch of traffic by daily morning sailings of that Company's steamers from our new Wharf.

Bills are being promoted in Parliament to amalgamate the undertakings of the Rathkeale and Newcastle Junction and the Tralee and Fenit Companies with that of the Limerick and Kerry Company, and for the construction of a Railway from Listowel to Ballybunion in the County Kerry. Your Directors will closely watch the progress of both Bills and adopt such measures as may appear necessary for the protection of your interests.

SAMUEL BURKE, Esq., PATRICK MARTIN, Esq., Q.C., M.P., TERENCE McMahon, Esq., and Percy B. Bernard, Esq., D.L., are the Directors retiring by rotation. They are eligible for re-election.

ANTHONY CADOGAN, Esq., is the retiring Auditor, and is also eligible for re-election.

JAMES SPAIGHT, Chairman.
JOHN J. MURPHY, Secretary.

LIMERICK,

16th February, 1885.

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 31st DECEMBER, 1884.

WATERFORD & LIMERICK RAIL WAY CO .- Half-year ended 31st December, 1884.

No. 1.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY AS NOW EXISTING.

_																			
	Total.	12	372	:	:	1	:	:	:	:	:	:	!	:	:	:	:	:	372
BALANCE.	Loans.	4	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	1:
	Stock and Shares.	42	373	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	372
TED ED.	Total.	12	752,0123	17,500	30,000	354,550	7,000	7,000	16,600	44,080	66,400	318,950	194,550	108,450	50,000	25,000	133,000	100,000	225,0923
CAPITAL CREATED OR SANCTIONED.	Loans.	42	250,000	17,500	30,000	16,600	7,000	7,000	16,600	34,000	16,600	:	68,300	100,000	:	:	33,000	25,000	521,600
CAP	Stock and Shares.	x	502,012\$ 250,000	:	:	337,950	;	:				318,950	126,250	8,450	50,000	25,000	100,000	75,000	Total, £ 1,603,530 621,600 2,225,130 1,603,492\$ 621,600 2,225,092\$
RIZED.	Total.	×	752,050	17,500		354,550	7,000	7,000	16,600				194,550			25,000	133,000	100,000	2,225,130
CAPITAL AUTHORIZAD.	Loans.	12	502,050 250,000	17,500	30,000		7,000	7,000	16,600	34,000	16,600	:	68,300	100,000		:	33,000	25,000	521,600
CAPIT	Stock and Shares.	42	502,050	:	:	337,950	:	:	:	10,080	49,800	73 318,950	126,250	8,450	50,000	25,000	100,000	75,000	1,603,530
	Aots of Parliamet.	I. Waterford and Limerick Railway Act, 1845)	2. ,, 1847		Waterford and Limerick ",	Waterford and Limerick Railway Act,		W. & L., L. & F., and R. & N. J. ,,	Waterford and Limerick ,,	Limerick and Castleconnell (Transfer) 18	Waterford and Limerick 18	Do. (4 per cent. Pref. Stock) 18	Do. (Foynes Amalgamation) 18;	Do. (Ennis Do.) 18;	18,	Limerick and Kerry Railway Act,	17. Waterford and Limerick Railway Act, 1878	1883	Total, &

8

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

nt od.	22.3	523	50		775		8		45,6673
Amount Un-issued.	1,5623	1,562½	2,00	: :	7	: :	43,200		45,6
Amount Un-called.	٠٤ :	: :	: :	: :	:	: :	: :	11	:
Calls in Arrear.	42 :	: :	: 1	1	:	: :	: :		
Amount Received.	\$ 597,550	597,550	337,900	49,800	7,675	50,000	31,800		1,557,825
Amount Created.	597,600	599, 1123	337,950	49,800	8,450	50,000	100,000		1,603,4921
DESCRIPTION.	Ordinary £50 Shares	1872 Act.	4 per cent. Consolidated Preference 2,50 stock, 1860 ", 1860 ", roor cent. Preference 750 Shares " 1872 ", 1872 ",	Amalgamation)	" (Ennis Amalgamation)	5 per cent. ", £50 ", (Southern) 1873 ", 42 per cent. ", £100 ", (Limerick & Kerry) 1873 ",	,,, £100 ,,, £100	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.	TOTAL &

9

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

		d.	4	4	0		0	4	00
by	y ure	ອດ .	3	3			0	3	91
Total Raised by	Loans and by Debenture Stocks.	42	592,271	569,841 604,911	12,640 12,640 0	•	621,600 0	604,911	16,688 16
M	Total Debenture Stocks.	72	557,201 592,271		12,640	:	o. I.	:	A
RAISED BY ISSUR OF DEBENTURE STOCKS.	At 4½ per cent.	12	364,647	364,647		:	tement N	:	;, 1884,
STOCKS.	At 4g per cent.	×	10,000	10,000	:	:	per Stal	:	ecember
AISKD BY	At 44 per cent.	42	41,150	154,044 41,150 10,000	:	:	ated, as	:	f 31st D
R	At 4 per cent.	2x	141.404 41,150 10,000		12,640	:	apital cre	:	at close o
ANS.	Total Loans,	& s. d.	35,070 3 4	35,070 3 4		:	Total Amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. 1.	:	Balance, being available Borrowing Powers at close of 31st December, 1884,
RAISED BY LOANS.	At 4½ per cent.	42	16,300	4 16,300 35,070	:	:	Stocks		ole Borr
RAIBI	At 3½ per cent.	£ s. d.	18,770 3 4 16,300 35,070 3	18,770 3 4	:	:	by Debenture	by Loans, and by Debenture Stocks, as above	e, being availal
			:	:	:	:	and	ure S	lance
					:	:	d by Loans	by Debent	Ba
				1884	:	:	to be raised	Joans, and	
			June, 1884	December,	:	:	t authorized		
			Existing at 30th June,	Existing at 31st December, 1884	Increase	Decrease	Total Amoun	Total Amount raised	

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

Cr.

		0	4	0		00	_		0
84.	rj.							- 1	
od to	'n	10		-		5 H			II
Total Received to st Dec., 188	42	825	35,070 3	84		2,575 12			1,31
Total Received to 31st Dec., 1884		1,557,825 0	35	569,841 0		S			165
8		H		0		0			02,
888.	d.			0 12,640 0 0		н			н
Amount Received during falf-year Dec., 18	vî	- 1	-:	0		1 09			0
Amount Received during Half-year 31st Dec., 1884	s's			,64		9			2,70
318				12		00			OI
4,	£ s. d.	0	4					. 1	10
d to	vå	0	~	0		Ξ			II
Amount Received to 30th June, 1884	42	825	35,070 3	557,201 0		2,515 11			19,
Rec th		557,	35,	57,		ų			152
30		ck, t 1,557,825 o			00 1 77	po .			£ 2,152,611 15 0 12,700 1 0 2,165,311 16
		Shares and Stock, per Account No. II.	Loans, per Account No. III.	Debenture Stock, per Acc. No. III.	Forfeited Shares gain, less Discount allowed	on Issuing Shares, &c			×
		Sto	er o. I	So. St	Sh	SS U			
	PT	hares and Stoc per Account No. II.	ZZ	oc.]	les	I se			
	CE	es a	ns,	enti	gain, l	on			
	BY RECEIPTS:	har	co)eb pe	ga	Sos			
	By								
0 75	s, d	3	1	117,562 7 10	83,386 0 10	0 1		0 6	0 9
ed t	'n	10	1,	6)	0	H		4,039 19	H
Total ended Dec., J	42	710	9,09	56	,386	,27		,03	31
Total Expended to 31st Dec., 1884	1	702,	257	117,	83	191		4	2,165,311 16
63	1	955 3 6 1,702,715 11	187 15 0 257,607 17		н	7 2,			10
d d 884.	s. d.	3	10		н	6			
Amount Expended during falf-year Dec., 18	ú	(4)	H	:	H	4		:	1
Expended during Half-year 31st Dec., 1884	42	955	187		2,461 11	9,			-
1 31st	42			-	9	2,157,667 7 5 3,604 9 7 2,161,271 17			
84.	s. d.	6	H	117,562 7 10	6 6	7			
int ed to	υŝ	7	2			7			
Amount Expended to 30th June, 1884	42	760	257,420	562	80,924	99,		:	
Age	H	701,	:57,	17,	80,	157			
音音		1,1	14		10	100		:	1
By Soti	1	10		. (6) 9	E.				
E3	RE:	roj (V.)	C. C.	t cay	cte				
30th	TURE:	yen for No. V.)	Stock No. V.)	ilway No. V	Exte No.			a	
By South	NDITURE:	es open for c (No. V.)	g Stock (No. V.)	Railway (No. V	ord Exte			ance	
E3 30¢1	KPENDITURE :	Lines open for raffic (No. V.)	king Stock (No. V.)	scriptions the Railway.	terford Exte			Balance	
E3 30¢1)	To Expenditure:	On Lines open for Traffic (No. V.) 1,701,760 7 9	Working Stock (No. V.)	Subscriptions to other Railways, &c. (No. V.)	Waterford Extension (No. V.)			Balance	

No. V.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 31ST DECEMBER, 1884.

λ s. d.	955 3 6	187 15 0	2,461 11 1	£3,604 9 7
S. S.	-	i	i	- :
LINES OPEN FOR TRAFFIC:— Half cost of renewal of Bridges (Iron), and of Gatehouses on Kerry Line;	Doubling Line between Fiddown and Waterlord; Water Supply at Waterford, Carrick, and Caher; New Wagon-weighing Machine, and New Siding at Locomotive Works, Limerick,	WORKING STOCK :— Expenditure on account of an additional Engine, &c.,	WATERFORD EXTENSION:— Works, &c., connected therewith,	Expenditure for Half-year, as per Account No. IV.

STOCK.	
WORKING	
OF	
VI.—RETURN	
No.	

1	RAL.	Тітьбет Тгиска.	81 81	= =	1
	IND MINE	Cattle Waggons.	69	:	1
	MERCHANDISE AND MINERAL.	Gooda Waggons (Covered).	626	:	:
	MERCI	Goods or Coal Waggons (Open).	229	:	:
		Break Vans.	33	:	:
		Carriage Trucka.	, r, r,	*	:
		Horse Boxes.	15		:
	COACIIING.	Composite.	30	:	П
		Third Class.	35	I	:
		Second Class.	N N	:	:
		First Class.	1 1	:	:
	OTIVE.	Tenders.	24 24	:	:
	LOCOMOTIVE.	* Engines.		:	:
			Stock on the 30th June, 1884	Increase during the half-year	Decrease during the half-year

* One Tank Engine for Limerick Vard, and One for Waterford Yard.

One new Break Van was purchased to replace one condemned, and one Composite Carriage was converted into Third Class.

Three Wagons, one Horse-box, and one Timber Truck were re-constructed at the Works, and the entire cost charged to Revenue Account.

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

				A Charleson agent and the Court	
		Dm w	During the Half-Year ending 30th June, 1885.	In subsequent Half Years.	Total.
LINES OPEN FOR TRAFFIC:-			42	42	42
Signals along the Line (additional), Cattle Pens at Stations, Signal and Gate Houses	onses	:	250	508	758
Unpaid Land Purchase	:	:	:	500	200
Ballycar Bog, Ennis Station, and Fergus Bridge (Ennis Line)	:	:	150	88	238
Works-Limerick and Foynes Branch (Robertstown Viaduct, &c.)	:	:	576	I,000	1,576
Balance of Purchase of Limerick and Foynes Line	:	:	:	2,206	2,206
Water Supply and Tanks, Killaloe and Tipperary	:	:	24	:	24
Goods Store, Clarecastle	:	:	250	:	250
Extension to Deep Water at Waterford	:	:	1,035	1,500	2,535
Doubling Line, Fiddown to Waterford	:	:	153	4,033	4,186
Tipperary Yard Works, and Bridges and Signals	:	:	347	:	347
Subscription to Shannon and Inland Navigation Co. (Limited)	:	:	:	009	009
Gate Houses and Works on Kerry Line (Half)	:	:	165	:	165
Building Houses on Newrath Road	:	:	I,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	:	:	200	3,011	3,511
Travelling Crane and Appliances for Accident Van		:	490	:	490
Doubling Line between Tipperary and Limerick Junction	::	:	3,000	2,000	10,000
		-			
ROLLING STOCK :-				,	
Additional Engines, Wagons, &c	:	:	2,500	15,607	18,107
Total Estimated further Exnenditure of Capital		4	11.863	39.844	51.707
ctioned in previo	counts, with t	he			

14

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

d.	0	00	00	0	00
ŝ	0	91	91	61	15
ج. s. d.	45,705 0 0	8 91 889,91	62,393 16 8	4,039 19 0	£ 66,433 15 8
	:	:		14,1	:
	:			7	1
	II pu	nd III.			
	Share Capital authorized or created, but not yet received, per Accounts Nos. I. and II.	Nos. I. and III.		:	- :
	per Accoun	6		:	Total
	t received, 1	33		it No. IV.	
	but not ye	3.9		per Accour	
	or created,	9.9		Add-Balance at Capital Account, per Account No. IV.	
	authorized	93		e at Capita	
	e Capital	Loan Do.		-Balanc	

77,628 6 0

81,722

Cr.

-				1						
	ng .	P	9	1			0	5 7	0	
	nt Ha endin Dec.	S	0 0	2			1,636 18			
	Current Half- year ending 31st Dec., 1884.	12	34,200	75,716			1,63	77,353	275	
		- 00 m = 5000	0.00		63	OI	0			
		s. 111 14 115 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	171		II	91	10			
		26,347 402 939 3,614 2,902	26,848 10,338 4,322		919	947	72			
		::::3	!!!	olls,	Central	and	Ennis		;	
		Passengers		Traffic Receipts from Tolls, Terminals, &c., per	Cel	r.	田		Rents and Transfer Fees	
		Carr	: : :	raffic Receipts fron Terminals, &c., per	print)	Great Southern Western Co.	and Co.		sfer	
	PTS.	reets	o	eipts &c.	aterford and Ireland Co.	reat South Western Co.	=		Fran	
	RECEIPTS.	Tick Tick	ndis ock Is	Rec	terfo	Vest	Athenry Junctio		pur	
		Passengers Season Tickets Military Parcels, Horses, Mails	Merchandise Live Stock Minerals	affic	Wa	Gre	Ath		ents	
		By—Pas Sea Sea Mill Par Ma	REE	F					K	
	l c.,		55,856 9,165 0,461 4,269	751	919	948	72	81,387	335	
	Half-year ended 31st Dec., 1883.	£ 27,947 332 997 3,955 2,625	35,856 29,165 10,461 4,269	79,751				8I,		
	H 18			1						-
	ng ng	6 11 6 11 6 11 6 11 6 11 6 11 6 11 6 1	00 H 00 U	1 7				4 0	2	2 10
	verrent Hall year ending 31st Dec., 1884.	53 H H	-	00 00	03			69	34	46
	Current Half- year ending 31st Dec., 1884.	£ 17,263 643 11,894	3,435 16,424 2,893 52,554	1,288	55,703			13,769	41,934	35,694
		1	C CH		:	und 4	w 0 ∞ 0	9		Balance carried to Net Revenue Account
		See Abstract A sings, see Abstract B.		9 10		ale 8	2,812 12 5,054 13 2,282 5 1,717 16	3		enne
		Abs. Abs	do.	£900 148 239		thke 1,49	2,812 5,054 2,282 1,717	403		Rev ::
1	ed.	See see see	p.i.o			Ra	in sin	 		Net Ct
	EXPENDITURE.	ay, ons Cros	no	sses		king	En En	90		d to
	XPENI	of W Stati	Wag ses res	, Lonal I	S	Wol	Lin Lin	Milea		arrie
	四	at L	ge and Wagon sairs Expenses al Charges	ges ensation, L o. Personal	* -	ved for castle L	Southern Line Kerry Line Athenry & Ennis Athenry & Tuam	age I		ce c
		faintenance of Way, Works and Stations Jatemen at Level Cros	age age in pairs in Example and Caral Cara	pens pens Jo. I		ived vcast	PPKV	Balance of Mileage and Demurrage		Salance
		Maintenance of Way, See Abstract A. Works and Stations Scalemen at Level Crossings, Locomotive Power, see Abstract B.	Carriage and Wagon Repairs Traffic Expenses General Charges	Charges Compensation, Losses Do. Personal Injuries		Rece	Do. Southern Line 5,812 12 3 Do. Kerry Line 5,954 13 10 Do. Athenry & Ennis 2,282 5 8 Do. Athenry & Tuam 1,717 16 9	Bala		H
		F ~	-							
.10	year ed Dec.,	£ 17,506 652 11,974	3,329 16,971 2,771 53,203	370	57,401	575	2,905 5,181 2,905 1,723	63	43,049	38,673
	Half-year ended 31st Dec.,	2,71 6,11,9	3,329		57,	e proj	4 20 4 1		43,	38,

16

Dr.

No. X.—NET REVENUE ACCOUNT.

Cr.

Current Half- year ending 31st Dec., 1884.	2,233 19 6 35,694 2 10 399 15 0 608 1 6		£ 38,935 18 10
	By Balance brought from last Half- year's Account Balance from Revenue Account, No. IX Dividends on Company's Shares: now taken over, &c General Interest Account General Interest Account of Interest Account under Southern Act under Southern Act		x
Half-year ended 31st Dec., 1883.	2,941 38,673 402 50 612		42.678
Current Half. year ending 31st Dec., 1884.	L, 071 3 8 12,255 10 2 485 6 9 733 11 1 6 12 11 1 15,551 14 7	23,384 4 3	£ 38,935 18 10
	To Interest on Mortgage and Debenture Loans	26,358 ,, Balance available for Dividend 23,384 4	7
Half-year ended 31st Dec., 1883.	1,126 11,981 988 652 652 16,320	26,358	42,678

17

0	
Z	
E	
A	
M	
H	
DIVIDEND	
OR	
0	
-	
回	
BI	
A	
님	
A	
2	
E AVAILABLE	
CE	
2	
A	
H	
S.A	
щ	
OF	
0	
Z	
OPRIATION	
E	
IA	
K	
OP	
K	
PPR	
AF	
0	
-PROPOSED	
S	
0	
O	
K	
4	
1	
X	
0	
4	

falf-yea	Half-year ended 31st Dec., 1883.								year ending 31st Dec., 1884.
26.348	42 :	Balance	e available fo	Balance available for Dividend, as per Account No. X.	ount No. X.			δ. s. d.	£ s. d. 23,384 4 3
	6,246		ent. Consolid	4 per cent. Consolidated Preference Stock, 1873 Act, £318,950, (Less Income Tax)	1873 Act,	£318,950, (I	Less Income Tax)	6,206 4 9	
Ī	7,444	44 33 13	Do.	Preference Stock 1860 Act, 337,900	1860 Act,	337,900	3.6	7,396 16 11	1
	245	5,	Preference Shares,	e Shares,	1872 ,,	10,000	3.5	243 4 7	4
	1,219	10	6.6		1873 ,,	49,800	33	1,211 5 7	
	785	53 ,,	9.9		1873 ,,	29,150	3.6	779 18 4	
	188	., .	33		1873 ,,	7,675	8.6	186 13 7	
	I,224	5 ,,	**		1873 ,,	50,000	3.8	1,216 2 11	
	551	43 ,,	3.3		1873 ,,	25,000	3.3	547 5 4	
	2,448	5,	8.6		1878 ,,	100,000	3.5	2,432 5 10	
			66		1883 ,,	31,800	33	773 9 4	
20,350									- 20,993 7 2
6,008		Recom	mended for a	Recommended for allocation as follows:—					2,390 17
:	:		Dividend	Dividend of - per cent. per annum on the £597,550 Ordinary Capital	num on th	e £597,550	Ordinary Capital		:
6,008	:			Balance carried forward to next half year	forward to n	lext half year	:	:	£ 2,390 17 1

	No. XII.—ABSTRACTS.		
Half-year ended 31st Dec., 1883.	A. MAINTENANCE OF WAY, WORKS, &c.	Current Half 31st Dec	., 1884.
£ 466	Salaries, Office Expenses, and Gen. Superintendence	£ s. d. 523 5 5	£ s. d.
400	Maintenance and Renewal of Permanent Way:—		
6,425	Wages	6,377 2 I 8,023 18 8	
15,512 2,575	Less—Old Materials Sold and on hands	14,924 6 2 1,503 16 I	
12,937 2,860 948 761	Repairs of Roads, Bridges, Signals, and Works Repairs of Stations and Buildings Ballasting		13,420 10 1 2,425 5 6 785 14 1 641 5 9
17,506	Less—Received for Grass Rents		17,272 15 5 9 6 6
	Janes Land		1971
	MILES MAINTAINED :— Double 321 Single 2381		
17,506	270%	£	17,263 8 11
	B. LOCOMOTIVE POWER.		
£		£ s. d.	£ s. d.
171	Salaries, Office Expenses, and Gen. Superintendence RUNNING Expenses:—		
2,910	Wages connected with the Working of Loco- motive Engines	2,865 8 4	
4,150	Coal and Coke Gas and Water		
435	Oil, Tallow, and other Stores	433 3 5	
8,359			8,228 5 11
2,329	REPAIRS AND RENEWALS:— Wages	2,440 19 4	
1,286	Materials	1,225 11 8	3,666 11 0
11,974			11,894 16 11
	C. REPAIRS AND RENEWALS OF CARR		
£	Carriages :—	£ s. d.	£ s. d.
set on the	Salaries, Office Expenses, and Gen. Superintendence	ATT T TC	
454	Wages	100 40 44	
1,056	WAGONS:—		999 17 2
85	Salaries, Office Expenses, and Gen. Superintendence	92 1 5	
766	Wages		2,435 5 6
			1103 3

D.	TRAFFIC EXPENSES.				
Half-year ended 31st Dec., 1883.			Curr Half- endi 31st 1	year ng Dec.	- 1
£			£	S.	d.
9,781	Salaries and Wages, &c		9,440	IO	0
2,296	Fuel, Light, Water, and General Stores		2,051	17	3
294	Clothing		293	II	3
753	Printing, Stationery, Tickets, and Advertising		786	7	4
	Shunting Engines, Horses, Harness, Vans,	Pro-			
1,564	vender, &c		1,391	II	0
243	Waggon Covers, Ropes, &c		306	15	9
659	Joint Stations' Expenses		669	6	1
200	Miscellaneous (including Travelling) Expenses		183	15	IO
257	Bridge Tolls, Numbermen, &c		238	0	2
135	Steam Tug and Boats		109	I	II
	Wages, Fuel, Stores and Repairs in connexion	with			
789	Stationary Engines, Waterford		953	8	6
16,971		£	16,424	5	1
E.	GENERAL CHARGES.				
£			£	s.	d.
300	Directors		300	0	0
- 25	Auditors		25	0	0
711	Salaries of Secretary, Accountant, and Clerks		615	II	0
126	Office Expenses, do. do.		162	4	8
6	Advertising		4	0	6
75	Fire Insurance		69	15	0
74	Telegraph Expenses		99	2	0
442	Railway Clearing House Expenses		478	10	2
368	Audit Office Expenses		342	6	5
197	Stores' Department		248	13	9
-418	Travelling and Miscellaneous Expenses		524	10	2
29	Fidelity Insurance Fund		23	10	0
2,771		£	2,893	3	8

						_								
	d.	0	OI	6	4	20	н		0					00
Cr.	ŝ	0	H	61	91	61	12	C	14					10
	42	23,350	28,953 I IO	2,603 19	11,450 16	1,753	1,577 15	177	7,860 14					Total, £ 78,693 10
					Ξ									700
		:	hand	:		:	:							11, £
			ls on	pany	υ2			o to	d E					Tota
1		- :	ıteria	Com	panie	:	sti	emer	awar					
		:	General Stores-Stock of Materials on hand	Traffic Accounts due to the Company	Amounts due by other Companies	Amount due by Post Office	Sundry Outstanding Accounts	Ispense Accounts, viz. :-	Athenry and Ennis Line award					
			tock	lue to	ther	ost 0	A Su	S, viz	nis J					
EET		ment	S	ints d	by o	by P	andin	count	d En					
SH		By Shares Investment	Store	vccon	s due	due	Outst	Suspense Accounts, viz. :-	ry an					
NCE		res I	neral	offic ₽	ount	ount	dry	pens	then					
ALA		Sha	Ger	Tra	Am	Am	Sur	Sus) 4 ;					
L B	La grand	By	9.9	33	3.3	33	3.3	3.5						
RA	d.	0			4	71	н	4	0	4	20	6	7	00
NERA	s. d.	0 61					0		00		н	7		8 01
-GENERA		0 61 650,					0				240 I 5			693 10 8
III.—GENERA	£. S.	4,039 19 0	22.284 4		1,92/ 14	12,347 2	9,215 0	7,219 17	780 8	19,021 16	240 I	517 7		78,693 10 8
o. XIII.—GENERA	£. S.		22.284 4		1,92/ 14	12,347 2	0		00		240 I	7		al, £ 78,693 10 8
No. XIII.—GENERAL BALANCE SHEET.	£. S.		22.284 4	+ + + + + + + + + + + + + + + + + + +	1,92/ 14	12,347 2	9,215 0	7,219 17	780 8	19,021 16	240 I	7 715		Total, £ 78,693 10 8
No. XIII.—GENERA	£. S.		22.284 4	+ + + + + + + + + + + + + + + + + + +	1,92/ 14	12,347 2	9,215 0	7,219 17	780 8	19,021 16	240 I	517 7		Total, £ 78,693 10 8
No. XIII.—GENERA	£. S.		22.284 4	+ + + + + + + + + + + + + + + + + + +	1,92/ 14	12,347 2	9,215 0	7,219 17	780 8	19,021 16	240 I	7 715		Total, £ 78,693 10 8
No. XIII.—GENERA	£. S.		22.284 4	+ + + + + + + + + + + + + + + + + + +	1,92/ 14	12,347 2	9,215 0	7,219 17	780 8	19,021 16	240 I	517 7		Total, £ 78,693 10 8
No. XIII.—GENERA	£. S.		22.284 4	+ + + + + + + + + + + + + + + + + + +	1,92/ 14	12,347 2	9,215 0	7,219 17	780 8	19,021 16	240 I	517 7		Total, £ 78,693 10 8
No. XIII.—GENERA	£. S.		22.284 4	+ + + + + + + + + + + + + + + + + + +	1,92/ 14	12,347 2	9,215 0	7,219 17	780 8	19,021 16	240 I	517 7		Total, £ 78,693 10 8
No. XIII.—GENERA	£. S.		22.284 4	+ + + + + + + + + + + + + + + + + + +	1,92/ 14	12,347 2	9,215 0	7,219 17	780 8	19,021 16	240 I	517 7		Total, £ 78,693 10 8
	£. S.		22.284 4	+ + + + + + + + + + + + + + + + + + +	1,92/ 14	12,347 2	9,215 0	7,219 17	780 8	19,021 16	240 I	517 7		Total, £ 78,693 10 8
Dr. No. XIII.—GENERA	£. S.	Credit thereof,	at Credit	TI Dividands and Interest	1,92/ 14	e Stock 12,347 2	9,215 0	7,219 17	780 8	19,021 16	н	7 715		Total, £ 78,693 10 8

No. XIV.-MILEAGE STATEMENT.

				Half-year ending 31st Dec., 1884.	31st Dec., 1884.	
Half-Year ended 31st Dec., 1883.			Miles	Miles constructed.	Miles constructing or to be constructed.	Miles worked by Engines.
M. F. C. 141 6 8 129 0 0	Lines owned by Company Do. Leased or Rented	: :	M, F C. 141 6 8 129 0 0	M. F. C. 141 6 8 129 0 0	M. F. C.	M. F. C. 141 6 8 129 0 0
270 6 8 1 I 0	Foreign Lines Worked Over	- !	270 6 8 I I 0	270 6 8 I I 0	::	270 6 8
271 7 8	Total	:	271 7 8	271 7 8	:	271 7 8

No. XV.—STATEMENT OF TRAIN MILEAGE.

Half-Yeal	Half-Year ended 31st Dec., 1883.	c., 1883.		Half-Year	Half-Year ending 31st Dec., 1884.	2., 1884.
W. & L. Line.	Other Lines Worked,	Total.		W. & L. Line.	Other Lines Worked.	Tota
MILES 213,993 70,952	MILES 145,838 14,597	MILES 359,831 85,549	Passenger Trains—and Mixed Trains, carrying also Goods and Live-Stock Goods, Cattle, and Mineral Trains	Miles 201,870 64,878	M1LES 150,305 17,366	MIL. 352, I. 82, 2.
284,945	160,435	445,380	Total	266,748	167,671	434,4

JAMES SPAIGHT, Chairman of the Company. JOHN J. MURPHY, Secretary of the Company.

ES 175 244 419

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

23

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, 28th January, 1885. 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, 24th January, 1885. 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 31st December, 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 £23,384 4s. 3d. 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, ANTHONY CADOGAN, Auditors.

Waterford, 16th February, 1885.

Materford and Limerick Kailway.

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.

FRANCIS B. ORMSBY,

Secretary.

Materford and Tramore Railway Company.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

Half-year Ended 31st DECEMBER, 1884,

TO BE SUBMITTED TO THE

PROPRIETORS

AT THE

Sixty=Fourth Half-yearly Meeting

OF THE COMPANY,

TO BE HELD AT THE

COMPANY'S OFFICE, THE TERMINUS,

WATERFORD,

At 12 o'Clock, Noon, on Tuesday, the 17th day of March, 1885.

WATERFORD

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

1885.

### Directors:

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.

NOTICE 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 17TH MARCH, 1885, at TWELVE o'CLOCK, Noon, for the purpose of receiving a Report and Statement of Accounts for the Half-year ended the 31st December, 1884, and for the Election of Two Directors and One Auditor, in the place of those who retire from office.

The Transfer Books will be closed from the 3rd March until the 17th March, inclusive.

WILLIAM REA,

SECRETARY.

Office, The Terminus,

Waterford, February 27th, 1885.

### DIRECTORS' REPORT.

We beg to submit herewith the Statement of Accounts for the Half-year ended the 31st December, 1884, which show a satisfactory increase in the earnings of your line, as compared with the corresponding period of the previous year—the details of which are set forth in the annexed comparative table:—

|                                                                                                                                          | Dec.                    | 31st, 1881.                                                                            | Dec.                                                                           | 31rt, 1883.                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| First Class Passengers Third ,, ,, First ,, Return Third ,, ,, Bathing Tickets School ,, Season ,, Parcels, Dogs, and Excess Fares Goods | 22384<br>354941<br>1702 | 494 0 0<br>448 0 0<br>1450 17 3<br>1446 15 5<br>53 19 6<br>29 13 6<br>280 7 6<br>146 7 | $\begin{array}{c c} 12935\frac{1}{2} \\ 22396\frac{1}{2} \\ 32036 \end{array}$ | £ s. d.<br>507 15 9<br>435 7 10<br>1439 4 3<br>1306 18 8<br>24 6 10<br>33 11 0<br>277 3 6<br>131 1 8<br>161 8 10 |
|                                                                                                                                          | 827021                  | 4527 16                                                                                | 3 781731                                                                       | 4316 18 4                                                                                                        |

Increase 4529 210 17 11

The Line and Plant have been maintained in a thorough state of efficiency, and your Directors propose, during the current half-year, relaying a further portion of the road with Steel Rails.

The Net Revenue Account shows an available balance of £2440 1s. 3d., which your Directors recommend being appropriated as follows:—

| Dividend on 5 per cent. Preference Shares,  | £ 250 | 0  | 0 |
|---------------------------------------------|-------|----|---|
| Dividend on Original Shares, 6s. per Share, | 1440  | () | Û |
| Balance to next half-year                   | 750   | 1  | 3 |
|                                             | £2440 | 1  | 3 |

The retiring Directors, are A. Denny, Esq., and C. E. Denny, Esq., and the retiring Auditor is I. Thornton, Esq., all of whom are eligible, and offer themselves for re-election.

A. DENNY, Chairman.
WILLIAM REA, Secretary.

# Atterford and Tramore Bailway Company.

Half-Year ended Dec. 31st, 1884.

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

|                                                      | CAI                              | CAPITAL AUTHORIZED. | отти   | RIZE | °c     |      | CAPITAL   |
|------------------------------------------------------|----------------------------------|---------------------|--------|------|--------|------|-----------|
| Acts of Parliament.                                  | SHARES.                          | To                  | LOANS. | -    | TOTAL. | i,   | ()REATED. |
| 6                                                    | £ 8. d. £ 8. d. £ 8. d.          | 43                  | 22     | Irri | 43     | 8. d |           |
| Waterford and Tramore Railway Act, 1851.             | 48,000 0 016,000 0 064,000 0 0   | 16,000              | 0 (    | 0 64 | 0000   | 0    | ~         |
| Waterford and Tramore Railway<br>Amendment Act, 1857 | 10,000 0 0 3,350 0 0 13,350 0 0  | 3,35(               | 8      | 0 13 | ,350   | 0    | AII.      |
|                                                      | 58.000 0 0 19.350 0 0 77.350 0 0 | 0 19.350            | 0      | 0 77 | .350   | 0    | 1.00      |

RECEIVED. No. IL -STATEMENT OF SHARE CAPITAL CREATED, SHOWING THE AMOUNT

| Description.                                                                            | AMOUNT<br>CREATED.                                                |     | AMOUNT<br>RECEIVED.          | 20 |
|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----|------------------------------|----|
| Original Shares (4,800 @ £10 each.) Five per ceut. Preference Shares (1000 @ £10 each.) | £ 8. d. £ 8. d.<br>48,000 0 0 48,000 0 0<br>10,000 0 0 10,000 0 0 | 000 | £ 8.<br>48,000 0<br>10,000 0 | 0  |
| Total                                                                                   | 58,000 0 0 58,000 0                                               | 0   | 0 0000,89                    |    |

## No. III.—CAPITAL RAISED BY LOANS.

| 1                                                          | 900                                             |                    | 900                                                                                                            |         |
|------------------------------------------------------------|-------------------------------------------------|--------------------|----------------------------------------------------------------------------------------------------------------|---------|
| •                                                          | .00                                             |                    | .00                                                                                                            |         |
| LAI                                                        | 000                                             |                    | 9,350<br>9,350                                                                                                 |         |
| To                                                         | 4 60 60                                         |                    | £<br>19,350<br>19,350                                                                                          |         |
|                                                            | 100                                             |                    |                                                                                                                |         |
| Attiper cent Attiper cent Attiper cent Attiper cent Toral. | £ s. d. £ s. 6. 5150 0 19,350 0 6350 0 19,350 0 | 1200 0 0           | 19,350<br>19,350                                                                                               | :       |
| oo .                                                       | .00                                             | 0                  |                                                                                                                |         |
| per                                                        | 000                                             | 8                  | 11                                                                                                             | :       |
| 4                                                          | 831 E                                           | 12                 | : :                                                                                                            | -       |
| A                                                          |                                                 |                    |                                                                                                                |         |
| ent                                                        | £ s. d<br>2700 0 0<br>2700 0 0                  |                    | 1.1                                                                                                            |         |
| C                                                          | .00                                             |                    |                                                                                                                |         |
| bed                                                        | 288                                             |                    | -i:                                                                                                            | :       |
| t44                                                        | 272                                             |                    | 0                                                                                                              |         |
| 4                                                          | 1.00                                            |                    | Z .                                                                                                            |         |
| en                                                         | £ 8. d.<br>10000 0 0<br>8800 0 0                | 200 0 0            | len.                                                                                                           | ٠       |
| r c                                                        | 8.00                                            | 0                  | tem                                                                                                            |         |
| pe                                                         | 999                                             | 8                  | :                                                                                                              |         |
| 14                                                         | 2000                                            | 12                 | Ja Ja                                                                                                          |         |
| t A                                                        | £ 8. d.<br>1500 0 0<br>1500 0 0                 |                    | as p                                                                                                           | 0       |
| en                                                         | .00                                             | 9 -4               | 1 6                                                                                                            |         |
| er (                                                       | 8 8.<br>1500 0<br>1500 0                        | 16 040             | ana .                                                                                                          |         |
| DI ST                                                      | 0000                                            |                    | 3.                                                                                                             | •       |
| At4                                                        | 977                                             | 101                | by                                                                                                             |         |
| -4                                                         | ::                                              |                    | pool                                                                                                           |         |
|                                                            |                                                 | 1 : :              | ais<br>18 8                                                                                                    | 0       |
| 171                                                        | 88                                              |                    | e r                                                                                                            | Balance |
|                                                            | 45.                                             | ::                 | o p                                                                                                            | als     |
|                                                            | 188<br>ber                                      |                    | Lag                                                                                                            | =       |
|                                                            | e.e.                                            | 1:                 | rize                                                                                                           |         |
| 1                                                          | un                                              |                    | hon                                                                                                            | 10      |
|                                                            | r q                                             |                    | aut                                                                                                            |         |
|                                                            | 30t                                             | ase                | nt                                                                                                             |         |
| 191                                                        | a a t                                           | Decrease           | non                                                                                                            |         |
| 1                                                          | 80 80                                           | In                 | Am                                                                                                             |         |
|                                                            | stir                                            |                    | 18 8                                                                                                           |         |
|                                                            | Existing at 30th June, 1884                     | THE REAL PROPERTY. | Total Amount authorized to be raised by Loans, as per Statement No. 1.  Total Amount raised by Loans, as above |         |
| 1                                                          | HH                                              |                    |                                                                                                                |         |

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

| н | တိ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 0                                                                 | >                                     | 0                                                             |                                      |           |                                          | - 1                     | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|---------------------------------------|---------------------------------------------------------------|--------------------------------------|-----------|------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   | લ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 58,000                                                            | 18,550                                | 0                                                             |                                      |           |                                          |                         | 77,350 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                   |                                       | :                                                             |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                   | 0                                     | :                                                             |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                   |                                       |                                                               |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                   |                                       | :                                                             |                                      |           |                                          |                         | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2.                                                                | 3                                     |                                                               |                                      |           |                                          |                         | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | No.                                                               | 0                                     |                                                               |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | int                                                               | nt                                    | :                                                             |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ccon                                                              | ccon                                  | :                                                             |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | r A                                                               | r A                                   | :                                                             |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   | D.T.O.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3, pe                                                             | , pe                                  | .90                                                           |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   | ava                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | are                                                               | oans                                  | lan                                                           |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   | d. Ry Receipts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 30                                                                | Ĭ.                                    | . Ba                                                          |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   | Z                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                   | •                                     | :                                                             |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   | d.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 9                                                                 | 100                                   |                                                               | 11                                   | 11        | 00 1                                     |                         | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|   | 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3 16                                                              | 00 10                                 | 1 1                                                           | 6                                    | 1 2       | 8 1                                      | 9                       | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|   | क्ष                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 5,17                                                              | 3,70                                  | 35,81                                                         | 5,13                                 | 9,14      | 12,01                                    | 36                      | 77,350 0 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|   | T Commence of the Commence of | Acts of Incorporation 5,173 15 6 Shares, per Account No. 2 58,000 | Law, General, and Incidental Expenses | Dermanent Wax, Rails, Chairs & Sleepers 35,811 17 11 Balance, | Miscellaneous Works, Engine Shed, &c | shops, &c | Locomotive and Rolling Stock 12,018 13 3 | Commission and Discount | THE STATE OF THE S |
|   | 1 -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                   |                                       |                                                               |                                      |           |                                          |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

00 0

No. V .- CAPITAL EXPENDITURE FOR HALF-YEAR ENDED DEC. 31st, 1884.

### Noil.

No. VI.-RETURN OF WORKING STOCK FOR HALF-YEAR ENDED DEC. 31st, 1884.

|                                                               | Loco-<br>motive.           |         | COACHING. | IING.      |      | Менсн | ANDISE.       |
|---------------------------------------------------------------|----------------------------|---------|-----------|------------|------|-------|---------------|
|                                                               | Tank First Engines. Class. | First 7 | Chird     | Third Com- | Van. | Goods | Goods Ballast |
| Stock on the 30th June. 1884 Stock on the 31st December, 1884 | 44                         | 101     | -1-2      |            |      | 00 00 | 20            |
| Increase during Half-year                                     |                            |         |           | . (1)      |      |       |               |

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

### Nil.

No. VIII.-CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER NO. 7.

| 0                   | >   | 1   |  |
|---------------------|-----|-----|--|
| 0                   |     |     |  |
| •                   |     |     |  |
| 0                   | >   | i . |  |
|                     |     | 1   |  |
|                     |     |     |  |
|                     |     | 1   |  |
| :                   |     |     |  |
|                     |     |     |  |
| :                   | :   |     |  |
| :                   |     |     |  |
| :                   | :   |     |  |
|                     |     |     |  |
| 63                  | :   |     |  |
| o.                  | 0   |     |  |
| 4                   | 4.  |     |  |
| H                   | 0   |     |  |
| no                  | 2   |     |  |
| 3                   | un  |     |  |
| A                   | 00  |     |  |
| Der                 | 10  |     |  |
| eceived, as per Acc | L   |     |  |
| 8                   | be  |     |  |
| ad,                 | 00  |     |  |
| IV                  | 00  |     |  |
| 90                  | וחו |     |  |
| re                  | 000 |     |  |
| et                  | 2   |     |  |
| 13.                 | 9   |     |  |
| 100                 | Ca. |     |  |
| 4                   | Ida |     |  |
| pa                  | Č   |     |  |
| 0                   | 10  |     |  |
| 186                 | -   |     |  |
| OL                  | e p |     |  |
| 华                   | 1   |     |  |
| au.                 | at  |     |  |
| al                  | 90  |     |  |
| oit                 | 300 |     |  |
| 8                   | 8   |     |  |
| 0                   | P   |     |  |
| )ar                 | 388 |     |  |
| H                   | 3   |     |  |
|                     |     |     |  |
|                     |     |     |  |

|                                        | d.    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | co.                 | C                 |                                     | =    |     | N    |
|----------------------------------------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------|-------------------------------------|------|-----|------|
|                                        | oo oo |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 113                 | Cr.               |                                     | 2    | (4) | 67   |
| 884.                                   | 4     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 4203 13             | 394               | N A O                               | 7    |     | 4569 |
| Half-year<br>ending<br>31st Dec.,1884, | d.    | 80000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1                   | 00 00             | 6 67                                | 1    |     | 4.   |
| Hall<br>end<br>De                      | 00    | 119                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     | 157               | 60 61                               |      |     |      |
| 3181                                   |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     | 146               | 41                                  |      |     |      |
|                                        | 4     | 1894<br>1894<br>280<br>53<br>53                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |                   |                                     |      |     |      |
|                                        |       | 32,218<br>48,782 <sub>3</sub>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 0                   | ns.)              | ::                                  |      |     |      |
|                                        |       | 32,218<br>48,782                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | E E                 | To Lo             | 0:                                  |      |     |      |
| Te                                     |       | ę                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 00                  | 900               |                                     |      |     |      |
| RECE! PTS                              |       | ERS<br>88<br>icke                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 200                 |                   | 1                                   |      |     |      |
| REC                                    |       | Clar<br>Clar<br>n T                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 0                   | . e8 .            | sfe.                                |      |     |      |
|                                        |       | PASSENGERS: First Class Third " Season Tickets Bathing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Damala Daca & Wanne | Fares (1900 Tons. | ent                                 |      |     |      |
|                                        |       | By Passenoers: "First Class "Third " "Season Ticke "Bathing "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                     |                   | " Rent                              |      |     |      |
| 25                                     | 1     | Д                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1                   |                   |                                     |      |     |      |
| Halr-year<br>anded                     | 49    | D07-4-4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 40                  | - 2               | 9                                   |      |     | 60   |
| falt-yea<br>anded<br>st Dec,           | -     | 1947<br>1742<br>277<br>244<br>34                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 4054                | 181               | 97.                                 |      | 3-4 | 4343 |
| 31.5                                   | 1     | 0000017                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 2                   |                   | ಣ                                   | ~~~~ |     | 2    |
| Half-year<br>ending<br>31st Dec. 84    | d.    | _                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 01                  | 1 11              | 0                                   |      |     | 83   |
| alf-<br>endi                           | 60    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 69                  |                   |                                     |      |     |      |
| 3181                                   | भ     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     | 2139              | " Balance to Net Revenue Acct. 2430 |      |     | 4569 |
|                                        | 1     | and Stations, see Abstract A. Locomotive Power "B. Carriages & Waggons "D. Traffic Expenses "D. General Charges "E.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | •                   |                   | cct.                                |      |     |      |
|                                        |       | Wor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                     |                   | ae A                                |      |     |      |
| E                                      |       | A bs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | :                   |                   | ven                                 |      |     |      |
| TUE                                    |       | Wer wer ggo                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 88                  |                   | Re                                  |      |     |      |
| EXPENDITURE                            |       | ToMaintenance of Way, Works, and Stations, see Abstract A n. Locomotive Power Carriages & Waggons " Traffic Expenses " General Charges " E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Rates and Taxes     |                   | Net                                 |      |     |      |
| PE                                     |       | ation<br>tive<br>3xp                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | pu                  |                   | 2                                   |      |     |      |
| EX                                     |       | Strong St | 88 8.I              |                   | nnce                                |      |     |      |
|                                        |       | Agin And Locc Carr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Rate                |                   | Bala                                |      |     |      |
|                                        |       | Tol                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 66                  |                   |                                     |      |     |      |
| Half year<br>ending<br>31st Dec. 83.   |       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     | -                 | -                                   |      |     | -    |
| Half year<br>ending                    | -     | 659<br>346<br>339<br>188                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 99                  | 2170              | 2173                                |      |     | 4343 |
| H IS                                   | 1     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                     |                   |                                     |      |     | 1    |

8

Đĩ.

No. X.—NET REVENUE ACCOUNT.

Cr.

| 1 49 1                               | ė       | 0                                                | 3                                          |                                         | 100      |
|--------------------------------------|---------|--------------------------------------------------|--------------------------------------------|-----------------------------------------|----------|
| C., S                                | ů       | -                                                | 0                                          |                                         | -        |
| Half-year<br>ending<br>31st Dec.,84. | w<br>43 | 428                                              | 2430                                       |                                         | 2858 1 3 |
|                                      |         | By Balance from last half-year's account 428 1 0 | " Balance Revenue Account. No. 9, 2430 0 3 |                                         |          |
| Half-year Half-year ending ended     | બ       | 267                                              | 2173                                       |                                         | 2440     |
| - 30<br>- 30                         | ō       | 0                                                |                                            | 60                                      | 100      |
| Half-year ending                     | 30      | 0                                                |                                            | -                                       | -        |
| Halen<br>31st I                      | क्ष     | 418                                              |                                            | 2440                                    | 2858 1 3 |
|                                      |         | To Interest on Mortgage Bonds 418 0 0            |                                            | " Balance available for Dividend 2440 1 |          |
| Half-year<br>ended<br>31st Dec.'83   | લ્લ     | 411                                              |                                            | 2029                                    | 2440     |

9

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

| Half-year<br>ending<br>31st Dec., 1884 | £ 8. d. £ 6. d. | 2440 1 3                                              | 250 0 0<br>1440 0 0<br>1690 0 0                        | 750 1 3                   |
|----------------------------------------|-----------------|-------------------------------------------------------|--------------------------------------------------------|---------------------------|
|                                        |                 | Balance available for Dividend, as per Account No. 10 | Preference Shares, [£10,000] at 5 per cent. per annum, | Balance to next Half-year |
| Half-year<br>ended<br>31st Dec, '83    | I               | 2029                                                  | 250                                                    | 339                       |

### No. XII. -ABSTRACTS.

|                                          |                                                 |           |                                   |                                    | 10                                                            |                                    |          |                                                |                                    |           |               |          |
|------------------------------------------|-------------------------------------------------|-----------|-----------------------------------|------------------------------------|---------------------------------------------------------------|------------------------------------|----------|------------------------------------------------|------------------------------------|-----------|---------------|----------|
| Half-year<br>ending<br>31st Dec, '84     | £ s. d. 70 6 0 70 12 3                          | 140 18 3  |                                   | Half-year<br>ended<br>31st Dec. 24 |                                                               | 11 16 7                            | 286 13 5 |                                                | Half-year<br>ended<br>31st Dec.'91 | 20 0 0    | 140 0 0       | 150 6 0  |
| CARRIAGES WAGGONS                        | Carriages and Waggons:— Wagges Materials        |           | TRAFFIC EXPENSES.                 |                                    | Salaries and Wages, Printing, Stationery and Tickets Clothing | LExpenses                          |          | GENERAL CHARGES.                               |                                    | Directors | and Assistant |          |
| Half-year Half-year ending ended         | £ 738                                           | 346       | D.                                | Half-year ended 7 31st Dec. 83     | £216<br>31                                                    | 36                                 | 339      | E E                                            | Half-year<br>ended<br>31st Dec.'83 | £50       | 200           | 188      |
| Half-year ending 31st Dec, '84           | £ 8. d.                                         | 120       | 31 17 3                           | 761 11 7                           |                                                               | Half-year<br>ended<br>31st Drc.'84 | £ s. d.  | 120 13 7                                       | 15                                 |           | 0 0 000       | 690 7 11 |
| A. Maintenance of Way, Works & Stations. | perintendence<br>ice and Renewal of Pe<br>Way:- | Materials | Repairs of Stations and Buildings | MILES MAINTAINED. Single 74.       | LOCOMOTIVE POWER.                                             |                                    |          | Kunning Expenses:— Waces of Engine Drivers.&c. | : : :                              | Wages,    | Materials     |          |
| Half-year<br>ended<br>3ist Dec,'83       | स रा                                            | 45        | 409                               | 629                                | B.                                                            | Half-year<br>ended<br>31st Dec. 83 |          | e3 4                                           | 178                                | 141       | 90            | 572      |

No. XIII.—GENERAL BALANCE SHEET.

ar.

| 100     |        | 0 4                                   | 00               |                                 | 00        |
|---------|--------|---------------------------------------|------------------|---------------------------------|-----------|
| 43      |        | 3 426                                 | 91               |                                 | 3520 18   |
|         |        |                                       |                  |                                 | 35        |
| F       |        | 02                                    |                  |                                 |           |
| 1       |        | Co                                    |                  |                                 |           |
| 1       |        | the                                   |                  |                                 |           |
| 1       |        | due to the C                          |                  |                                 |           |
| 1       |        | qn                                    | ers,             |                                 |           |
|         |        | By Sundry Accounts due to the Co      | ince at Bankers' |                                 |           |
| 1       |        | CCO                                   | t B              |                                 |           |
| 1       |        | ndry Acc                              | Ce a             |                                 |           |
|         |        | undr                                  | alan             |                                 |           |
| 1       |        | y Si                                  | B                |                                 |           |
| -       |        |                                       |                  | _                               |           |
| -       |        |                                       |                  |                                 |           |
|         |        |                                       |                  |                                 |           |
| 7       | j      | C                                     | 0 —              | 0                               | 1-        |
| 0       | 9      | 0                                     | 2 1 2            | 14 9                            | 18 1      |
| 200     | ÷      | 0                                     | 1 2 13           | 359 14 9                        | 520 18 1  |
| A 0 A   | 6      | 0 10 0                                | 421 2 1          | 659 14 9                        | 3520 18 1 |
| A -     | 3      | per out                               | 421 2 1          |                                 | 3520 18 1 |
| A 0 0 0 | 6      | t, as per                             | st 421 2 1       |                                 | 3520 18 1 |
| 0 0 4   | 3      | count, as per                         | terest 421 2 1   |                                 | 3520 18 1 |
| 0 0 4 1 | 9      | Account, as per                       | Interest         |                                 | 3520 18 1 |
| 0 0 4 - | 3      | nue Account, as per                   | Interest         |                                 | 3520 18 1 |
| 0 0 4 - | 000    | levenue Account, as per               | s and Interest   | nts due by the Company 659 14 9 | 3620 18 1 |
| 0 4     | 6      | let Revenue Account, as per           | s and Interest   |                                 | 3620 18 1 |
| 0 0 24  | 3 6 8  | ce Net Revenue Account, as per        | s and Interest   |                                 | 3520 18 1 |
| 0 04    | 9 00 8 | lance Net Revenue Account, as per     | Interest         |                                 | 3520 18 1 |
| 0 0 0   | 9      | o Balance Net Revenue Account, as per | s and Interest   |                                 | 3620 18 1 |
| 0 0 4   | 6 8    | on ne                                 | s and Interest   |                                 | 3620 18 1 |

00-

No. XIV.-MILEAGE STATEMENT.

No. XV .- STATEMENT OF TRAIN MILEAGE.

| Total | Half-year   Half-year   Half   Half | Half, year ended<br>Dec. 31st, 1844. | 21,885 | 22,002 |
|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|--------|--------|
|       | Passenger TrainsOther Trains (Ballast. &c.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                      |        | Total  |

A. DENNY CHAIRMAN. WILLIAM REA, SECRETARY OF COMPANY

### CERTIFICATE RESPECTING THE PERMANENT WAY.

----

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, February 20th, 1885.

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.

February 20th, 1885.

AUDITORS' CERTIF.CATE.

W have examined the Accounts, with the Vouchers, of the Waterford and Tramore Railway Company for the Half-year ending the 31st 1.c., 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 paid, at the rate of 5 per cent per Annum, on the Preference Shares, and 6s per Share on the Original Shares, have been bons 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.
GEORGE W. MAUNSELL, AUDITORS.

February 26th, 1885.

8681

