SECRETARY'S OFFICE G. S. & W.R.





Athenry and Tuam Kailway.

Report of Directors

AND

STATEMENT OF ACCOUNTS,

To 29th September, 1889,

TO BE SUBMITTED AT THE

SIXTY-THIRD

Half-yearly Meeting of Proprietors,

TO BE HELD IN TUAM,

On Wednesday, 6th November, 1889.

Board of Directors.

PERCY B. BERNARD, Esq., D.L., Castle Hacket, Tuam, Chairman. CECIL ROBERT HENRY, Esq., Tohermore, Tuam. DAVID RUTTLEDGE, Esq., J.P., Barbersfort, Ballyglunin. CHARLES KELLY, Esq., Q.C., Newtown, Ballyglunin. COL JAMES O'HARA, D.L., Leneboy, Galway. ANTHONY O'CONNOR, Esq., Merrion-square, Dublin.

Officers:

DAVID RUTTLEDGE, Jun., Secretary. DENIS J. KIRWAN, JOHN J. MURPHY, Auditors.

ATHENRY AND TUAM RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN, that the SIXTY-THIRD ORDINARY HALF-YEARLY GENERAL MEETING OF the SHARE-HOLDERS OF the COMPANY will be held at the Office of the Company, Terminus, Tuam, on WEDNESDAY, the 6th day of NOVEMBER, 1889, at the hour of Twelve Thirty o'clock afternoon, for the transaction of the business of a General Meeting.

The Transfer Books of the Company will be closed from FRIDAY, the 1st inst., inclusive, until after conclusion of said meeting.

By Order,

DAVID RUTTLEDGE, Jun., Secretary.

TUAM, 18th October, 1889.

ATHENRY AND TUAM RAILWAY COMPANY.

REPORT of the Directors, to be submitted at the Sixty-third Halfyearly Meeting of the Shareholders, to be held in Tuam, on Wednesday, the 6th November, 1889.

The following analysis of the Traffic for Half-years ended 30th June, 1888 and 1889, will enable a comparison to be made under each description of Traffic for the respective periods :--

Description	Half-ye	ear, June, 1889	Half-y	ear, Jnne, 1888	Incr	ease in 1889	Dec	rease in 1889
Description	No.	£ s. d.	No.	£ s. d.	No.	£ 1. d.	No.	£ s. d.
Passengers- Ist class sub- scribers 2nd class do. Ist class single 2nd ,, ,, 3rd ,, ,, Ist ,, return 2nd ,, ,, return 2nd ,, ,, Military- Officers Soldiers	539 6,017	38 5 10 53 16 7 345 13 10 80 14 1 297 11 9 0 5 0 7 6 5		46 10 1 59 0 6 330 1 1 82 16 8 86 13 5 291 3 1 4 16 11			60 40 36 100	8 4 3 5 3 11 2 3 11 5 19 4
Sundries .	_	5 11 8	-	3 8 11	-	229	-	-
Total , .	17,507	909 17 11	16,937	904 10 8	570	573	-	-
Parcels, &c Mails Goods . Tons Coals, Live Stock No.	6,400 286 13,657	91 3 4 75 0 0 959 16 7 23 3 10 327 10 3	7,071 109 14,680	90 8 0 75 0 0 751 14 9 7 17 2 106 7 2	 	0 15 4 208 1 10 15 6 8 221 3 1	671 1,023	
Total Traffic Receipts	-	2,386 11 11	-	1,935 17 9	-	450 14 2	-	

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

The Receipts for the Half-year ending 30th June, 1889, show an increase over the corresponding period in 1888 of $\pounds 450$ 14s. 2d., chiefly derived from the carriage of goods and live stock.

The amount due to the Public Works Loan Commissioners now stands at $\pounds_{17,495}$ 55. 7d., and in addition to the Half-yearly instalment which falls due in December your Directors hope to find themselves in a position to devote a further sum towards the reduction of the principal of the loan.

We record with deep regret the death of our legal adviser, Mr. Thomas Higgins, which took place since our last meeting. He has been connected with the Company from its formation, and his loss will be much felt by your Directors, who have been accustomed to rely with implicit confidence on his judgment and advice.

We recommend that a dividend of one per cent. be declared on the original fully paid up share capital of the Company.

Warrants to issue on 3rd December.

PERCY B. BERNARD, Chairman.

October 26th, 1889.

ACCOUNTS.

4

d. 9 II 20 5 3 28,050 Amount Unissued Total Total Loans 3 5 I8.002 I3 5 0 5 12,504 14 5 507 30,000 17,495 7 1 7. 495 2 Calls in Arrear Balance Loans 21 £ 122 9 à. Raised by Loans at 4 per cent. 1.1 °, 5 I8.002 I3 Shares 17,495 2 Amount Received 61.828 Statement of Stock and Share Capital created, showing the proportion received. 2 Statement of Capital authorized and created by the Company. 30,000 120,000 Total . Balance, being available Borrowing Powers, at 29th September, 1889, J. Capital created or sanctioned 90,000 Amount Created 2 Loans 4 Capital raised by Loans and Debenture Stock. . 1 000'06 Shares 7 F - F 30,000 I 20,000 Total 4 . 8 Capital authorized I Loans r . Y 9,000 Shares (original capital) of £10 each Share, 000'06 Shares r. . y Description . . 1 at 29th September, 1889, . 1 2 Existing at 25th March, 1889, . Acts of Parliament 21 & 22 Vic., cap. 112, 1.1 Increase, Decrease, No. 2. Do. No. 3. No. 1.

à. 01 0 5 H 9 61 00 Cr. 010 3 5 13 5-5 Total I6,625 I8 784 5,669 \$5,807 30 102,433 61,828 17,495 1IL TI 7 Amount received during Half-year 5 507 507 Dr. 784 IO IO 30 0 0 Amount received to 25th March, 1889 a. 9 0 н 5 ۶. 0 I8,002 I3 5,669 I3 86,314 17 61,828 7 Interest, &c., Received on Shares forfeited, Transfer from Revenue to credit of Capital Account,-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Shares, per Account No. 2, -. Loans, per Account No. 3, BY RECEIPTS i. Balance, 00 à. 00 .5 2 Total 5 102,433 IO2,433 2 Amount expended during Half-year d. ۶. 1 2 Amount expended to 25th March, 1889 a. 00 òò ۶. 2 5 IO2,433 I02,433 2 TO EXPENDITURE On Lines open for Traffic. -No. 4. E.

ATHENRY AND TUAM RAILWAY.--Half-year ending 29th September, 1889.

No. 5.	Details of Capital Expenditure for the Half-year en 29th September, 1889.	nding		
	NIL.			
			_	2
No. 6.	Return of Working Stock.			
110. 0.	NIL.			
No. 7.	Estimate of further Expenditure on Capital Ac	count.		
	NIL.			
No. 8.	Capital Powers and other Assets awailable to me	et further		
	Expenditure, as per No. 7.			
01	Capital authorized or created, but not yet	Ŀ	5.	d.
Share	ved, as per Nos. 1 and 2,	28,172	0	C
Loan C	apital No. 3,	12,504	14	3
		40,676		
Less Ba	lance at Capital Account, per Account No. 4,	16,625	18	2
	Total,	- 24,050	16	1

Mr. No. o.	REVENUE ACCOUNT.	ACCOUNT.		Cr.
Half-year ended 29th Sept., EXPENDITURE	Half-year ended 29th Sept., 1889	Half-year ended 29th Sept., 1888	RECEIPTS	Half-year ended 29th Sept., 1889
	£ 5. d.	k s. d.		k s. d.
231 4 6 To Law Charges	10		eived from Waterford and Limeric mpany for Six Months, at £216 13s. 40	0 0 000 1
83 18 10 , General Charges (See Abstract E)	44 I8 5	1,300 0 0	per month	
22 II 6 3, Income Tax	I 16 2			
962 5 2 3, Balance carried to Net Revenue Account	I,186 16 7			
1,300 0 0	I,300 0 0	1,300 0 0		I,300 0 0
Mr. No. 10 NET	REVENUE	ACCOUNT.		Cr.
Half-year ended	Half-year ended	Half-year ended		Half-year ended 20th Sept
29th Sept., 1888	29th Sept., 1889	29th Sept., 1888		1889
	38 381 15,38	¹ . d. 13.929 13 6 9 16 6 962 5 2 9 5 9 0 3 0	By Balance brought from last Half-year's Account ,, Balance from Revenue Account, No. 9 ,, Interest, &c.	14,603 14 6 1,186 16 7
14.802 I 8	I 5,790 II I	I 14,892 I 8		15,790 II

D. J. KIRWAN, JOHN J. MURPHY, } Auditors.

TUAM, October 26th, 1889.

We, the AUDITORS of the ATHENRY and TUAM RAILWAY COMPANY, hereby Certify that we have examined the Half-yearly ACCOUNTS of the Company for the Half-year ending 20th September, 1889, proposed to the Shareholders of said Company, and that the said Half-yearly Accounts of the Company for the Half-financial condition of the Company, showing a gross sum of £15,389 5s. 9d. 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.

Cr.	L 5. d. 16,625 18 2 216 13 4	16,842 JI 6		1889.	Miles Worked by Engines	152		Half-year ended 30th June, 1889	20,622	man.
	G			9th September,	Miles Constructing or to be Constructed	I			•	ARD, Chair
	e to Debit, pe. Co.'s—Rent fo			Half-year ended 29th September, 1889.	Miles Constructed	I 5 ½	1	S		PERCY B. BERNARD, Chairman.
	ount—Balanc - ind Limerick (T		H	Miles Authorized	ISA	GE.			PERC
GENERAL BALANCE SHEET.	By Capital Account-Balance to Debit, per Account No. 4, Waterford and Limerick Co.'s-Rent for September		ATEMENT.			1	STATEMENT OF TRAIN MILEAGE.			
INERAL BAL.	£ 5. d. 15,389 5 9 388 2 4 565 12 6 499 10 11	16,842 II 6	MILEAGE STATEMENT.				EMENT OF 9			
GI		I				•	STAT		xed Trains,	
	To Net Revenue Account—Balance at Credit thereof as per Account No. 10,					Line owned by Company.			Passenger, Goods, and Mixed Trains,	
AT. No. 13.	To Net Revenue Accoun as per Account No. ,, Unpaid Dividends, ,, Public Works Loan C ,, Amount due to Bank,		No. 14.		Half-year ended 29th Sept., 1888	ISA Li	No. 15.	Half-year ended 30th June, 1888	20,806 P	

Half-year ended 29th September, 1888		Half-year ended 29th September, 1889
£ 5. d. 14,477 14 10 617 14 0	Balance available for Dividend, as per Account No. 10, - Dividend of 1 per cent. on Ordinary fully paid up	£ s. d 15,389 5 617 14
13,860 0 10	Balance carried forward to next Half-year,	I4,77I II

No. 12.	ABSTRACTS.	
А.	MAINTENANCE OF WAY AND WORKS N	IL.*
100-11		
В.	LOCOMOTIVE POWER NIL.*	
C. REPAI	RS AND RENEWALS OF CARRIAGES AND WAGO	DNSNIL.*
* Line worl dating	ed by Waterford and Limerick Company under lease for 1st November, 1872.	or 20 years,
D.	TRAFFIC EXPENSES.—NIL	
E.	GENERAL CHARGES.	
Half-year ended 29th September, 1888	Gentlene aut	Half-year ended 29th September, 1889
L s. d. 6 6 0 66 13 4 3 0 0 7 19 6 83 18 10	Auditors,	£ s. d. 3 3 0 25 0 0 8 17 11 7 17 6

BALLYCASTLE RAILWAY COMPANY.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS,

For the Half-year ending 31st December, 1889, TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE

Twenty-Fourth Malf-yearly General Meeting.

TO BE HELD AT THE

RAILWAY STATION, BALLYMONEY,

On Friday, 14th day of February, 1890,

AT 12-0 O'CLOCK. NOON.

Ballymoncy: PRINTED BY JOHN FERGUSON, QUEEN STREET, 1890.

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

DIRECTORS.

- 3 JOHN CASEMENT, Esq., J.P., Magherin Temple, Ballycastle, Chairman.
- 1 RICHARD M. DJUGLAS, ESQ., J.P., Portballantrae, Coleraine. Deputy Chairman.
- 3 WILLIAM HAMILTON, Esq., J.P., Ballymoney.
- 1 THOMAS M'ELDERRY, Esq., Ballymoney.
- 2 ALEXANDER M'NEILL, Esq., J.P., Gardenvale, Ballymoney.
- 2 L. G. P. FILGATE, Esq., J.P., Checker Hall, Killagan, Co. Antrim.
- * EDMUND M'NEILL, Esq., J.P., Craigdun, Craigs, Co. Antrim.
- * Rt. Hon. JOHN YOUNG, D.L., J.P., Galgorm Castle, Ballymena.
- + HUGH M'GILDOWNY, Esq., J.P., Clare Park, Ballycastle.
 - 1 Vacates in February, 1890.
 - 2 Vacates in February, 1891.
 - 3 Vacates in February, 1892.
 - Represents Belfast & Northern Counties Railway Co.
 Represents the Grand Jury of Co. Antrim.

Ballycastle Railway Company.

NOTICE is hereby given that the Twenty-fourth Ordinary General Half-Yearly Meeting of the Shareholders of this Company will be held at the RAILWAY STATION, BALLYMONEY, on FRIDAY, the 14th day of FEBRUARY, 1890, at the hour of 12-0 o'clock, noon, to receive Report of Directors and Statement of Accounts, and to transact the other usual business.

The Transfer Books will be closed from the 1st to the 14th February, inclusive.

(By Order),

HAMILTON M'ALLEN,

SECRETARY.

Dated at Ballymoney, 14th January, 1890.

DIRECTORS' REPORT.

50:2

THE Directors present herewith their Statement of Accounts for half year ended 31st December, 1889.

In the gross receipts, which amount to $\pounds 2289$, 3s. 4d., there is an increase of $\pounds 144$, 5s. 8d., compared with the corresponding period of 1888, made up as follows :—Increase, Passengers, $\pounds 86$, os. 10d.; Parcels, &c., $\pounds 24$, 11s. 1d.; Live Stock, $\pounds 4$, 13s. 6d; Merchandise, $\pounds 29$, 9s. od.; Rents, &c., $\pounds 6$, 17s. 9d. Decrease, Minerals, $\pounds 7$, 6s. 6d.

The working expenses amount to \pounds 1353, os. 1d., against \pounds 1262, 8s. od., in the corresponding halfyear, making an increase of \pounds 90, 12s. 1d., which is chiefly due to the advance in price of coal and other material, and extra repairs to the Rolling Stock.

The Directors have to record with regret the death, during the half-year, of one of their colleagues, Mr. Robert Woodside. The vacancy thus caused has been filled by the election of Mr. William Hamilton, Ballymoney.

At the approaching meeting Messrs. R. M. Douglas and Thomas M'Elderry, Directors, and Mr. T. B. Hamilton, Auditor, retire by rotation, and being eligible offer themselves for re-election.

JOHN CASEMENT,

Chairman.

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

	Total.	NILL
BALANCE.	Loans.	NIL
	Shares.	NIL.
NCTIONED.	Total.	£135,000
CAPITAL AUTHORISED. CAPITAL CREATED OR SANCTIONED.	Loans.	£45,000
CAPITAL C	Shares.	£90,000
RISED.	Shares, Loans. Total.	£135,000
al Autho	Loans.	£45,000
CAPITA	Shares.	£90,000
	ACT OF PARLIAMENT.	" Bullycastle Railway Act, 1878." £90,000 £45,000 £135,000 £90,000

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

Amount Unissued	£28,420 N1L £28,420
Amount Uncalled. Amount Unissued	NIL NIL RIL
Calls in Arrear.	£6 0 0 NIL. £6 0 0
unount Greated. Amount Received. Calls in Arrear.	£51,574 0 0 *9,026 10 0 £60,600 10 0
Amount Created.	£80,000 10,000 £90,000
DESCRIPTION.	Ordinary £10 Shares Baronial Guarantee Shares

*Issued at a discount of £973 10 0

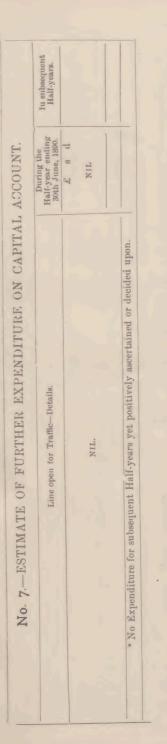
	tal.	s. d. 0 0 0 0		0 0	0 0
	Total.	£ s. 30,000 0 30,000 0	: :	25,000 0 0	15,000 0 0
DCK.	At 5 per cent.	\pounds s. d. 10,000 0 0 10,000 0 0	::		
BENTURE STO	At 4 per cent. At 45 per cent. At 5 per cent.	£ 8 d	::	ant No. 1,	
AN AND DE	At 4 per cent.	\pounds s d 20,000 0 0 20,000 0 0		ated as per Stateme	ecember, 1889.
RAISED BY LO				in respect of Capital cre	owing powers at 31st D
No. 3-CAPITAL RAISED BY LOAN AND DEBENTURE STOCK.	RAISED BY LOANS.	Existing at 30th June, 1889,	Increase, Decrease,	otal amount authorised to be raised by Loans in respect of Capital created as per Statement No. 1,	Balance being available borrowing powers at 31st December, 1889.

		1000	0	0	10 01	0	10
Cr.	1	s d	0 0	0		90,757 15 2 11.201 19 10	101,959 15 0
0	Total.		60,600 10	0		90,757 15	1 6
	Ē	C42	,60	30,000	127	,75	.95
			60	30		90	101
	6	q.					
	Amount Received during Half-year to Dec. 31, 1889.	£ 8. d.				-	
	Amount Received during alf-year c. 31, 188	-	:		: :	15	-
- 1	Amount Iteeeived during Half-year to Dec. 31, 1889.					2	
LN			0	0		101	-
NU	Amount Received to June 30, 1889.	s d	60,600 10 0	0			
CC	Amount Received to ne 30, 18	15	0 1	0	210	1-1	:
A	Ant Rec ne §	48	,60	30,000	120	90,757 15	
AL	Ju	1				30	2
No. 4-RECEIPT AND EXPENDITURE ON CAPITAL ACCOUNT.			As per Account No. 2. LOANS-	As per Account No. 3.	Miscellaneous Receipts		:
IAI		10	No	N	lece		
0		1	unt	unt	us I		
10		pts-	Aced	Acce	o n	00	52
E		ecei	Is per Ace	ler .	cella	Ralanaa	
In.		By Receipts-	Ast	AsI	Miscellaneous Rece	a	Â
LIC						_	-
IN		£ s. d.	1-10				101,959 15 0
PF	Total.	32	89,037 14	,			15
EX	To	48	89,037				956
1			89				101
AN	000	d.					
L	Amount Expended during Half-year to Dec 31, 1889.	£ s. d.					
EII	Amount Expended during [alf-year 1 ec 31, 188	34	1				:
EC	Ex Ex U						
-IS		1	IN IC				-
4-	Amount Expended to June 30, 1889.	£ s. d.	40				101,959 15 6
°.	Amount Expended to ne 30, 188	ŝ	89,037 14				9 1
Z	An Exp ne ?	48	89,037				1,95
	Ju		80				101
			:				
		for	4				
		ture	stoc				
			0.				
		endi ne o	5				
Ľ.		Expendi	oraffic				
Dr.		To Expenditure- On Line open for	traffic Working				

No. 5 .- DETAILS OF CAPITAL EXPENDITURE FOR HALF YEAR ENDING 31st DECEMBER, 1889.

NIL.

		No. 6.	RETURN	OF W	ORKIN	No. 6RETURN OF WORKING STOCK.				
	Locomotive	0	COACHING.				Merchandise.	DISE.		
	Tank Engines.	Composite 1st, 2nd & 3rd Class. 3rd Class.	3rd Class.	Break Vans.	Total.	Covered Wagons.	Open Wagons.	Cattle Wagor.s.	Break V.uns.	Total.
Stock at 30th June, 1889, ,, 31st Dec., 1889,	co co	eo eo .	ດເດ	63 63	10 10	15 15	0† 0†	טי טי		60



No. 8.—CAPITAL POWER & ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER No. 7.
Share Capital authorised or created but not yet received, as per Account No. 2, Loan Capital authorised but not yet received, as per Account No. 3,

Half-year ending June 30, 1889. £ s d Cr. 00 0 00 oc -1508 14 612 12 167 16 2121 6 3 2289
 794
 70
 19
 5

 2,078
 147
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 29,876
 1174
 12
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 000 2 69 £ s d 0926 1402 17 486 19 75 11 50 2 142 $\begin{array}{ccc} 150 & \theta \\ 2 \\ 15 & 10 \\ 2 & 3 \end{array}$ 98 32,748 3,481 tons 2,771 tons 710 ,, Parcels, Horses, Carriages and Dogs, ,, Mails, ,, Transfer fees, ... ,, Rents, RECEIPTS. By Passengers-1 st Class, 2nd ,, 3rd ,, Season Tickets, ., Merchandise, ., Live Stock, ., Minerals, No. 9.-REVENUE ACCOUNT. 3.9 1316 16 7 d 8 0 11 0 00 00 6 99 6 Half-year ending Dec. 31, 1889. Dec. 31, 1885 21 0 0 00 £ s 78 0 128 9 1100 5 10 1 14 1398 2 457 10 70 17 57 8 983 18 16 1 2144 17 150 0 10 15 0000 - 00 4 $\begin{array}{c} A \\ A \\ B \\ B \\ 440 \\ 19 \end{array}$ 2000 0 ಣ 3 2289 15 -1 6 ., Balance carried to Net Revenue Account, 936

 8
 To Maintenance Way and Works,
 4

 6
 ...
 Locomotive Power,
 3

 5
 ...
 Repairs and Renewals of Carriages and Carriages and Carriages and Carriages and Carriages and Carriages and Carriages,
 5

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 ...
 Traffic Expenses,

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 Taxes, ...
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 EXPENDITURE 368 19 8 395 7 6 10 01 00 ---000 Half-year ending Dec. 31, 1888. 101010 £ s d 00 42 17 321 13 92 6 15 0 17 0 13 Dr. 00 0, 2144 17 1262 882 6 12

Cr.	Half-year ending Dec. 31, 1889.	z a d	936 3 3	243 5 8 2009 11 8	3189 0			£243 5 8	
T.			By Balance from Revenue Account, No 9,	Amount received from Gra of County Antrim, for Guarantee Shareholders, Balanon			No. 11,-STATEMENT OF DIVIDEND PAID ON BARONIAL GUARANTEE SHARES.		0 107 T
No 10-NET REVENUE ACCOUNT.	Half-year ending Dec. 31, 1838.	£ s d	882 9 882 9 8		20910 0 10 8 01 0 0 10		AID ON BAR	:	i, to 30th June,
-NET REVE	Half-year ending Dec. 31, 1889.	£ 3 d.	2183 5 4 643 14 11 51 9 2 67 5 6	2945 14 11 243 5 8	1 0 0010		JIVIDEND P	Antrim,	narantee shares
No 10			To Isalance from last half year's account, ,, Interest on Mortgage Bonds and Board of Works,	P		", Balance carried to next half-year's account,	No. 11,-STATEMENT OF 1	By Amount received from Grand Jury of County Antrim,	To Dividend paid to holders of 1000 Baronial Guarantee shares, to 30th June, 1839.
Dr.	Half-year ending Dec. 31, 1888.	£ s d	2197 6 9 643 14 11 66 15 11 68 5 10	2976 3 5 243 5 8		3219 9 1 2093 13 9		By A	To D

6 1 9 To Income Tax deducted,

HAMILTON M'ALLEN, Secretary of the Company. JOHN CASEMENT, Chairman of the Company.

ILLEAGE.	Half-year ending June 30, 1889.	19,662
No. 15STATEMENT OF TRAIN MILEAGE.		Passenger and Goods Trains,
No. 15.	Half-year ending Dec. 31, 1888.	19,385

	1 10			
	Half-year ended Dec. 31,1889. Miles Milés Miles	con- bructed. Engines.	164	164
FNI.	ended De	22	164	164
TATEM	Half-year Miles	Author- ized.	164	164
010			:	
NO. 14-MILLEAUE SLAIEMENI.			Lines owned by the Company,	

20	By Capital Account, Balance at Debit thereof, as per Account No. 4 11201 19 10		due to Company,	13763 19
- d.	4171 6 10 8481 1 3	161 11 3 950 0 0		13763 19 4
	To Balance due Bankers and Temporary Loans ,, Sundry outstanding and other Accounts	dh Railway Clearing House,		

Half Year ending Dec. 31, 1889. 7 7 0 56 13 0 10 3 5 6 18 9 8 8 9 9 7 4 9 7 4

Auditors, Auditors, Secretary and Assistant Office and Travelling Expenses, Postage, Stationery, &c. Adversising and Printing, Clearing House Expenses, Telegraph Expenses,

Half-year ending Dec. 31, 1888 2 8 d 7 7 0 56 4 0 56 4 0 8 14 1 4 5 6 15 8 9 0 0

83 13

357 6

400 1-1

123 9 172 18 56 4 30 4 53 9

Salaries, Office Expenses, and General Superintendence. Ruswiye Expression Wages connected with the working of Locomotive Engines, Oail, Tallow, and other Stores, Nares, Wages, Materials,

 130
 10
 1

 143
 17
 8

 36
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 0

 38
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 22
 13
 10

 395
 7*
 6

440 19 9

333 19 0

GENERAL CHARGES.

01

Half-year ending Dec. 30, 1889. & s. d.

365 1 2

LOCOMOTIVE POWER

B. Half-year ending Dec. 31,1888 & d.

23 8 3

368 19 8

321 13 E.

s. d.

સ

24 13 11

Half-year ending Dec. 31, 1889 & 8, 4 2511 18 6 37 18 6 37 8 19 7 11 8 12 0 13 12 0 13 10 4

Salaries, Wages, &c., Puel, Lighting, Water, and General Stores, Printing, Stationery, and Tickets, Miscellaneous Expenses, Clothins, &c., Wagon Govers, &c.,

 14
 14
 1

 11
 3
 6

 11
 3
 6

 10
 15
 8

 6
 4
 2

 42
 17
 5

10

6

305

5 14 9

Salaries, Office Expenses and General Superintendence, Maintenance and Renewal of Permanent Way. Wages,

80

£ 8 d

Ifalf-year ending Dec. 31, 1888 & a d 3 8 0

TRAFFIC EXPENSES.

6

59 11

60

17

33

Repairs of Roads, Bridges, Signals, and Works, Repairs of Stations and Buildings, Minas MAINTAINED-Double Single 16

10

9 38 16<u>1</u> 16<u>1</u>

Total

s d

42

Repairs and Reservals of Carriage and Waggons. Half-year Dec. 31, 1889.

 $\begin{array}{c} \text{Half-year}\\ \text{ending}\\ \text{Dec. 31, 1889,}\\ \text{Dec. 31, 1889,}\\ \text{wear}\\ \text{wea$

No. 12-ABSTRACTS.

MAINTENANCE OF WAY, WORKS, &C.

CERTIFICATE RESPECTING THE PERMANENT WAY, ETC. I hereby certify 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, <i>Engineer</i> .	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. (JEO. BRADSHAW, <i>Locomotive Superintendent</i> .	AUDITORS' CERTIFICATE. We have examined the Accounts of the Ballycastle Railway Company for six months ending 31st December, 1889. and find that they contain a full and true statement of the financial condition of the Company. ALEX. M'ALISTER, } Auditor.
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BALLYMONEY, 22nd January, 1890.

AND STATEMENT OF ACCOUNTS OF THE

REPORT OF THE DIRECTORS

Belfast and County Pown Railway COMPANY,

For Half-year ended 31st December, 1889,

TO BE SUBMITTED TO THE

Eighty-eighth Half-yearly General Meeting of the Proprietors,

TO BE HELD IN THE

BOARD-ROOM, AT BELFAST TERMINUS,

On TUESDAY, the 11th FEBRUARY 1890,

AT THE HOUR OF ONE O'CLOCK, AFTERNOON.

MEETING to be held on 11th February, 1890. DIVIDENDS payable on 1st March, 1890.

BELFAST: PRINTED BY ROBERT CARSWELL & SON, ROYAL AVENUE. 1890.

DIRECTORS.

CHAIRMAN.

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

DEPUTY-CHAIRMAN.

JOSEPH RICHARDSON, Springfield, Lisburn.

- I JOSEPH RICHARDSON, Springfield, Lisburn.
- I JAMES BARBOUR, J.P., Ardville, Holywood.
- 2 R. W. KELLY, 13 & 14 Cope Street, Dublin.
- 2 W. J. PIRRIE, Queen's Island, Belfast.
- 2 JOHN CAMPBELL, Lennoxvale, Belfast.
- 3 D. L. COATES, J.P., Clonallon, Strandtown, Belfast.
- 3 HENRY L. MULHOLLAND, M.P., Ballywalter Park, County Down.
- 3 THOMAS ANDREWS, Ardara, Comber.
 - I Vacates in February, 1890.
 - 2 Vacates in February, 1891.
 - 3 Vacates in February, 1892.

REPORT.

YOUR Directors beg to submit herewith the Accounts for the half-year ended 31st Dec. last, duly certified by your Auditors.

RECEIPTS.

The Receipts from all sources show an increase on the halfyear of $\pounds_{3,259}$ as follows, viz. :—

	1888.	1889.	Increase.	Decrease.
Number of Passengers	842,254	895,202	52,948	
Passengers Parcels, Horses and Carriages Mails Merchandise Live Stock Minerals Rents and Transfer Fces	£ 31,944 2,115 700 6,873 830 3,163 399	£ 34,121 2,210 700 7,811 819 3,253 369	£ 2,177 95 938 90 	£ 11 30
	46,024	49,283	3,259	

WORKING EXPENSES.

The Working Expenses show an increase on the half-year of \pounds_{126} 6s 2d.

CAPITAL ACCOUNT.

A sum of $\pounds 2,342$ 7s od has been expended on this Account for the past half-year, for particulars of which you are referred to Account No. 5.

TREASURY LOAN AND BALANCE OF BANGOR MORTGAGES.

Your Directors beg to report that they have now paid off the balance of the Treasury Loan, amounting to $\pounds_{25,827}$ 108 5d, and also the balance of the Bangor Mortgages amounting to \pounds_{430} , thus discharging the entire Mortgage Debt of the Company.

DEBENTURE STOCK.

 $4^{\circ}/_{\circ}$ Debenture Stock amounting to £12,190 has been issued during the half-year, and the premiums thereon carried to credit of Reserve Fund.

RESERVE FUND.

This Fund has been credited with $\pounds_{2,012}$ os 6d, premiums received on the issue of Debenture Stock, and with interest amounting to \pounds_{79} 9s 3d, the balance now at credit amounts to $\pounds_{18,276}$ 6s 10d.

REVENUE ACCOUNT.

After providing for interest on all prior charges, there remains at credit of the Net Revenue Account a sum of $\pounds 22,686$ 198 3d which your Directors recommend should be applied as follows :—

In payment of Dividends for the Half-year ended 31st December last on the 5 per cent. Preference Stock,

£6,203 10 6

In payment of Dividends for the Half-year ended 31st December last on the 4 per cent. Preference Stock, £3,448 0 9 In payment of Dividends for the Half-year ended 31st December last on the Original Shares of the Company at 6 per cent. per annum,

£7,078 10 0

Leaving a balance to be carried to next Halfyear's account of

£5,956 18 0

£22,686 19 3

DOWNPATRICK, KILLOUGH, & ARDGLASS RAILWAY.

5

The Lord Lieutenant having in compliance with the Light Railways (Ireland) Act, 1889, by Order in Council, dated 1st November last, declared that "the construction of a Light Railway between Downpatrick and Ardglass was necessary for the development of Fisheries and other industries, and, that owing to the circumstances of the district, special assistance from the State was required for its construction"—your Directors beg to report that they have undertaken the promotion of this Railway on condition that a free grant is made by the Government to this Company for the cost of the construction of the Line, out of the funds provided by the Light Railways (Ireland) Act, 1889.

The Line as proposed will be 8 miles and 4 chains long, and will extend from the town of Downpatrick to Ardglass, via Killough, both the latter towns are Seaports and important Fishing Stations.

REGULATION OF RAILWAYS ACT, 1889.

This Act has been receiving the careful consideration of

4

Belfast and County Down Railway, Engineer's Office, Belfast, 13*th January*, 1890.

your Directors, and instructions have been issued to have the Rolling Stock of the Company fitted with the Automatic Vacuum Brake, and to have the Block System and interlocking of Points and Signals introduced, so as to comply with the requirements of the Board of Trade.

NEW ROLLING STOCK.

One new saloon carriage has been added to Stock. A new engine and three passenger brake vans, at a cost of about $\pounds 2,800$, have been ordered to replace old stock, and will be delivered during the ensuing half year. Two large horse boxes, twenty open wagons, and twelve ballast wagons are on order as an addition to stock.

AUDITORS.

Mr. John Garden, one of your Auditors, retires by rotation, but is eligible, and offers himself for re-election.

DIRECTORS.

The Directors who retire by rotation are—Messrs. Joseph Richardson and James Barbour, J.P. They are eligible, and offer themselves for re-election.

> R. W. KELLY, Chairman. JOHN MILLIKEN, Secretary.

BOARD ROOM, 14th January, 1890.

To the Chairman and Directors, Belfast and County Down Railway.

GENTLEMEN,

I beg to submit to you my Report for the half-year ended 31st December, 1889.

During that period your Permanent Way, Stations, and Works have been well maintained.

Over $2\frac{1}{4}$ miles have been relaid with Steel Rails, and the line is now continuous in steel between Belfast and Bangor, and, as previously reported, between Belfast and Downpatrick and Belfast and Newtownards.

About 8,200 tons of Ballast have been put on the Line.

A new Siding has been put in to open up Stone Quarries near Dundonald, and the works have been passed by the Board of Trade.

The Block Telegraph has been erected between Ballymacarrett Junction and Holywood, and also between Knock and Comber.

Bangor and Craigavad Station yards have been Re-laid, and Re-signalled throughout.

A new Goods Store has been built at Ballynahinch Junction.

The Platforms at Knock and Dundonald Stations have been lengthened.

A new Station has been built at Neill's Hill, and is almost ready for opening.

Considerable repairs and improvements have been carried out at Downpatrick Passenger Station.

Cultra Station and also the Station-master's Dwelling-houses at Sydenham, Cultra, and Bloomfield have been repaired and painted throughout.

Alterations are in progress at Holywood Passenger Station.

A new Cattle Beach and Siding are in progress at Crossgar Station.

I am, Gentlemen,

Your obedient Servant,

GEO. P. CULVERWELL, Engineer.

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	No. 1-STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY.	CAPITAL AUTHORISED.		d.	00		0	0	0	00	0	0		0
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			ACTS OF PARLIAMENT		Beli	Beli 187	Be	Self	Bell	Reduction under Acts of 1876	Redeemed under Act of 1881		Deduct in respect of Railway Shares s	
			A.		tet, 1	Act,	The Belfast and County Down R (Newcastle Transfer) Act, 1881."	he Belfast and County Down R (Newcastle Transfer) Act, 1881."	The Belfast and County Down Railway (Bangor Transfer) Act, 1884."	Pri Pri	H		H	
					" The Belfast and County Down Railway Act, 1855." " The Portpatrick Railway Act, 1857."	II.		"The Belfast and County (Newcastle Transfer) And	"The Belfast and County" (Bangor Transfer) Act, 1	٢.				
					By "The Belfast and County Act, 1855." "The Portpatrick Railway !			3 66	3 66					
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No. 2-STOCK AND SHARE CAPITAL CREATED, SHUWING THE FROTONIUM MUCHTAN	SHARE CAPITA	L CREATED, S	THE PUT NOT MOH	LINUTUNI	TEL A TELOSIAI	
DRSCRIPTION.	Amount Created.	Amount Created. Amount Allotted. Amount Received. Calls in Arrear. Amount Uncalled. Amount Unissued.	Amount Received.	Calls in Arrear.	Amount Uncalled.	Amount Unissued.
Ordinary £50 Shares 5 per cent. Preference Stock 44 per cent. "A." do	£ 8. d. 235,950 0 0 245,141 0 0 50,000 0 0 200,000 0 0	£ 8. d. 235,950 3 0 248,141 0 0 50,000 0 0 172,402 0 0	£ 8, 4, 2385,950 0 0 248,141 0 0 560,000 0 0 172,402 0 0	ક	છે. લે. 	£ 8. d. 27,598 0 0
			0 0 000			0 0 809.70

No. 3-CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.	RAISED TERMINAELE RAISED BY ISUE OF TOTAL RAISED DEEBENTURES RAISED BY ISUE OF TOTAL BY LOANS ACT OF 1881. ACT OF 1881. DEEBENTURE STOCKS,	DE	& s. d.	89	er, 1889			Total Amount Authorised to be raised by Loans, Debentures, and Debenture Stocks in respect of Capital created, 302,973 0 0 as per Statement No. 1	Total Amount raised by Loans, Debentures, and Debenture Stocks, as above 238,463 0 0	Balance, being available Borrowing Powers, at 31st December, 1889 17,520 0 0
			Existing at-	30th June, 1889	31st December, 1889	Increase	:		1	

Gr.	TOTAL.		1,027,603 7 6
	Amount Received during Half-year ended Dec, 31, 1889.	& s. d. Paid Off. 5 2 ^f ,827 10 5 Received. 0 12,190 0 0	
COUNT.	Amount Received to June 30, 1889.	 £ 8. d. 706,493 0 25,827 10 2,807 0 270,450 0 1,005,583 10 	(menter -
No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.		Stock and Shares, per Account No. 2 Loans per Account No. 8 Debentures , , , , Debenture Stocks per Account No. 8	
EXPENDIT	TOTAL.	 £ 3. d. 616,990 7 0 82,304 7 6 61,345 13 1 255,259 2 0 	1,027,603 7 6
EIPTS AND	Amount Expended during Half-year ended Dec. 31, 1839.	2 s. d. 1,727 7 0 615 0 0 	2,342 7 0
No. 4-REC	Amount Expended to June 90, 1880.	2 8. d. 615,263 0 0 81,058 17 11 8,204 7 6 8,204 7 6 255,259 2 0	1,025,261 0 6
Dr.		To Expenditure :	

	TOTAL.	 £ 8. d. 153 11 0 153 11 0 810 1 8 82 18 6 187 0 0 138 7 10 86 7 10 86 7 10 86 7 10 130 0 0 	2,342 7 0
31, 1889.	Working Stock	& 8. d. 615 0 0	615 0 0
DECEMBER	Wayand Works.	<i>k</i> 8. d. 153 11 0 210 1 8 63 19 6 157 0 8 651 9 8 651 9 8 86 71 2 39 7 2	1,547 7 0
AR ENDED		ی و در در در در می 180 ه در در در در در می 180 ه و	180 0 0
No. 6-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED DECEMBER 31, 1889.		Improvements at Belfast Station, &c. New Station at Neill's Hill Extension of Station Platforms at Knock, Dundonald, &c. Block Telegraph, Knock to Comber, and Ballymacarrett Junction to Holywood New Signals, New Signal Cabins, ect, at Dundonald, Sydenham, Craigavad, and Bangor New Goods Store at Ballymahinch Junction New Gotel Beach and Siding at Crossgar New Sidne Saloon Law Costle	

		IatoT	386	386	:
		Gooda Втаке Уала	5	5	::
		Cattle Waggons	32	32	::
	B	Goods Covered Waggons	46	46	::
No. 6-RETURN OF WORKING STOCK.	MERCHANDISE.	Groods & Cattle Waggons	69	69	::
	MERCI	adourT redmiT	4	4	::
		Flat Waggons with falling sides	55	05	::
		Flat Waggons with door in side	18	16	::
		Flat Box Waggons	66	66	::
		IstoT	124	125	- :
	2	Carriage Trucks	1	1	::
RKI	OACHING.	Horse Boxes	9	9	::
OM E		Равяелgега Гиддаде Vana	8	6	::
IO N		2nd and 3rd StisoqmoD	61	63	: :
TUR	0	lat and 2nd Composite	20	20	::
3-RI		Srd Class	41	41	::
No. 6	2	aasiD bu2	17	17	::
		Ist Class	28	29	- :
	OTIVE.	Тердегя	6	6	· :
	Locom	Engines	20	20	::
			:	:	: :
			Stock on 30th June, 1889	Do. 31st Dec., 1889	Increase during half-year Decrease

Not Ascertained £ 8. d. TOTAL. FURTHER EXPENDITURE. Not Ascertained £ 8. d. In Subsequent Half-years. No. 7.-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. Not Ascertained During Half-year ending June 30, 1890. £ 8. d. LINES OPEN FOR TRAFFIC-WORKING STOCK

 £
 s.
 d.

 27,598
 0
 0

 17,520
 0
 0

 46,113
 0
 0

 36,657
 7
 6

 9,460
 12
 6
 . No. 8.-CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER No. •
 Share Gapital created not yet received, as per Statement (No. 2).

 Loan Capital authorised
 ,,
 ,,
 ,,
 (No. 3).
 11 Less Balance at debit of Capital (as per Account No. 4).

1

Cr.	Half-year ended Dec. 31, 1889.	.ए .इ			37,031 3 11			11,883 4 0	48,914 7 11	351 6 8 17 12 6	49,283 7 1
	I	ත් ත් දෙ	34,120 18 11	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1	8,325 5 9 514 10 10	7,810 14 11 818 10 9 3,253 12 4				1
JNT.	RECEIPTS.	By Passengers- First Chaes No. 101,482 £4,890 9 4 Second 1212,500 7,422 18 4 Third 1531,170 16,950 2 4 866,399 Season Ticket Holders 5,002 15 11		" Parcels, Horses and Carriages		Merchandise 35,019 tons Less Cartage	". Live Stock 47,522 tons		Total Traffic Receipts	, Rents	
9-REVENUE ACCOUNT.	Half-year ended Dec. 31, 1888	£ 8, d. 15, 15, 16, 15, 16, 15, 16, 15, 16, 15, 16, 15, 15, 15, 15, 15, 15, 15, 15, 15, 15	31,941 5 1	2,115 10 6	34,739 15 7	7,386 3 5 3	6,872 19 3 829 17 9 3,163 0 11	10,865 17 11	45,625 13 6	383 6 9 ,	46,024 15 3
No. 9-REVE	Half-year ended Dec. 31, 1889.	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$:	32 9 3	330 18 10 101 8 8				21,604 17 8	27,678 9 5	49,283 7 1
N		a Abstract A)	:	£32 9 3	:				:	: : :	
	EXPENDITURE.	E .	" · ·		", Rates and Taxes	·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ··	1		Total Working Expenses	Balance carried to net Revenue Account	
Dr.	Half-year ended Dec. 31, 1888	£ 8. d. 5,236 9 0 6,314 15 9 1,993 1 5 1,903 1 5 1,903 1 7 1,901 1 7		14 5 5	426 4 10	9			21,478 11 6	24,546 3 9	46,024 15 3

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Cr.	Half-year ended Dec. 31, 1889.	Account 1,807 19 1 al Wigtown- per Great 65 2 11 at 142 2 9 bu, No. 9 27,678 9 5	99.381 13 6
OUNT.		By Balance brought from last Half-year's Account Distinct and Shares in Portpatrick and Wigtown- , Dvisitier Railways , Tollis on Belfast Central Railway, per Gread , Rorthern Lailway Co. (Treland) , Bankers' and General Interest Account, No. 9 , Balance brought from Revenue Account, No. 9	
ENUE ACC	Half-year ended Dec. 31, 1888.	2, 8, 0, 753 5, 0 127 19 4 711 6 160 16 6 24,546 8 9	
No. 10NET REVENUE ACCOUNT.	Half-year ended page 31, 1838, Dec. 31, 1838,	22,086 19 3	
No. 10		To Interest on Treasury Loan " , , , , , , , , , , , , , , , , , , ,	
Ę	Half.year ended	$\begin{array}{c} \text{Dec. 31, 1888.} \\ \pounds & \pounds & a \\ \pounds & 1888. \\ 2,558 & 2,558 \\ 2,070 & 0 \\ 1,125 & 0 \\ 1,125 & 0 \\ 1,125 & 0 \\ 1,125 & 0 \\ 1,125 & 0 \\ 994 & 14 \\ 0 \\ 994 & 14 \\ 0 \\ 18,853 & 7 \\ 0 \\ 18,853 & 7 \\ 0 \end{array}$	

Half-year ended Dec. 31, 1839. No. 11.-PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

17

$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$								Ratal			
£ 8. dl 18,853 7 0 Balance available for Dividend, as per Account No. 10 2 s. dl 2,333 2 8. dl 2 2 8. dl 2 2 8. dl 2 2 8. dl 2 8. dl 2 172,402 8 4. dl 2 7,078 10 0 112,402 4 8. dl 436 0 9 2 3. dl 435 0 9 7,078 10 0 1 2 3. dl 435 0 9 7,078 10 0 1 2 3. dl 435 0 9 1 2 3 3 3 3 3 1 1 2 3 3 435 0 9 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <th 1<="" t<="" th=""><th>Rate</th><th></th><th>Tota</th><th>J.</th><th></th><th></th><th></th><th>per Cent.</th><th>Dividend.</th><th>Total.</th></th>	<th>Rate</th> <th></th> <th>Tota</th> <th>J.</th> <th></th> <th></th> <th></th> <th>per Cent.</th> <th>Dividend.</th> <th>Total.</th>	Rate		Tota	J.				per Cent.	Dividend.	Total.
E 8. dl 18,853 Dadance available for Dividend, as per Account No. 10 10 11 12 2348,141 5 6,303 10 6 16,614 1 3 Ates 11 235,950 6 7,078 10 1 1 2,335 5 9 Balance to be carried forward to next half year 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							-		£ 8. d.		
5 per Cent. <th< td=""><td></td><td>89</td><td>£ 18,853</td><td>. L-</td><td>d. Balance available for Dividend, as per Account No. 10</td><td>:</td><td>:</td><td>3</td><td></td><td>6</td></th<>		89	£ 18,853	. L-	d. Balance available for Dividend, as per Account No. 10	:	:	3		6	
16,614 1 3 2.239 5 9 Balance to be carried forward to next half year		6,203 10 6 3,332 0 9			::::		2248,141 172,402 235,950	040		16.730 1	
Balance to be carried forward to next half-year		0 01 010()		1	3					6 956 18	
			2,239	2	Balance to be carried forward to next half-year			-		a posto	

No. 12-ABSTRAC

(B.	Half-year ended Dec. 31, 1889.	& 8. d	4 0	1,725 19 6	ulf-ye auded 31,	4,247 8 11 616 8 1 614 10 10	90% 17 336 12 7 79 12 9 93 4 1 43 14 3	5,821 11 0	Half-year ended Dec. 31, 1889.	1,	100 1 37 8 7 9	1,971 4 4
AND WAGOR	a	£ 8. d. 532 13 8 452 17 4	370 6 4 361 2 2				:::::			ceountant, and	::::	
REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.		Carriages- Wages and General Superintendence Maserials	Wagons	TRAFFIC EXPENSES.		Salaries and Wages, &c. Fuel, Lighting, Water, and General Stores	Clothing Printing, Stationery, and Tickets Shunthing Expanses Wagon Covers, Roppes, &c.		GENERAL CHARGES	Directors	Fire Insurance Telegraph Expenses Railway Clearing House Expenses	
C. REPA	Half-year ended Day 31 1838	£ 8, d. 432 16 7 440 12 4	492 13 9 626 18 9	1,993 1 5 D.	Half-year ended Dec. 31, 1888.	129.	365 5 2 392 0 0 76 19 0 58 2 9 58 2 9	0	E. Half-year ended Dec. 31, 1888.	20 8. d. 400 0 0 87 10 0 1,135 18 9 124 19 4	100 7 8 19 2 3 5 7 1	1,904 11 7
	Half-year ended	8. d.	4.610 15 1	1,502 12 2		6,113 7 3	2 2 00 .	5 6 2		4,535 13 7	- 906 11 9 5,442 5 4 376 16 3	5,065 9 1
S, &cc.		£ 8. d. 246 4 4	2,535 10 10 1,825 19 11	231 7 5 1,221 4 9				z 8. u. 156 7 1	2,	603 11 303 0		-
MAINTENANCE OF WAY, WORKS,		Salaries, Office Expenses, and General Superintendence Maintenance and Ronewal of Permanent Wav-	Wages Materials 22,231 14 2 Less Old Materials 2402 14 2	Repairs of Ronds, Bridges, Signals, and Works	Miles Maintained- Double 7 Ginado	Total	LOCOMOTIVE FOWER.		Kummug Expenses- Wages connected with the Worki of Loconnetive Engines Coal and Coke	Repa	Less for u	
Δ.	Half-year ended	254 1 3	2,195 5 10 1,558 8 0	463 14 4 764 19 7	1	5 236 9 0	lf-year nded 31, 18	£ 8. d. 144 18 6		659 8 11 137 10 8	10	6,314 15 9

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UD. MACKAY,	GARDEN,
J. MACKAY,	GARDEN,

Belfast, 25th January, 1890.

AUDITORS' CERTIFICATE. We have examined the Accounts of the Belfast and County Down Railway Company for the half-year ended Dec. 31st, 1889, and find Stocks and Shares are *bona fide* due thereon, after debiting the Revenue of the Half-year with all expenses which in our opinion ought to be charged thereto.

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. Ist January, 1890.

CERTIFICATE RESPECTING THE ROLLING STOCK.

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. Ist January, 1890.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

50,267 11 1	ned and found to agree with the Books and Vouchers of the Company. $\label{eq:ROD.MACKAY,} BOD. MACKAY, \\ JOHN GARDEN, \\ 0.$	
	ned and found to agree w 00.	

Examir

BELFAST, 25th January, 1890

Half-year ended Dec. 31, 1839.

Half-year ended Dec. 31, 1888.

200,901

195,178 33,599 228,777

Goods and Mineral Frains

Passenger Trains

8

68

68

Lines owned by Company

68

Miles Worked by Engines.

Miles Con-

Miles Authorised.

ended Dec. 31, 1869.

IIalf-year

No. 14.-

Half Year ended Dec. 31, 1888.

Total

88

68

89

Total

68

235,445 34,544

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

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£ 1

By Capital Account, Balance at Debit thereof, as per Account No 4

£ 8. d. 22,686 19 3

To Net Revenue Account, Balanco at Credit thereof, as per Account No. 10

" General Stores-Stock of Materials on hand

£16,194 17 1

,, Solicitors' and Parliamentary Costs Reserve Account Sundry Outstanding Accounts due by the Company ...

66

Reserve Fund at 30th June, 1889

66

" Bank Balance

18,276 6 10

6 2,091 9

Credited at 31st Dec., 1859

Or.

No. 13.-GENERAL BALANCE SHEET.

Dr.

Belfast and County Down Railway.

NOTICE IS HEREBY GIVEN, that the EIGHTY-EIGHTH ORDINARY GENERAL HALF-YEARLY MEETING of the Shareholders of this Company will be held at the OFFICE of the Company, QUEEN'S QUAY, Belfast, on TUESDAY, the 11th day of FEBRUARY, 1890, 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 WED-NESDAY, the 29th day of January, 1890, until such Ordinary Meeting shall have been held.

By order of the Directors,

(Signed),

JOHN MILLIKEN, Secretary.

Dated at the Company's Office,

BELFAST, 14th January, 1890.

Belfast and Northern Counties Railway.

REPORT OF THE DIRECTORS AND STATEMENT OF ACCOUNTS,

For Half-year ended 31st December, 1889,

TO BE

SUBMITTED TO THE PROPRIETORS, AT THE Eighty-ninth Half-yearly General Meeting,

YORK ROAD TERMINUS, BELFAST On Wednesday, the 12th day of February, 1890,

TO BE HELD AT

AT TWELVE O'CLOCK NOON.

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

> 23effast : PRINTED BY W. & G. BAIRD, ROYAL AVENUE . MOCOCXC.

LIST OF DIRECTORS.

Ghairman.

(c) The Right Hon. JOHN YOUNG, D.L., J.P., Galgorm Castle, Ballymena.

Deputy-Ghairman.

(c) HENRY H. M'NEILE, Esq., D.L., J.P., Parkmount, Belfast.

(a)	W. J. PIRRIE, Esq.,		Queen's Island, Belfast.
(a)	WILLIAM CHAINE, Esq.		Cairncastle Lodge, Larne.
(a)	JOHN B. GUNNING MOORE, Esq., J	.P.,	Loymount, Cookstown.
(b)	JOSEPH RICHARDSON, Esq.,		Springfield, Lisburn.
(b)	RICHARD W. KELLY, Esq.,		Cope Street, Dublin.
(c)	Edmund M'Neill, Esq., J.P.,		Craigdunn, Craigs, Co. Antrim
(c)	JAMES WILSON, Esq.,		Skipper Street, Belfast.

(a) Retire August, 1890.
(b) Retire August, 1891.
(c) Retire August, 1892.

DIRECTORS' REPORT.

BELFAST, 15th January, 1890.

YOUR Directors beg to submit herewith the Accounts for the Half-year ended 31st December last, duly audited.

The Receipts from all sources amounted to $\pounds 116,436$, being an increase over the corresponding half-year of $\pounds 13,010$, of which sum the Ballymena and Larne section contributed $\pounds 8,754$.

REVENUE EXPENDITURE.

The Expenditure under this head constitutes 51:34 of the total Receipts, and, exclusive of the cost of working the Ballymena and Larne section, shows an increase over that of the corresponding period. The excess in the Locomotive Department is owing to the causes mentioned in last report, viz :—Advance in price of materials—Coal, Iron, Oil, &c.—extra renewals of Rolling Stock, and increased train mileage. Under the head of Permanent Way and Works there has been a larger outlay than usual on repairs and additions to workshops, stations, and offices, and for works connected with improved water supplies, &c. The expenditure also includes part of the cost of covering over Milewater River at Belfast, and of the enlarged Iron Ore Gantry at Ballymena.

The renewal of the Permanent Way has been continued where necessary, and about 75 per cent. of the line is now laid with steel rails. The Line, Works, and Rolling Stock are reported to be in excellent order.

FINANCE.

The Net Revenue Account No. 10, after providing for Interest on Loans and Debenture Stock, &c., shows an available balance of £44,621 ls 10d. The dividends on the Preference Stocks absorb £19,860 10s 0d, leaving a balance of £24,760 11s 10d, out of which the Directors recommend that a dividend be paid at the rate of $5\frac{1}{2}$ per cent. per annum on the Ordinary Stock, carrying forward the sum of £2,000 to Reserve Fund and £5,282 1s 2d to the credit of next halfyear's account.

During the half-year, terminable loans taken over with the Ballymena and Larne Railway amounting to £3,800 were paid off; and the sum of £10,063 four per cent. Debenture Stock was issued, the premium upon which has been placed to credit of Capital Account.

Considerable progress has been made in the issue of certificates under the Amalgamation Act of last session in exchange for those sent in ; but as some Proprietors have not yet forwarded their certificates for exchange in conformity with the circular addressed to them, the Directors request that they will be good enough to do so with as little delay as possible.

CAPITAL EXPENDITURE.

1

The outlay on Capital account during the past six months, as shown in Table No. 5, was £188,725 4s 8d, of which the sum of £177,737 1s 7d is for purchase of Ballymena and Larne Railway. It will be observed that the account contains items for improving that line and its Rolling Stock.

A few months ago your Directors found it absolutely necessary, owing to increased mileage, to place an order for the building of two Engines, in addition to the one already sanctioned. They are included in the estimate for further Capital Expenditure and will be delivered during the current half. year.

It will also be seen that the Board contemplate some improvements at Larne Harbour which they consider necessary. These works are to be carried out concurrently with additions which the owner of the Harbour is about to make.

REGULATION OF RAILWAYS ACT.

A circular has been received from the Board of Trade regarding the works to be carried out under the above Act, and your Directors are glad to be in a position to announce that they had anticipated, to a large extent, the requirements of the Act. Some further expenditure will, however, be required to comply with the orders of the Board of Trade; but it is difficult at present to make an accurate estimate of the expenditure on Capital Account in connection with these works. The continuous brake adopted by the Board in 1882, is the automatic vacuum, which fulfils all the conditions laid down by the Board of Trade.

RAILWAY AND CANAL TRAFFIC ACT.

The Board of Trade are engaged hearing objections to the revised classification of merchandise, and schedules of maximum rates and charges. Friendly conferences between the Companies and manufacturers, traders, and representatives of various Associations, have been held, with the view of narrowing the points of difference as much as possible, so far as the classification is concerned.

LIMAVADY AND DUNGIVEN RAILWAY.

In the report for August, 1882, the Proprietors were informed that upon $\pounds 20,000$ of the Company's subscription to the above undertaking, the Skinners' Company of London guaranteed interest at the rate of 5 per cent. per annum for 23 years, from the opening of the line, in July 1883. The Board are of opinion that it would be a fair and equitable arrangement to set aside each half-year a sum which would be sufficient to produce a permanent income of $2\frac{1}{2}$ per cent. upon the above subscription to this Company, and they propose, therefore, for the remainder of the guaranteed period, to reserve out of the dividend of 5 per cent. now received, an annual sum of £500, to commence from the 1st July last.

PARLIAMENTARY.

The working agreement with the Carrickfergus and Larne Railway Company having expired, your Directors are promoting a Bill in the present session of Parliament, the object of which is to give effect to an arrangement entered into by the two Boards for the amalgamation of that Company's Railway with your undertaking. The Directors are taking advantage of this opportunity to include a number of other matters in relation to which they think it desirable to ask for Parliamentary sanction, viz :--

The construction of a short branch line to connect the broad and narrow guage lines near Ballyclare.

The acquisition of, and power to sell or lease lands.

Consolidation of Preference Stocks.

Amendment of clauses in original Act as to voting by proxy, rotation of Directors, and time for closing half-yearly accounts.

Establishing Savings Banks.

Further subscription towards Steam Communication between Larne and Stranraer.

Arrangements as to Hotel at Portrush, &c.

Pursuant to the Standing Orders of Parliament, the Bill will be submitted to the Proprietors for their approval at an Extraordinary General Meeting to be held at the conclusion of the ordinary business.

DIRECTORS.

The Directors have to record with regret, the death, early in the present month, of one of their colleagues, the late Mr. Thomas S. Dixon, who took an active part in the affairs of the Company. To fill the vacancy the Board have elected Mr. William Chaine, of Cairncastle Lodge, Larne.

JOHN YOUNG, CHAIRMAN.

Proprietors of \pounds 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, stating the Station from which they wish to travel.

The Dividend Warrants will be posted on 28th February, and it is particularly requested that Shareholders will please notify to the Secretary any change in their address before that date.

173,360 Total. 22,517 482 CAPITAL CREATED OR SANCTIONED AUTHORISED AND CREATED BY THE COMPANY Loans or Debenture Stock. £128,333 40,000 60,000 62,500 33,000 50,000 35,000 60,000 20,000 8,000 58,290 137 197 6737,319 $\begin{array}{c} \underline{e}385,000\\ \underline{2}25,000\\ 120,000\\ 7,500\\ 100,000\\ 135,000\\ 150,000\\ 150,000\\ \end{array}$ 300,000 18,000 8,000 60,000 25,000 30,000 10,000 80,000 36,163 Stock. 517.482 Total. 173,30 CAPITAL AUTHORISED. Loans or Debenture Stock. #123, 300 60,000 62,000 83,000 83,000 60,000 60,000 60,000 60,000 60,000 20,000 8,000 58,290 137,197 37,319 $\begin{array}{c} \pounds 385,000\\ 225,000\\ 180,000\\ 7,500\\ 100,000\\ 135,000\\ 150,000\\ 150,000\\ 150,000\\ \end{array}$ 300,000 18,000 8,000 80,000 25,000 10,000 80,000 80,000 36,163 Stock. 1-STATEMENT OF CAPITAL 1889 By Beffast and Ballymena Railway Act, Beffast and Ballymena Balymena and Portrush Beffast and Ballymena Beffast and Northern Counties Beffast and Northern Counties Deny Central Beffast and Northern Counties Beffast and Northern Counties Ballyceste Ballyceste Ballyceste Ballyceste Ballyceste Deny Central Ballyceste Ballyceste Deny Counties Ballyceste Deny Counties Ballyceste Linawady and Dungiven Beffast and Northern Counties Ballyceste Linawady and Dungiven Beffast and Northern Counties Ballymena and Larne Railway Companies Analgamation Act, ACT OF PARLIAMENT. Total No.

0 STATEMENT OF STOCK & SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. £ 8. d. Amount Uncalled. Amount Unissue Calls in Arrear. Amount Received. 0 0 d. 0 0 s C £ 635,583 444,600 492,850 Amount Created. d. 0 00 00 . O 0 444,600 207,130 £ 635,583 192,850 £180,000 12,500 258,480 41,870 $\begin{array}{c} 59,600\\ 100,000\\ 135,000\\ 150,000\end{array}$ 1860 1864 1871 1871 1860 1878 1878 1881 DESCRIPTION. Stock Stock. or Preference Stock Ordinary Stock 4 per cent. Preference St """ 10e Pr cent. Ordinary No. 2. 44 per e -

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	TOTAL Raised by Loans and by	Debenture Stock.	ŝ	527,196 0 0	670,656 0 0	143,460 0 0		684,319 0 0 670,656 0 0	13,663 0 0
Ň.	Raised by issue of Debenture Stock.	At 4 per cent.	£ s. d	467,196 0 0	591,736 0 0	124,540 0 0	:	£737,319 0 0 53,000 0 0	
No. 3CAPITAL RAISED BY LOANS AND DEBENTURE STO CK.		Total Loans.	£ s. d.	60,000 0 0	78,920 0 0	18,920 0 0	:	ment No. 1 	:
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No. 3.	()					:	:	orized to be raised by Loans a s Amount not yet available of by Loans and Debenture Si	Balance being available Borrowing Powers, at 31st December, 1899
			Existing at	30th June, 1889,	31st Dec., 1889	Increase	Decrease	Total amount authorized to be raised by Loans and Debenture Stock, in respect of Capital created, as per Statement No. 1. Less Amount not yet available Total Amount raised by Loans and Debenture Stock, as above	Bal

0 207,130 No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr.

	Amount Expended to 30th June, 1880.	Amount Expended during Half-year to 31st Dec., 1889.	Total to 31st Dec., 1839.		Aniount Received to 30th June, 1889.	Amount Received during Half-year to 31st Dec., 1889.	Total to 31st Dec., 1889.
To Expenditure :	2 8. d.	£ 8. d.	£ 8. d.	By Receipts :	£ 8. d.	£ 8. d.	& 8. d.
On Lines open for Traffic (No. 5)		5,669 11 4	1,663,233 10 7	Stock per Account No. 2	1.536.870 0 0	36.163 0 0	1.573.033 0 0
WOTKING SLOCK	322,986 16 0	5,318 11 9	328,305 7 9	er Account	0	0	0
and undertakings	132,475 11 8		132,475 11 8				
Ballymena and Larne Railway Purchase		177,737 1 7	177,737 1 7	Debenture Stock, per Account No. 3	467,196 0 0	124,540 0 0	591,736 0 0
				Add Ralance of Prominin	2,064,066 0 0	179,623 0 0	2,213,689 0
				and Discount on Stocks	Dr. 818 10 4	1,766 7 8	947 17 4
					2,063,247 9 8	181,380 7 8	£2,244,636 17 4
				Balance		1.	57,114 14 3
	2,113,026 6 11	188,725 4 8	£2,301,751 11 7			3	£2,301,751 11 7

, 1889.	TOTAL.	& 9. 5. 4. 6. 5. 4. 6. 6. 6. 6. 7. 7. 233 17. 7. 233 17. 7. 233 17. 7. 233 17. 233 17. 233 17. 233 17. 233 17. 233 17. 233 23. 17. 233 23. 23. 23. 21. 23. 17. 23. 11. 23. 21. 23. 21. 23. 11. 23. 11. 23. 11. 23. 11. 23. 11. 23. 11. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. 23. <th23.< th=""> 23. 23. <th2< th=""></th2<></th23.<>
HALF-YEAR ENDED 31sr DECEMBER, 1889.	Miscellaneous Stock.	£ s. d.
ENDED 31s1	Working Stock.	£ 5. d.
HALF-YEAR	Way and Works.	E 8. d. 2008 17 3 2008 17 5 8105 13 1 8105 11 9 8105 11 9 8105 11 9 8105 11 9 8107 4 9 8107 4 9 8107 1 9 8107 4 9 116 3 9 11,533 17 3 633 9 1 1,533 17 3 222 11 8 633 9 1 1,533 17 3 <t< td=""></t<>
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No. 5-DETAILS OF CAPITAL EXPENDITURE		Belfast-Covering over Milewater Culvert Belfast-Covering over Milewater Culvert Rober Stridge Ballymean-Fron for Earcy and Stiding Moneynore-Line Stiding Sions Lane Stations-Land at Ballyrouler Ballyrouter Franch-Land at Ballyrouler Ballyrouter Franch-Land at Ballyrouter Ballyrouter Franch-Land at Ballyrouter Ballyrouter Branch-Land at Ballyrouter Ballyrouter Ballyrouter Ballyrouter Ballyrouter Ballyrouter Ballyrouter Ballyrouter Could Ballyrouter Store State State State Ballyrouter Could Ballyrouter Ballyrouter Could Ballyrouter Ballynear and Lane Line- Ballynear and Lane Could Bapt Improvements of Way and Works Ballyruera-Could Bapt Rothing Stock- Ballyruera -Could Bapt Machinery-Locomotive Department Rathway Rathmer Partment Machinery-Locomotive Department Parliamentary a

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No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, as per No. 7.	1000			
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	In subsequent Half-years	-24		2,000		8,000		\$10,000
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No. 7.—ESTIMATE OF FURTHER EXFENDITURE ON VAFILAL AVOUNT.			Working Stock-Two Engines and 5 Ballast wagons	Automatic Vacuum Brake	Cushendall Branch-Siding, Ballyc loughan	Interlocking Signals at various stations	Larne Harbour Improvements	

	Ballast Wagons.	31	12	43	:	40 00	12	:
	.InjoT	1495	338	1833	51	1884	389	:
	Break Vans.	33	24	38	:	38	2	:
SE.	Travelling Cranes.	60	<i< td=""><td>~</td><td>:</td><td>00</td><td>:</td><td>:</td></i<>	~	:	00	:	:
MERCHANDISE.	Boiler Trucks.	63	:	. 63	:	63		1
MER	Timber Trucks.	76	10	86	:	86	10	:
	Open Wagons.	955	293	1248	51	1299	344	:
	Covered and Cattle Wagons	426	30	456	4	456	30	:
	.IstoT	219	15	234	:	234	15	
	Passengers' Luggage Vans.	23	- :)	23	:	23	:	:
	Fish and other Vans	23	2:	23	R t	23	A :	:
	Post-Office Sorting Vans.	63		2	R :	63		:
COACHING.	Сагтіяge Тгиска.	00	:	00		00	:	:
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	Composite,	51	6	60		60	6	:
	Srd Class.	61	10	84		84	5	:
	2nd Class.	2	2	2	•	2		:
-	ist Class.	6	1	10	:	10	1	:
VE.	.fajoT	52	9	58	:	58	9	:
LOCOMOTIVE.	Goods Engines.	19	4	23	·	25	4	:
Loc	Passenger Engines.	33	21	35	:	35	5	
		Stock on 30th June, 1889,	Stook taken over from Ballymena and Larne Railway Company at 1st July, 1889	ock built in Company's Work-	shop during Half-year ending 31st December, 1889	Stock at 31st December 1889	Increase during Half-year,	Decrease do

No. 6-RETURN OF WORKING STOCK.

Cr.	ear d ec.,	ġ.	0:		9 5 14 3
C	Half-year ended 31st Dec., 1889.	છે. ગર	62,071 17	63,330	1,033
		£ 5. d. 53,841 4 6	4,775 13 0 3,955 0 0 39,553 16 5 2,790 4 0	36, 763 12 5 2,481 2 9 7,857 16 2 6,227 16 0 101 9 7	893 9 10 38 10 0
COUNT.	RECEIPTS.	Ely Passengers First Chase, No. 53,459 £5,688 15 8 Second 149,929 11,045 11 5 Third 260,556 53,566 18 8 Season Ticket Holders, 2,218 3,000 18 9 1,141,823	", Parcels, Horses, Carriages, &c	". Live Stock 70,518 tons " Mineruls 60,758 tons " iron Ore 60,758	., Rents
NUE AC	Half-year ended 31st Dec., 1888.	£ 5,386 10,678 28,605 28,605 27,44 47,425	4,465 3,925 55,815	33,924 2,396 6,350 3,928 46,593 154	825 34 103,426
9-REVENUE ACCOUNT.	Half-year ended 31st Dec., 1889.	2 8, 4 18,686 17 8 19,767 0 11 6,056 14 1 17,634 19 1 17,634 10 8 67,344 10 8	10,257 2 10 57,087 7 10 90 17 4	 166 10 10 2,214 5 7 221 5 0	59,780 6 7 56,655 7 8 116,435 14 3
No. 8	EXPENDITURE.	arks, &c. (See Abstract airs {	Derry Central Railway 3502 10 8 Limavady and Dungtven Railway 715 18 8 Draperstown Railway 490 17 10 Lawe Charces	,, Compensation- Personal Injury	Balance carried to net Revenue Account
Dr.	Half-year ended 31st Dec., 1388.	£ 15,679 15,005 5,005 5,005 4,739 56,870	9,776 47,094 262	5 96 2,110	49,788 53,638

Cr.	anded 31st Dec., 1889.	1,724 4 9 281 5 0 250 0 0 19 6 5 29 1 6 5	56,655 7 8	£59,165 5 6
No. 10-NET REVENUE ACCOUNT.		By Balance brought from last Half-Year's Account b. Dividend on Carrickfergus and Larne Railway Shares, , way Shares Linavady and Dungtven Rail. , Less Amount carried to Reserve, as per Report Interest on Portstewart Trunway Company's Loan	", Tolls on Portrush Tranway Construction Account ", Tolls on Belfnast Central Railway, per Great Northern Railway Company (Ireland) , Bankers and General Interest , Balance brought from Revenue Account, No. 9	
ENUE A	Half-year ended 31st Dec., 1888.	£ 1,731 281 281 281 281	37 192 119 53,638	56,520
NET REV	Half-year ended 31st Dec., 1889.	ත ස ශ	13,824 3 8 720 0 0 44.621 1 10	£59,165 5 6
No. 10		To Interest on Loans on Bond £1,778 9 7 , Temporary Loans 20,778 9 7 , Debendure Stock 11,603 4 0 , Bankers and General Interest 4,8 6 5 , To Interest on Reserve Fund , for Dividend on Linnevaly and Duriven Railway Gua-	ern Railway Cor rs of Belfast Centr	, Database available for private
Dr.	Half-year ended 31st Dec., 1888.	£ 1,340 9,344	11,113 720	56,520

-

	Half-year ended 31st Dec., 1884.	£ 8. d. 44,621 1 10		39,339 0 8	£5,282 1 2
TDEND.		& 8. d. 19,860 10 U	17,478 10 8 37 339 0 8	2,000 0 0	
FOR DIV		. <u>£9,857</u> 0 0 10,003 10 0			
VAILABLE					
LANCE A				1	
N OF BA		111			
ROPRIATIC		unt No. 10) r cent. per annum			:
-PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.		ividend (as per Acco ence Stock, at 4 per ,, at 4	2635,5×3 Ordinary Stock, at 54		и
No. 11-PRO	19-	Balance available for Dividend (as per Account No. 10) On £482,850 Preference Stock, at 4 per cent. per annum , £444,600 ,, at 4 , ,	», £635,5×3 Ordina	To Reserve Fund	Balance to next half-year
	Half-year ended 31st Dec.,	10,004	16,484	3,000	5,342

No. 12-ABSTRACTS.

H	ended 31 st Dec., 1889.	£ 8. d.	3.264 15 11			6,056 14 1		nded Dec., 18	£ 8. 0. 12,278 4 0 1704 9 10	404 13	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	18		Half-year ended 31st Dec., 1869.	£ 8. d.	0 -	2, 302 1 310 3 190 11	229 13 501 9	245	142 19	
REPAIRS AND RENEWALS OF CARRIAGES AND WAUCHS		Carriages- 28 d.	Salarice, Office Expenses, and veri- reral Superintendence	Wagous- Salaries, Office Expenses, and Gen- real Superintendence	uls		TRAFFIC EXPRNSES.		Salaries and Wages, &c.	u stores	Printing, Stationery, and Tickets Shurting, Hydraulic, and Omnibus Expenses		GRNERAL CHARGES.		Thursdome	Directors Auditors and Public Accountant Salaries of Secretary, General Manager, Accountant,	and Clerks	::	: 1: (:	nuation Fund	
C RE Half.voar	ended 21st Dec 1888.		68 985 1,150		1,579	5,045	D	Half-year ended 31st Dec., 1888.	10,957	1,452 438	1,121	305 315 500	E.	Half-year ended	31st Dec., 1885.	750 65	2,305 258	185	272 272	116	4,730
	Half-year ended	Dec., 18	£ 8. d.	11.925 10 9		6,268 11 8	10 - TO		12 898 17 S	- 1	1	Half-year ended 31st Dec., 1889.	£ s. d.	297 3 9		19 671 9 0	c		5,898 13 5	10 404 01	
, &c.			કે છે.	6,960 17 6 4,964 13 3	3,691 15 2		1270	ŀ					£ 8. d.		4,700 8 10 7,840 17 9	282 4 5 747 12 9	9.582 12 11	3.316 0	-		
MAINTENANCE OF WAY, WORKS, &C.	-		Salaries, Office Expenses, and General Superintendence Mainfenance and Renewal of Perman-	ent Way	ls,	sand Buildings	Miles Maintained - Narrow -		Total 201 48 249		LOCOMOTIVE POWER.			Salaries, Office Expenses, and veneral Superintendence Running Expenses	wages connected with the work ing of Locomotive Engines	Water	Repairs and Renewals-	Wages Materials, including proportion of	- ANDERT MANT TO 1900		
A	Half-year	ended 31st Dec., 1888.	£	6,463 .	2,395	1,755				15,679	B	Half-year ended	E E	273	4,103 E E01	0,021 247 631	• 000	1,893			15,905

Cr.	£ 8. d.		5,053 14 1		01 GI 141'II	3,126 11	44 Date (0		0	c	0 0 RZ.5"/.	2,166 0	722 8 3				£104,785 3 3	
	of, as per Account	3	:				:		25,953 15	1,475 11		and Bond						
Γ.	ance at Debit there	-	in hands	:	ccounts				Larne and Stranzaer Steamboat Company	Construction .		Company's Shares	r Companies					
NCE SHEET	By Capital Account, Balance at Debit thereof, as per Account	No. 4	Cash at Bankers and in hands	General Stores	Outstanding Traffic Accounts	Amount due by Post Umce	Sundry Outstanding Accounts	Loans, viz.:-	Larne and Stranrae	Portrush Tramway Construction		Portstewart Tramway Company's Shares and Bond	Balances due by other Companies					
LAL BALA	s. d. By Cal	2	0 6 " Cas	7 8 n Gel			8 H 201	" To			0	" Po	" Ba		6		60	
EB	00				0	00 -					0						0	
-GEN	સ	44,621 1 10	622 0	13,444 7			4,588 4				12,255 0 0						£104.785 3	
No. 13-GENERAL BALANCE SHEET.	સ		622	13,444	12,191	17,063	4,588		£12,000 0 0	255 0 0	12,255 0							
No. 13-GEN	સ		622	13,444	12,191	17,063	4,588		£12,000 0	255 0	12,255 0							
hr. No. 13-GEN	1		and Interest 622	13,444	12,191	17,063	4,588	Reserve Funds-	£12,000 0	255 0	12,255 0							

No. 14-MILEAGE STATEMENT.											
		E	Ialf-Year ende	ed 31st Dec., 188	0.						
Half-Year ended 31st Dec., 1888.		Miles Autho- rised.	Miles Con- structed	Miles Con- structing or to be Constructed.	Miles Worked by Engines.						
1561	Lines owned by Company	188	188		188						
61	" worked "	61	61		61						
2171		249	249		249						

I	No. 15—	STATEM	IENT OF TR	AIN M	ILEAGE.	
Half-Year	ended 31st]	Dec., 1888.		Half-Year	ended 31st D	Dec., 1889.
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.
305,292	68,984	374,276	Passenger Trains	340,031	78,370	418,401
141,762	28,691	170,453	Goods and Mineral Trains	186,122	30,576	216,698
447,054	97,675	544,729	Total	526,153	108,946	635,099

JOHN YOUNG, Chairman of the Company. WALTER BAILEY, 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.

BERKELEY D. WISE, Engineer.

15th January, 1890.

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 Engineer.

15th January, 1890.

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. EDWIN WATERHOUSE, Auditors.

G. SNEATH,

29th January, 1890.

BELFAST AND NORTHERN COUNTIES RAILWAY COMPANY.

EIGHTY-NINTH ORDINARY GENERAL MEETING,

WEDNESDAY, 12th February, 1890.

DOTICE IS HEREBY GIVEN, THAT THE NEXT ORDINARY HALF-YEARLY GENERAL MEETING of the PROPRIETORS in the Company will be held at the Terminus, YORK ROAD, Belfast, on Wednesday, the 12th day of February, 1890, at the hour of Twelve o'clock noon, to receive the Report of the Directors and Statement of Accounts, and to transact the ordinary business of the Company.

And Notice is hereby further given, that in accordance with the Standing Orders of Parliament a Special General Meeting of the Proprietors in the Company will be held immediately after the conclusion of the Ordinary General Meeting, for the purpose of considering, and if thought fit, of approving, a Bill proposed to be introduced into Parliament in the present Session, entitled "A Bill for conferring further powers on the Belfast and Northern Counties Railway Company, and for amalgamating with their undertaking the undertaking of the Carrickfergus and Larne Railway Company, and for other purposes."

The Transfer Books will be closed from Wednesday, 29th instant, till day of Meeting, both days inclusive.

(By Order),

WM. R. GILL, Secretary.

BELFAST, 15th January, 1890.

Cork, Bandon & South Coast Railway

REPORT OF DIRECTORS AND STATEMENT OF ACCOUNTS

FOR Six Months ended 31st December, 1889,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

EIGHTY-NINTH

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

Offices of the Company, Albert Quay, Cork,

ON WEDNESDAY, 12th FEBRUARY, 1890,

At 12.30 o'clock, p.m.

DIRECTORS.

Chairman. JOHN WARREN PAYNE, J.P., Cork.

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

JOSEPH PIKE, J.P., D.L., Cork, JOHN H. SUGRUE, J.P., D.L., Cork, JOHN S. HAINES, J.P., Cork, THEODORE F. CARROLL, Cork, CAPT. A. WARREN-PERRY, J.P., Kinsale, THOMAS K. AUSTIN, J.P., Dublin, WM. M. MURPHY, J.P., M.P., Dublin. JOHN FINDLATER, J.P., Dublin.

Secretary. EDWARD H. DORMAN.

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 12th day of February, 1890.

Table showing the Increase and Decrease in the Traffic for the Half-years ended 31st December, 1889 and 1888 :--

Description of T	affic	Half-year ended 31st Dec., 1889.				ded			reas	se	Decrease
Number of Passe	Number of Passengers			8	162	162,223			_		1,547
Passengers		£ 14,524	s. 3	d. 9	£ 14,421	8. 3	d. 3	£ 103		d. 6	£ s. d.
Parcels, &c	•••	1,019	1	5	972	18	4	46	3	1	-
Horses, Carriages	, &c	263	13	10	216	9	0	47	4	10	_
Goods		15,067	11	2	13,477	12	11	1,589	18	3	_
Live Stock		4,448	11	6	3,814	8	8	634	2	10	_
Mails		1,510	0	0	1,510	0	0		-		-
Miscellaneous Re	ceipts,	72	10	6	65	10	6	7	0	0	
Total		36,905	12	2	34,478	2	8	2,427	9	6	-
Increase for Half-	year					_		2,427	9	6	

YOUR Directors beg to submit herewith the Accounts for the Half-year ended 31st December, duly audited and certified.

RECEIPTS AND EXPENDITURE.

The Gross Receipts from all sources amount to £36,905 125. 2d., as against £34,478 2s. 8d. for the corresponding period of 1888, showing an increase of £2,427 9s. 6d. This increase is in every way satisfactory, extending as it does over every branch of the Traffic, and being the highest amount ever earned in one Half-year.

The Working Expenses show an increase of $\pounds_{1,000}$ as compared with the same period in 1888, and is easily accounted for by the increased cost of stores and materials of every description, the increase in the price of sleepers alone amounting to over \pounds_{500} .

CAPITAL ACCOUNT.

The expenditure on this Account during the Half-year amounted to $\pounds_{3,465}$ 1s. od., as per particulars contained in Account No. 5.

REVENUE ACCOUNT.

This Account shows a balance of $\pounds_{17,577}$ 115. 10d., which, added to $\pounds_{2,580}$ 135. 0d. brought forward from last half-year, amounts to $\pounds_{20,158}$ 45. 10d. After providing for Interest on Debenture, Preference

Stocks and other charges, a balance remains of £7,363 6s. 10d., out of which your Directors recommend the payment of a Dividend at the rate of 4 per cent. per annum on the Ordinary Stock of the Company, carrying forward a balance of $\pounds 2,563$ 6s. 10d. to next Account.

ROLLING STOCK.

The Rolling Stock has been carefully maintained, and is all in good working order. One Carriage, one Covered Wagon, one Carriage Truck, and one Ballast Truck were re-built.

PERMANENT WAY AND WORKS.

COMPANY

RAILWAY

COAST December,

SOUTH

AND

BANDON

CORK,

AUTHORIZED AND CREATED BY THE COMPANY.

1889.

ended 31st

CAPITAL Half-year

OF

No. 1.-STATEMENT

The Permanent Way and Works have been maintained in good order; 200 tons of steel rails, equal to 2 miles of road, have been laid, and 10,900 creosoted sleepers put in. The portion of Ballinhassig Tunnel, which it was decided to line twelve months ago, has been completed and is now perfectly safe.

BALTIMORE EXTENSION RAILWAY.

This Line is being promoted under the Light Railways Act, 1889, and the promoters have entered into negociations with your Directors with a view to their working it when completed, and this they hope to do. The Working Agreement will, however, have to be submitted to you for approval later on at a meeting specially convened for that purpose.

BANTRY BAY EXTENSION.

This Extension is being promoted by your own Board, and substantial aid is expected from Government towards it under the Act of last Session. When the Order in Council is drafted it will be submitted to you at a Special Meeting, and you will be asked to sanction a subscription towards it.

THE REGULATION OF RAILWAYS ACT, 1889.

Under the provisions of this Act the Board of Trade have called on all Railway Companies to provide their Passenger Trains with Continuous Brakes. Your Directors have decided on adopting the "Vacuum Automatic," and provision for obtaining same is made under the estimate of further expenditure on Capital Account.

DIRECTORS AND AUDITORS.

The following Directors retire by rotation, viz. :- Messrs. John H. Sugrue, John S. Haines, and Theodore F. Carroll. They are eligible, and offer themselves for re-election.

Mr. Francis Sargent, the retiring Auditor, also offers himself for re-election.

> JOHN WARREN PAYNE, Chairman. EDWARD H. DORMAN, Secretary.

Chief Offices, Terminus, Albert Quay, Cork. 22nd January, 1890.

-					-			
	Total		1	I	11,500	D.	Amount Unissued	\$ 9,518 8,246
SOLVIVIN	Loans	111111	1	1	1	CEIVE		
	Stock and Shares	11,500	1	1	11,500	RTION RF	Loss on Sale of Forfeited Shares, and Discount on Pref. Stock.	£ 3,717 19 6 63,717 19 6 691 5 7 541 7 6 520 0 0
	Total	820,000 48,000 80,000 8,500 8,000 20,000	226,638	40,000	701,138	PROPO		d. 63
	Loans	\$ 80,000 	I	40,000	148,000	WING THE	Calls in Arrear	و ه. 12 8.
	Stock and Shares	ال 240,000 48,000 8,500 	226,638	1	553,138	red, shov	Amount Received	s2 0. d. 82 0 6 00 0 0 0 42 10 6 69 12 6 43 0 0
	Total	と 320,000 30,000 20,000 20,000 20,000 20,000	226,638	40,000	712,638	CREAT		<i>2</i> 176,282 48,000 37,542 168,2569 39,243
	Loans	& 80,000 8,000 20,000	1	40,000	148,000	RE CAPITAI	Amount Created	$\frac{\pounds}{240,000}$ $\frac{240,000}{38,500}$ $\frac{38,500}{178,629}$ $\frac{48,009}{48,009}$
	Stock and Shares	240,000 48,000 30,000 20,000	226,638	1	564,638	ND SHAI	1	
ACTS OF PARLIAMENT		Cork and Bandon Railway Act, 1845, 8 Vie , 1852, 12 Vie 1854, 14 Vie West Cork Railways Act, 1860, 23 Vie Kinsale Railway Act, 1868, 32 Vie Derk and Kinsale, and Cork and Dork and Kinsale, and Cork and	Valley Railways Act, Const. 1879, 42 Vic Cork. Bandon and South Const	Railway Act, 1888, 51 & 52 Vic.	Total	No. 2STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.	Description	Ordinary Stock Stock Preference 54 per cent. Stock Preference 4 per cent. Stock West Cork Preference Stock, 4 per cent Kinsale Preference Stock, do

18,018

1-

12

65,470

11

3

12

9

3

469,637

553,138

Total

No. 3.-CAPITAL RAISED BY DEBENTURE STOCK.

	At 45 per cent.	At 4 per cent.	TOTAL.
Existing at 30th June, 1889	£ 71,656 71,656	£ 66,344 66,344	ی 138,000 138,000
Increase			1
Total Amount authorized to be raised by Debentures in respect of Capital created, as per Statement No. 1. Total Amount raised by Debentures	reated, as per Statement N	0. l	148,000 138,000
Balance, being available borrowing powers at \$1st Dec., 1889	389	:	10,000

		\$ 0000 g	000	00
	AL	1000%	19	1
Cr.	TOTAL	£ 8. 469,637 3. 138,000 0 7,905 1 7,905 1 537 18	616,675 2 9,832 19	628.508
	Amount Received during the Half-year to 31st Dec., 1889	ल्य इ		I
OUNT.	Amount Received to 30th June, 1889	469,637 3 6 138,637 3 6 138,595 0 0 7,905 1 0 eb. 537 18 2	616,675 2 8	1
No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.		Br RECEIFTS :	Balance	
ID EXPENDIT	TOTAL	£ s. d. 344,121 17 10 67,915 5 5 10,000 0 0 48,009 0 0 48,061 18 5 7.500 0 0		626,508 1 8
-RECEIPTS AN	Amount Ex- pended during the Half-year to 31st Dec., 1889	8 8. d. 3,465 1 0		3,465 1 0 626,508 1
No. 4	Amount Expended to 30th June, 1889	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		623,043 0 8
Dr.		To EXPENDITURE On Lines open for Traffic, No. 5 Working Stock, No. 5. Subscription to other Railways : Ilen Valley Railway Co. Ocer & Rimsale Ry Co. Award, West Cork Railway Co Clonakilty Extension		

No. 5.-DETAILS OF CAPITAL EXPENDITURE. For Half-year ended 31st Dec., 1889.

	_		_		_	_		_	1-
d.	0	00	0	0	0	0	9	0	0
s. 19	0	19	14	0	0	0	2	0	1-
2,729	240	158	74	12	11	50	63	65	3.465
:						••••	:.		-
***			•••			:			
:		••••							
:									
LINES OPEN FOR TRAFFIC- Ballinhassig Tunnel	Addition to Loco. Shop	Land for Ballast Pit	ua	Land for Passage, Ballinhassig	New Station, Do.	Store, Bandon	Tank, Kinsale Junction	Works, Bandon Yard	

No. 6.-RETURN OF WORKING STOCK.

1	-	_							5	
	[sto			251	250				1	
	Special	Vehicles		2	1				1	
	Goods			4	4				I	
	Timber	Trucks.		4	4				I	
MERCHANDISE	Hopper	Trucks	1	4	4		1		1	
MERCH	Cattle Ballast Hopper Timber	Wagons.		9	9				I	
	Cattle	Wagons.		16	16				1	
	Goods Wagons.	Open.		25	25				1	
	Goods	Covered		190	190		1		I	
	[sto]	L		47	47		-	-	1	
	Luggage	Parcel Vans		4	4					
	Carriage	Trucks		3	60			1	Ι	
	Horse			4	4				1	
DNI	Srd P	Brakes		9	9		A		1	
COACHING	Srd	Class	-	15	16		-	-	1	
CC	2nd and			1	1	1	11		I	
	2nd	Class		1	1	1			1	
	1st & 2nd 2nd	Class		11	10				1	
	Saloon			2	53			1	1	
Locomotive	steb	Ten		1	1			-	T	
Locon	səup	Bug		15	15					
				e, 1889,	., 1889,			•	•	
				30th June, 1889,	31st Dec., 1889,		Turresco	AUNT TOUR	Decrease	
-	-	-	-			-		-		

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

Iron (Half-cost) <th></th>											
Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-cost) Half-c											
Half-cost)											
Half-cost)	ଭ	1,930	2,000	200	100	50	240	87	11	115	4 793
Half-cost)				••••			:	:		:	
Half-cost)			:					:		:	
Half-cost)			•						•		
Half-cost)		•••		••••	:	•••			•••		al
Half-cost)											Tot
Half-cost)		***		•••	••••		***				
Half-cost) 			••••	••••	•••					:	
Half-cost) 		:	:	:		:	:		••	:	
Half-cos					•					•	
Iron (H		•••		alf-cost)	•••		•••				
				Iron (H						•••	

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

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Share Capital Authorized, but not yet created, per Account No. 1. Stock and Share Capital Unissued, ", No. 2. Calls in arrear, ", No. 2. Borrowing Powers unexercised, ", No. 3.	0. 4	
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Cr.		0		ac	9		67
		00	head	63	10		12
	Half year ended 31st Dec., 1889	14.524	2,792	19,516	72		36,905
	f yea	00400	000	100	09		
	Hal 31	000128.	13	==	01 01		
			10 35		16 15 35 15		
		£ 1,702 3,579 9,178 9,178	1,282	15,067 4,448	31		
		6,556 6,556 20,808 33,312	: :	: :	: :		
			Parcels, Horses, and Carriages Mails	* *	::		
	RECELPTS	lst Class 2nd Class 3rd Class Excess Fares	nd Ca	::	Transfer Fees Miscellaneous Receipts		
	GEI	By Passengers, 1st Class Do. 2nd Class Do. 3rd Class Do. Excess Fa	ອີ		Rect		
Ŀ.	S E O	5, 1s, 2n, 2n, 2n, 2n, 2n, 2n, 2n, 2n, 2n, 2n	0rses	Merchandise Live Stock	ees		
ND	H	gera	8, H	andi tock	er F lane		
CO		Do. Do.	ails	erch ve S	Transfer Fees Miscellaneous		
AC	12 -	y Pa	"Pa	" M	" Tr		
UE						<u> </u>	
No. 9REVENUE ACCOUNT.	Half-year ended 31st Dec., 1838	£ 1,792 3,580 8,989 60	14,421 1,189 1,510	13,478 3,814	10		34,478
-RE	Ha e 316		-		1		
9	Half-year ended 31st Dec., 1889	s. d. 15 5 2 4 2 4 9 9			0 4	1 10	5
ю.	ec.,					17,577 11	36,905 12
R	alf-ye st D	£ 6,813 4,357 1,675	587 40	823 201 238	19,328	1.57	.905
					17		36
		To Maintenance of Way, Works, and Stations, see Abstract A., , Locomotive Pover, do. B., ,, Carriage and Waggon Repairs, do. C.,	do. E.	: :::		:	
	53	orks, ostra o. rs, d				carried to Net Revenue	
1.17	XPENDITURE	Work e Abst do.	-	0013,		Reve	
	TI	Vay, se on B	:0			Vet]	
	D	er, ver,	ົທີ 1 🏊	2230		to l	
	E	Port Port	arge on-	axes ses		ried	
	IXI	nand ions itive e an	Ch Ch Isati	nd T nd T			
	A	To Maintenance of Way, Works, a Stations, see Abstract , Locomotive Power, do. , Carrage and Waggon Repairs, do.	", General Charges, d ", Compensation	Lamage and Taxes Law Expenses Rents		", Balance	
	14 San I	Ma Loc Car				Bale	
	(Links	To	55 55 55	55 53		:	
					1		
	year ed ec.,	567 87 87	16 16	47	50	20	78
Dr.	Half-year ended 31st Dec., 1888	£ 5,667 4,800 1,387 1,387	605 91	829 829 239	18,328	16,150	34,478

No. 98.-WEST CORK RAILWAY.-REVENUE ACCOUNT, For Half-year ended 31st December, 1889.

		the second s	
	December, 1889	£ s. d. 3,389 18 9 175 19 4 354 0 0 3,207 14 1 3,207 19 7	8 21 7 0 0
	SLdI	10-0-0	
	RECEIPTS	By Passengers , Parcels , Mails , Hores, Carriages and Dogs , Godes	
	Dec., 1888	2,298 354 354 2,752 856	7,474
	Dec., 1839 Dec., 1838	£ 3. d. 4,029 15 4 4,187 4 8	8,217 0 0 7,474
	EXPENDITURE	To Maintenance, Working, and other charges ,, Balance available to pay Interest	
-	Dec., 1888	8 88 3 592 3 592	7.474

No. 9b.-CORK AND KINSALE RAILWAY.-REVENUE ACCOUNT, For Half-year ended 31st December, 1889.

No. 10.-NET REVENUE ACCOUNT,

1,413 4 2

413

	_		
CF.	Half-year ended 31st Dec., 1889.	$\begin{array}{c} \overset{g}{2}, \overset{8}{2}, \overset{4}{0}, \\ 2,580 13 & 0 \\ 17,577 11 10 \\ 49 & 4 & 8 \\ 49 & 4 & 8 \\ \end{array}$	20,207 9 6
59.		By Balance from last Half-year's Account, ,, Balance from No. 9 ,, Bankers' and General Interest	
For Half-year ended 31st Dec, 1889	Half-year ended Half-year ended 31st Dec., 1889	2,346 16,150 	18,496
or Half-year eno	Half-year ended 31st Dec., 1889	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	20,207 9 6
P		To Interest on Debenture Loans, &c, 2,939 2 9 ,, Bankers and General Interest, 2,939 2 9 9 ,, Ilen Valley Railway Co., 48 per cent. 2,204 0 9 ,, Clonakity Extension Railway Co., B63 11 1 ,, Bantry Extension Interest 13,625 14 11 ,, Balance	
Dr.	Half-year ended 31st Dec., 1888	2 2,739 146 1,987 536 536 12,213	18,496

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

		d. 11	-	10	10
		s. d.	00	6 10 0 0	9
	ec., 1889.	2 s. d. 13,625 14 11	6,262	7,363 4,800	2,563 6 10
	Half-year ended 31st Dec., 1889.	£ s. d. 1,320 0 0 764 18 5	795 5 3		:
- (Half-y	Rate per cent.	4 4	4	0 0 0
			::	÷	1
			39,763	240,000	rear
89.		Balance available for Dividend as per Account No. 10. No. 1 Preference Stock, 5\$ per cent No. 2 Preference Stock, 4 per cent	::	:	Balance to next Half-year
31st Dec., 1889.	0.	Balance available for Dividend as per Acco No. 1 Preference Stock, 54 per cent No. 2 Preference Stock, 4 per cent	cent. it	:	se to ne:
31st D		Balance available for Dividend as per No. 1 Preference Stock, 54 per cent. No. 2 Preference Stock, 4 per cent.	West Cork Preference Stock, 4 per cent. Kinsale Preference Stock, 4 per cent	:	Balanc
		- Divide ock, 54 ock, 4 p	ce Stock	:	
	ſ.	able for ince Sto nce Sto	reference rence S	 	
	15	e avails Prefere Prefere	ork Pr	ry Stoc	
	1	Balanc No. 1 No. 2	West (Kinsal	5,952 3,600 Ordinary Stock	
	°,	12,214	6,262	5,952 3,600	2,352
	1st Dec., 1888.	1,320	8,382		
	Half-year ended 31s	Rate per cent.	4	63	
	Half-y	£ 48,000 38,246	39,763	240,000	

No. 12.-ABSTRACTS.

100 Salaries, Office Expenses, and General Super- intendence	YT 10				-			
100 Salaries, Office Expenses, and General Super- intendence	ended 31st Dec.,							
1,879 Way:		Maintenance and Renewal of Permanent	£ -	s.	d.			d 0
248 Works 436 5 248 Repairs of Stations and Buildings		Way :				5,785	2	1
B. LOCOMOTIVE POWER. £ Salaries, Office Expenses, and General Super- intendence £ s. d. £ s. d. 70 Salaries, Office Expenses, and General Super- intendence 70 0 70 Nummo Expenses: Wages connected with the working of Locomotive Engines 1,327 14 1 1,361 Coal and Coke 1,327 14 1 1,361 Coal and Coke 1,327 14 1 1,361 Coal and Coke 1,777 9 1 125 Oil, Tallow, and other Stores 116 7 3 121 Water .		Works		-	and a second		~	40
B. LOCOMOTIVE POWER. £ Salaries, Office Expenses, and General Super- intendence £ s. d. £ s. d. 70 RUNNING ExpEnses :- Wages connected with the working of Locomotive Engines - 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 <t< td=""><td>5,666</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	5,666							
Salaries, Office Expenses, and General Super- intendence 25 5. 4. 25 5. 6. 70 intendence 70 70 0 RUNNING EXPENSES: Wages connected with the working of Locomotive Engines 1,327 14 1 1,261 Coal and Coke 1,327 14 1 1,361 Coal and Coke 1,777 9 1 125 Oil, Tallow, and other Stores 116 7 3 121 Water 24 11 3 43 Clothing 504 18 6 472 Wages 504 18 6 347 Materials 504 18 6	B.	LOCOMOTIVE POWE	P			6,813	15	5
1,261 Locomotive Engines 1,327 14 1 1,361 Coal and Coke 1,777 9 1 125 Oil, Tallow, and other Stores 116 7 3 121 Water 140 9 0 43 Clothing 24 11 3 REPAIRS AND RENEWALS : 504 18 6 472 Wages 504 18 6 347 Materials 504 18 6		LOCOMOTIVE POWE						
125 Oil, Tallow, and other Stores 116 7 3 121 Water 116 7 3 43 Clothing 140 9 0 24 24 11 3 3,386 10 8 472 Wages 504 18 6 347 Materials 504 18 6	£	Salaries, Office Expenses, and General Super- intendence		S. (d.	£	s.	
472 Wages 504 18 6 347 Materials 504 18 6	£ 70	Salaries, Office Expenses, and General Super- intendence RUNNING EXPENSES : Wages connected with the working of	£	-		£	s.	d.
AUGUSTICAED 100 110 110 111 -	£ 70 1,261 1,361 125 121	Salaries, Office Expenses, and General Super- intendence RUNNING EXPENSES : Wages connected with the working of Locomotive Engines Coal and Coke Oil, Tallow, and other Stores Water	£ 1,327 1,777 116 140	- 14 9 7	1 1 3 0	£	s.	d.
4,800 900 10 2	£ 70 1,261 1,261 125 121 43 472	Salaries, Office Expenses, and General Super- intendence	£ 1,327 1,777 116 140 24 504	14 9 7 9 11	1 1 3 0 8 6	£ 70	s. 0	d.

No. 12.-ABSTRACTS Continued.

Half-year ended 1st Dec.,							Half-year 31st Dec	r end ., 18	led 89.
1888		10		£	8.	d.	£	8.	d.
£ 30	Salaries, Office Expenses, and Gene intendence	ral Suj	per-		-	-	30	0	0
	CARRIAGES :								
341 264	Wages Materials			445 425		78			
			1		-	-	871	2	3
	WAGONS :								
388	Wages			364	5	6			
364	Materials ,		••••	410	4	7	774	10	1
1,387							1,675	12	4
D.	TRAFFIC EX	PENS	SES.		-			-	
D.					-				-
£ 3,411	Salaries and Wages				_		£ 3,584	s. 9	d 10
431	Fuel, Lighting, and General Stores				-		480	4	8
139 142	Advertising Printing, Stationery, and Tickets		•••		_		154	9	63
42	Wagon Covers and Ropes				-			19	7
16 229	Miscellaneous Expenses Clothing	•••			-		17	12	49
229	Horse Shunting Expenses	• • •	••••		_		27		10
4,438							4,583	18	9
E.	GENERAL (CHAR	GES	5.					
£							£	~	d.
250	Directors				_		250	s. 0	0
20	Auditors	•••					20	0	0
136	Arbitrators (Bantry Extension) Salaries				_		9	9	0
32	Office Expenses, Stamps, &c				_		20	10	3
6	Advertising	•••			-			19	6
3	Fire Insurance Irish Railway Clearing House	•••			-		0.77	-	4
33 17	Travelling Charges	• • •					37	4	4
48	Printing, &c						22	7	1
60	Officers' Superannuation	•••					60	0	0

3.-GENERAL BALANCE SHEET.

Dr

5	20 10 00 00 00 00 00 00 00 00 00 00 00 00	3 2
	£ 9,832 7555 1,587 1,587 6,507 1,433 1,433	24,022 7 9
	credit thereof as per 	
	d. 11 d.	6
	8 8. 8 454 1 454 1 454 1 5,936 17 ,936 17 ,114 12 ,890 17	2
	 8. 13,625 454 5 454 5 3,936 17 4,114 12 1,890 17 	24,022 7 9
	Le : : : : : :	
	edit 1	
	To Net Revenue Account, Balance at credit thereof as per Account No. 10 Unpaid Dividends Interest Accrued on Debenture Stock Sundry Outstanding Accounts	

Half-year ended 31st Dec., 1889		6,536 32,504 91,994	131,034
		: : :	
	5	Passenger Trains Goods do. Mixed do.	
Half-year ended 31st Dec., 1888	0100	0,316 29,290 91,998	127,604
Miles Worked by Enginee	D	60 24 3	843
Miles to be Con-		1.1	1
Miles Con- structed		60 24 8	844
Miles authorized		60 24 ³ / ₄	643
1		Lines Owned by Company Lines worked by Company	

JOHN WARREN PAYNE, Chairman of the Company. EDWARD H. DORMAN, Secretary and Acct. of the Company.

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No. 15.-STATEMENT OF TRAIN MILEAGE.

No. 14.-MILEAGE STATEMENT.

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.

JOHN R. KERR, Engineer.

Cork, January 20th, 1890.

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.

JAMES W. JOHNSTONE, Locomotive Engineer.

Cork, January 7th, 1890.

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 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, HENRY H. BEALE, Auditors.

Cork, January 28th, 1890.

Cork, Bandon and South Coast Bailway

EIGHTY-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 12th day of FEBRUARY, 1890, at the hour of 12.30 o'clock, p.m., for the purpose of receiving the Report and Statement of Accounts from the Directors for the Half-year ended the 31st December, 1889, and of transacting the general business of the Company.

The Transfer Books will be closed from the 30th January to the 12th February, both days inclusive.

By order of the Board,

EDWARD H. DORMAN, Secretary.

CHIEF OFFICES, TERMINUS, ALBERT QUAY, Cork, 22nd January, 1890.

Proprietors are requested, in case of change of address, 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 ... 12th FEBRUARY. DIVIDENDS PAYABLE ... 1st MARCH.

CORK, BLACKROCK, AND PASSAGE RAILWAY

COMPANY.

REPORT OF DIRECTORS

SIX MONTHS ENDED 31st DECEMBER, 1889,

FOR

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE EIGHTY-SEVENTH

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT THE OFFICES OF THE COMPANY,

TERMINUS, ALBERT STREET, CORK,

On FRIDAY, 21st day of February, 1890,

AT ONE O'CLOCK IN THE AFTERNOON

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

REPORT OF THE DIRECTORS

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

EIGHTY-SEVENTH HALF-YEARLY GENERAL MEETING to be held on FRIDAY, the 21st day of February, 1890,

at One o'clock, p.m.

YOUR Directors beg to submit herewith the Accounts for the Half-year ended 31st December last, duly certified by your Auditors.

The Receipts from all sources shew an increase on the Half-year of \pounds 559 IIs. 2d., as follows, viz. :--

Description of Traffic.		1889	1888	Increase	Decrease
Number of Passengers		231,196	217,936	13,260	- 1
Passengers		£ 7,959	£ 7,352	£ 607	£
Subscription Tickets		928	907	21	_
Parcels and Dogs		316	337	-	21
Mails		20 181	20 162	19	
Merchandize Miscellaneous Receipts	**	69	135	- 19	66
Miscenaneous Receipts		9,473	8,913	560	

The working expenses are slightly under the corresponding period.

A sum of \pounds 531 7s. 5d., has been expended on Capital Account in making a Loop Line at Blackrock and Interlocking Signals, in accordance with the Board of Trade requirements. This expenditure your Directors considered necessary, to enable them to offer further increased facilities to their passengers during the coming summer.

The Merchant Shipping (Life Saving Appliances) Act, 1888, and Regulation of Railways Act, 1889, are receiving the attention of your Directors, who are in communication with the Board of Trade on the subject. If the former Act be not modified to some extent to meet the requirements of Steamers such as ours, we fear serious public inconvenience will be caused without attaining the ends aimed at.

The balance to the credit of Revenue Account amounts to $\pounds_{3,301}$ 4s. 5d. After making provision for Interest and Preference Dividends, and placing the usual sums to the credit of the Steamers Renewal and Railway Suspense Accounts, your Directors are enabled to recommend the payment of a Dividend on the Ordinary Shares at the rate Two per Cent. per Annum, being Four Shillings per share, payable on the 4th March, 1890, carrying forward \pounds 685 7s. 5d. to next Half-year.

The Directors who retire by rotation are J. H. Sugrue, Timothy Mahony, and M. D. Daly, Esquires, who being eligible offer themselves for re-election.

D. McCarthy Mahony, Esq., the Auditor retiring by rotation, also offers himself for re-election.

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

Company's Offices, Terminus, Albert Street, Cork, 7th February, 1890.

DIRECTORS.

JOHN H. SUGRUE, Esq., J.P., D.L., Cork, Chairman.
TIMOTHY MAHONY, Esq., J.P., Cork.
JOSEPH H. CARROLL, Esq., Cork.
WILLIAM THOMAS BARRETT, Esq., Cork.
DENNY LANE, Esq., Cork.
WILLIAM H. SHAW, Esq., M.E., Kilnap Glen, Cork.

MAURICE D. DALY, Esq., J.P., Cork.

J. J. O'SULLIVAN, General Manager. F. K. PARKINSON, Secretary & Accountant

. COMPANY RAILWAY PASSAGE AND BLACKROCK, CORK,

HALF-YEAR ENDING 31st DECEMBER, 1889.

[No. 1.]

Statement of Capital authorised and created by the Company.

	Cap	Capital authorised.	Capital	Capital created or sanctioned	ictioned.	1	Balance.	
Acts of Farliament, or Certificates of the Board of Trade.	Shares.	Loans or Debenture Stock,		Shares. Debenture Stock.	Total.	Shares.	Loans or Debenture Stock.	Total.
9 & 10 Victoria, 16th July, 1846	130,000 26,000	£ 43,330 173,330 8.600 34,600	£ £ 173,330 118,340 2,000 2,000 34,600 26,000	£ 26,000	£ 161,670 2,000 26,000	£ 11,660 	£ Cancelled by Act of 11,660 { 23831 3,600 8,600 8,600	by Act of 8,600
Total	158,000	158,000 51,930 209,930 146,340 48,330 189,670	30 146,340	43,330	189,670	:	8,600	8,600
[No. 2.] Statement of Share Capital created, showing the proportion received.	reated, sh	lowing the	proportio	n receiv	red.			

Amount unissued. £ 12,920 12,920 ount uncalled. 91 : : : Amount received. Calls in Arrear. ब : : : <u>لا</u> 13,080* 2,000 118,340 133,420 Amount created. £ 26,000 2,000 118,340 146,340 : : : ::: : : : : : : : : : Description. Total.

issued to Munster and Leinster Bank Ltd., as security against overdrafts. Shares • 350 of thos

... £43,330 Total raised by Loans, and by Debenture Stock, £4,580 38,750 38,750 : TOTAL. 47 32,90032,900Amount Received during Half-year, ending 31st Dec., 1889. £ 3. d. Total 42 :: : : : Raised by issue of Debenture Stock. Cr. At 44 per Cent. 2,500 2,500 42 Amount Received d of June, 1889. :: : At 44 per Cent. 300 42 Total amount authorised 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 At 4 per Cent. 30,100 30,100 Receipts and Expenditure on Capital Account. 4 Capital raised by Loans and Debenture Stock. 5,850 • • Total. 42 At 41 per Cent. At 5 per Cent. RAISED BY LOANS. 700 Balance, being available Borrowing Powers at 31st December, 1889. 42 4,450 42 d. TOTAL. At 4 per Cent. 92 700 47 Amount expended during Half-year ending 31st Dec., 1889. s. d. :: લ :: Amount Expended to 30th June, 1889. Dr. ŝ Existing at 30th June, 1889 ,, at 31st Dec., 1889 କ Increase Decrease [No. 4.] [No. 3.]

0000000 0-101 00 90 6 00100 2,850 5,850 32,900 32,900 339 339 1,525 2,510 179,916 176,880 3,636 1,790 0 0 1,790 0 0 11111 IIII 0000000 000000 9 £ 133,420 5,850 32,900 32,900 339 1,525 1,525 175,090 . BY RECEIPTS Shares, per Account No 2, Ioans, per Account No. 3, Debenture Stock, per Account No. 3, Bours on Shares re-issued Forfeited Shares Old Materials of abandoned Line ... Temporary Ioans... * : Balance 015010 9 140,028 11 13,323 11 15,485 9 11,078 17 6 179,916 20 10 111 5 0 531 531 ~ 10 CV 10 - $\begin{array}{c} 139,497 & 4\\ 13,323 & 11\\ 15,485 & 9\\ 15,485 & 9\\ 11,078 & 17\\ \end{array}$ 2 179,385 To EXFENDITURE On Lines open for Traffic Working Stock Special Items Steam Vessels

$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Less Debit Balance on Capital Account, per Account No. 4	Share and Loan Capital authorized, but not yet created or sanctioned, per Account No. 1 Share Capital unissued, per Account No. 2 Borrowing Powers unexercised, per Account No. 3
--------------------------------------------------------	----------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

J. 000 0 6 d. 61 5-5-10 01 Half-year ending 31st Dec., 1889. ending ., 1889. 9 2 2 1 2 2 1 6 2 8 0 0.0 010 4 5 3 1 9 10. 10 0 10 31 0 1,218 15 186 8 00 % 0 1211 ending 31st Dec., 1889. 2 s. d. 2,055 11 * -11 °. 9 2ending ., 1889. No. 4, 3,036 s issued s. 113 113 110 110 00 30 °° 3,120 19 0 259 19 Half-year e 31st Dec., 866 9 866 9 1,035 2 661 6 177 14 120 8 7,000 22,897 214,369 195 895 £ 539 113 78 78 80 80 808 £685 £ 107 591 1,370 2,861 Half-year 31st Dec., ar: : : : : : 40 0050 other Depts. 0 0 00 d. 10 1-10 0 2 3 000 ŝ 10 . ::::: -3 0 0 t Way, &c., to 1 13 16 8 272 258 127 67 9 Salaries and Wages, &c. Fuel, Lighting, Water, and General Stores... Clothing Printing, Stationery, Advertising and Tickets Miscellaneous Expenses Omnibus and Cartage Expenses 136 50 1,183 £68 କ୍ଷ 1111 workto Half-year Locomotive Power. Proportion of Salaries from Loco. dept. Proportion of General Charges Less propn. of Salaries chgd. Salaries and Wages to Crews, &c.... Coal and Stores Repairs (Wages and Materials) ... Repairs at Piers, Gangways, &c.... Miscellaneous Expenses Cr. REPAIRS AND RENEWALS :-Wages Materials Traffic Expenses. 4 10 03 Vessels. Revenue, £6,080 2,000 118,340 . . . Appropriation of Balance Available for Dividend Steam Clothing Deduct Amount charged to ended 31st Dec., 1889 ... Balance to next Half-year :::: 0 00 00 01 Half-year ending 31st Dec., 1888 00 9.
 188
 6

 7
 18

 848
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 100
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 20 £ 8. 121 11 A. Ĥ :::: Sheet. D E 530 ame d. 10. 10. 11. 11. 10 00 00 11 00 s. d. 13 2 12 10 5 0 7 1 10 11 19 8 Half-year ending 31st Dec., 1888. 112 112 115 115 19 Balance 10 d. 11 8 8 2 07 0 : : : £ £ 933 933 731 296 127 2,914 ŝ 13 83 244 1015 3,159 £ 529 62 63 63 A 5.5 Account No. 10 112 278 200 25 27 42 BSTR d. d. 10 10 10 10 General 10 20 5-200 p.O 00 3 11 95 111 C. Repairs & Renewals of Carriages & Waggons. Half-year ending 31st Dec., 1889. s. 13 16 16 19 2 Half-year ending 31st Dec., 1889. 176 15 01 30 10 00 4 10 03 00 443 13 176 18 . O d. 17 6 10 £ 100 15 29 29 29 15 15 530 339 ŝ 11 33 16 12 10 52 60 328 18 £14.369 11 Balance available for Dividend, as per 44 per Cent. Preference Shares 5 per Cent. Preference Shares Ordinary Shares ... Half-2,055 263 1,330 787 8,463 3,469 91 5 4 11 12 11 d. 00 00 A 11 3 ount 84 92 221 106 92 per Ac Repairs of Roads, Bridges, Sig-nals, & Works Repairs of Stations and Buildings MILES MAINTAINED. Single, 6 miles, 374 chains. Sig-: : : : Salaries Maintenance & Renewal of Per-manent Way: Proposed Maintenance of Way, Works, &c. 38 Charges. Steamers Wages ... Materials ereof, credit the Wages ... Materials • • • • • • • Total :: to CARRIAGES :--Wages Materials General Less proportion charged AGGONS :--To Net Revenue Account, Balance at cr No. 10 Balance at cr Unpuid Dividenda and Interest ... Bundry Outstanding Accounts ... Reserve Fund Due Bankers ... Renewal Fund for Steamers ... ss Expense so. 500 Dr. Directors Auditors Salaries Office Expenses Advertising Fire Insurance Miscellaneous Ex d. £ s. 1,539 16 Α. 12 4 ending 31st Dec., 1888. 1,139 £400 Half-year ending 31st Dec., 1888 1888 149 16 10 0 d. 4 14 7 4 101--00 Half-yearending S1st Dec., ik 2 s. d. 92 13 0 52 9 3 000 °.0 £461 11 02 3 3 . 0 101 25 E 145 297 44 202 50 887 10 10 13 10 13 ଭ 00 00 11 d. 00 7 00 00 Half-year [No. 12.] [No. 13.] 10 13 [No. 11.]
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 Rate per cent ŝ 10 13 490 329 144 177 40 8

15.] Statement of Train Mileage.	Half-year ending Half-year ending 31st Dec., 1888. 31st Dec., 1888. 31st Dec., 1888. 31st Dec., 1888. 36, 327 Passenger Trains 36, 327 Extra Miles 36, 576 Total	JOHN H. SUGRUB, F. K. PARKINSON,	Permanent Way, &c. Buildings, and other Works, have, during the past Half-year, been maintained JOHN R. KERR for J. W. DORMAN, Engineer.	g the Rolling Stock. Waggons, Machinery, Tools, and the Marine Engines and Steam Vessels, have, during C. E. ELWOOD, Locomotive and Marine Superintendent.	Certificate. certificate. the Ratement of the financial condition of the Company, and that the Dividends proposed the Revenue of the Half-year with all expenses, which ought, in our judgment, to be D. M'CARTHY MAHONY, AUDITORS. THOMAS EXHAM,	<section-header><section-header><section-header><section-header><section-header><section-header><section-header><text></text></section-header></section-header></section-header></section-header></section-header></section-header></section-header>
[No.	Half-yea 31st De. 36,			ug the Waggon	Certi ue stater the Ru	GLENBROOK 96 50
the Tool 'cell	6 Miles Miles Constructed. by Engines. 6 Miles, 37Å Chains.		respecting onent Way, Stat	Cortificate respecting Company's Plant, Engines, Carriages, W working order and repair.	Auditors' C contain a full and true ereon, after charging th	MONKSTOWN 109 50
			Certificate mpany's Perm	Cert: y's Plar order an	Accounts " due th 1890.	These Steamers work the traffic between the Terminus at
Statement.	Miles Miles thorised. Miles, Chains.		the Comp	Compar working	ve Half-yearly Accounts conta s are "bona fide" due thereon, 14 <i>th February</i> , 1890.	Passage, and Glenbrook, Monkstown, Ringaskiddy,
	Miles Muthorised. 6 Miles, 37 ⁴ / ₃ Chains		Jo	of the n good	All	Haulbowline, Queenstown, Currabinny,
Mileage	Line owned by Com- pany		I hereby Certify that the whole in good working condition and repair. 29th January, 1890.	aat the whol 1 maintained	- We hereby Certify that the above to be declared on the Several Shares paid thereout. Company's Offices, 1	and Crosshaven.
		-	I hereby Certify good working condi 29th January, 1890.	1 hereby Certify th e past Half-year, been 29th January, 1890.	e hereby selared oi ireout.	
[Nº. 14.]	Half-year ending 31st Dec., 1888 6 Miles. 374 Chains.		I h in good 29th J	I h the past 29th J	. W to be de paid the	

Cork, Blackrock, and Passage Railway COMPANY.

Notice is hereby given, that the next Half-yearly Ordinary General Meeting of the Shareholders of the above Company will be held in the Board Room at the Terminus, Albert Street, Cork, on FRIDAY, the 21st day of February, 1890, 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 Saturday, the 8th day of February, until the 21st day of February, 1890, both days inclusive.

By Order of the Board,

F. K. PARKINSON, Secretary.

TERMINUS, ALBERT STREET, Cork, 17th January, 1890.

CORK & MACROOM DIRECT RAILWAY COMPANY.

REPORT OF DIRECTORS

STATEMENT OF ACCOUNTS

FOR

AND

SIX MONTHS ENDED 31st DECEMBER, 1889, TO BE SUBMITTED TO THE SHAREHOLDERS,

AT THE

FIFTY-THIRD

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT THE

COMPANY'S OFFICES, CAPWELL, CORK, On THURSDAY, 27th FEBRUARY, 1890.

AT TWO O'CLOCK, P.M.

Cork & Macroom Direct Railway Company.

LENGTH, 241 MILES.

DIRECTORS.

SIR JOHN ARNOTT, KNT., J.P., D.L., Woodlands, Cork, Chairman.
DENNY LANE, Esq., South Mall, Cork, Deputy Chairman.
CAPT. RICHARD TONSON RYE, J.P., D.L., Rye Court, County Cork.
TIMOTHY MAHONY, Esq., J.P., Drumeora, Cork.
CHARLES RAYCROFT, Esq., J.P., Gurteenroe House, Macroom.
E. RONAYNE MAHONY, Esq., J.P., Dunedin, Co. Cork.
MARTIN FLAVIN, Esq., Sunday's Well, Cork.
PATRICK F. DUNN, Esq., Watercourse, Cork.

REPORT.

Your Directors beg to submit herewith Statement of the Company's Accounts for the half-year ending 31st December, 1889.

The gross receipts shew an increase of £581 over the corresponding period; of this increase £469, as will be seen (Account No. 9), is on Merchandise, which indicates an improvement in the general trade of the country. The number of Passengers carried over the Line shews an increase of 2,498.

The Expenditure on Capital Account during the half-year amounts to $\pounds 673$ 18s. 3d. For particulars see Account No. 5.

The Working Expenses shew an increase of $\pounds 1,279$ 35.7d. Of this sum $\pounds 945$ was expended partly on continuation of the relaying of the Line with Steel Rails and partly by payments on account of the Iron Bridge in course of construction over the Sullane River, to replace the original Timber Bridge. The Iron Bridge is now nearly completed, and will be open for Traffic within a month.

After payment of Interest on Debentures, Debenture Stock, &c., the Revenue Account shews a balance of Profit on the half-year's working of $\pounds 669$ 4s. 2d., from which is to be deducted a Debit Balance of $\pounds 61$ os. 8d. of the preceding half-year, leaving a net balance of profit for the year ending 31st December, 1889, of $\pounds 608$ 3s. 6d., out of which the Directors recommend payment of a Dividend of $\pounds 2$ 15s. od. per cent. per annum on the Preference Shares of the Company, carrying forward to next account $\pounds 1$ 2s. 3d.

The Report read at the last General Meeting of the Shareholders of the Company, held on 26th August, 1889, contained the following paragraph :---

"Since the closing of the books the Directors have been advised

"that the sum of $\pounds_{7,089}$ os. 10d., appearing in Accounts "Nos. 10 and 11, as a balance available for Dividend, should "not have so appeared in these accounts."

The Directors, desiring to obtain specific instructions as to the proper mode of dealing with the sum in question, again consulted Counsel, and were advised that the amount of $\pounds_{7,089}$ os. 10d. should be transferred by placing it to the Debit of the net Revenue Account (No. 10), and to the Credit of the Capital Account (No. 4), and such transfer has accordingly been made.

The Directors retiring by rotation are Messrs. T. Mahony and Denny Lane, who are eligible, and offer themselves for re-election.

Mr. Edward Harding, the Auditor, who retires by rotation, offers himself for re-election.

JOHN ARNOTT, Chairman. G. PURCELL, Secretary.

Locomotive Engineer's Report.

TO THE

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

Locomotive Department—Report of Repairs and Renewals from July 1st to December 31st, 1889, to Engines and Rolling Stock to keep them in good working order :—

No. 3 Engine-Lifted new crank axle (steel); boxes lined for horn plates at sides; brasses lined on ends, &c.

No. 4 Engine—General repair; new pair big-end brasses; new set brass tubes; axle boxes lined at sides; bearing brasses lined on ends; copper on fire-box and new copper stays; new exhaust pipe; new regulator spindle; two new eccentric strap-brasses; new plate on front of smoke-box; glands all bushed, and cocks and valves all turned up, &c., &c.

Carriages—Five carriages for repairs to axle boxes, brasses, body, roof, and handles, glass, &c. ; three of them all cleaned down, body all varnished, framing, wheels, and top painted, &c.

Waggons---Twenty-five under repairs to body, axle boxes, brasses, buffers, spring covers, painting, &c.

Also, two waggons all made new, except the wheels and heavy iron work.

I remain, Gentlemen,

Your obedient Servant,

C. STORER, Locomotive Supt.

1889.

DECEMBER 31sr,

ENDING

HALF-YEAR

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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; three quarters of a mile has been relaid with steel rails and creosoted sleepers, and, in addition, 750 creosoted sleepers have been put into the Line for repairs; $9\frac{3}{4}$ miles of the Line has been channeled and drained; a culvert at Crookstown has also been supplied with new longitudinal baulks and sheeting; the new Bridge over the Sullane River and approaches are progressing favourably, everything will be completed in about a month.

I am, Gentlemen,

Your obedient Servant,

A. BARNARD, Assist.-Engineer.

u. 1] Statement of Capital authorised and created by the Company. dets of Parliament or Certificates of the Board of Trade. Capital anthorised. Capital	Description. Amount created Amountreceived. Calls in Arrear. Amount uncalled Amount unissued		* Not yet available.	136,200 92,000 228,200 136,200 72,000 208,200 20,200 20,000	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	£21,000 4,800 16,200 7,000 23,200 16,200 7,000 23,200	··· ··· 44,150 10,000 54,150 44,150 10,000 54,150 ··· ··· ···	Vic., Sess. 1868 44,150 75.850 40.000 115.850 75.850 40.000 115,850	£120,000 £ £ £ £ £	Shares, Loans, Total. Shares. Loans, Total. Shares. Loans.	Capital authorised. Capital created or sanctioned.	
	Statement of Capital authorised and created by the Company. Statement of Statement of States of the Board of Trade. Capital authorised. Dy the Company. 1861 Eaple Capital authorised. Capital authorised. Capital authorised. Balance. 1861 Ease. 1868 Ease. 1868 Ease. Ea	authorised and created by the Company. Capital authorised. Capital authorised. Capital authorised. Balance. Capital authorised. Capital authorised. Capital created or sanctioned. Balance. Shares. Louns. Total. Shares. Loans. Total. Balance. \mathcal{E}	authorised and created by the Company. Capital authorised. by the Company. Capital authorised. Capital created or sanctioned. Balance. Emerginal Loans. Total. Shares. Loans. 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75,850 44,150 16,200

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Ordinary Shares Five per Cent. Preference Shares Ordinary Shares-New Issue...

Total ...

136,200

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1No. 3.]

Capital raised by Loans and Debenture Stock.

5

	Debenture Stock Total Louis and at 4 per Cent. Debenture Stock.	£ 56,160 57,000	840	£72,000 57,000	£15,000		TOTAL.	Ł s. d.	$\begin{array}{c} 135,962 \\ 24,890 \\ 32,110 \\ 32,110 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 $	>	7,089 0 10 6,800 2 10
LE STOCK	Debenture Stock at 4 per Cent.	£ 31,270 32,110	840	::		Cr.	Amount received during llulf-year ending Dec. 31st, 1889.	£ s. d.	Dr2,400 0 0*	:	7,089 0 10
ID DEBENTUI	Total Loans.	£ 24,890 24,890	::	::			Amount Received did to to en June 30th, 1889.	s. d.	10 0 0 0	25 0 0	::
RAISED BY LOANS AND DEBENTURE STOCK	At 5 per Cent.	£ 7,970 4,970	3,000	ent No. 1		ount.	Amoun June 3	କ	138,362 24,890 31,270		
RAISED	At 44 per Cent.	£ 16,920 19,920	3,000	d, as per stateme		Expenditure on Capital Account.			No. 2 No. 3 r Account No. 3	Net Revenue Account,	
	At 4 per Cent.	93		of Capital creater	st December, 18	nditure on		BY RECEIPTS:	Shares, per Account No. 2 Loans, per Account No. 3 Debenture Stock, per Account No. 3	Land Sold	December, 1888 Balance
			: :	respect	ers at 3	Expe			Sha Loa Del	Tra	2 1
	12.22		:::	enture Stock, in above	e borrowing powe	Receipts and	TOTAL.	£ 8. d.	159,358 2 3	26,284 8 1 21,234 3 4	
		1889	:	by Loans and Del	Balance being available borrowing powers at 31st December, 1889	R	Amount Expended during Half-year Dec. 31st, 1889.	£ s. d.	673 18 3	• • • • • • • •	
		Existing at 30th June, 1889 Ditto at 31st December, 1889	Increase	rised to be raised by Loans and De	Bala	Dr.	Amount Expended to June 30th, 1889.	£ 8. d.	158,684 4 0	26,284 8 1 21,234 3 4	
		X		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		[No. 4.]	1		TO EXPENDITURE ON LINE: 158,684 On Cork Extension	Working Stock	

[[]	Details of Capital Expenditure, for Half-year ending 31st December, 1889.	Expenditu	re, for H	alf-year	ending 3	list Dece	mber, 18	389.	1	
	New Iron Bridge over Sullane River New Houses at Macroom-Boundary Wall	acroom-Bou	River ndary Wall		::	£655 0 18 18	0 3			
						£673 18	03			-
[No. 6.]		Retur	Return of Working Stock.	king Sto	ock.					
		LOCOMOTIVE.			COACHING.			MERCHA	MERCHANDISK AND MINERAL.	ERAL.
		Engines	First Class.	Second Class.	Composite.	Third Class.	Break Van.	Goods Waggons.	Waggons covered.	Trucks.
Stock on 81st Dec., 1889 Ditto on 80th June, 1889		4 4	C? C?	ର ର	1	00 00	60 60	10	63 63	10
[No. 7.1	Estimat	Estimate of further Expenditure on Capital Account.	er Expend	liture o	n Capital	Account	ئە	20		
Fet mer					-	FUB	HER	EXPENDITURE.	TURE.	
					During	During the Half-year ending June 30th, 1899.		all	Tor	ToraL.
					ଙ୍କ	s. d.	A3	s. d.	a	а. С.
Completion of New Iron Bridge over Sullane River, &c., not yet ascertained-about £500.	ver Sullane River, &c., no	t yet ascertain	ed—about £50	00.	:					
O										

Completion of New Iron Bridge over Sullane River, &c., not yet ascertained-about £500.

:

*

Calls on Shares cancelled by Act 52 & 53 Vic, Sess. 1839, now carried to credit of Sundry Outstanding Accounts.

0 10 7,089

00

206,876 13

60

673 18

206,202 15 5

[No. 8.]	Capital Powers and other Assets available to meet further Expenditure, as per No.	ailable to	meet furt	her Expend	liture, as per	No. 7.	
	Loan Capital authorised, but not raised (No. 3) Share ,, calls in arrear (No. 2)	::	11	::		£15,000 0 0 237 10 0	
	Capital Expenditure over Receipts at date (No. 4)	:	:	:	£1	£15,237 10 0 6,800 2 10	-
	Total	•••			··· £	£8,437 7 2	1
[No. 9.]	Dr. R.	Revenue A	Account.			Cr.	
10 21	Expenditure.				Receipts.		
888 888	ee abstractA	Half-year ending 1 Dec. 31, 1889 3 4 L s. d. L s. s. s. L s. s. s.		By Passengers- ., First Class ., Second ., ., Military ., Excess Fares ., Subscription Tickets	3,355 3,355 62,924 62,924 309 309	63	Half-year ending Dec. 31, 1889 & 2.54 0 0 565 0 6 ,268 1 7 19 1 7 13 8 11 58 2 4 3.68 19 5
2 128 2655 4,546	Loss of Goods Account	 2747 2 5,696 15 10	$\frac{249}{17}$ $\frac{249}{3}$ $\frac{249}{3}$ $\frac{28}{28}$ $\frac{28}{258}$ 301	, Parcels, &c. , Horses , Carriages , Dogs , Mails	77,57	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	11
		T	-942 	" Live Stock	: :	921 10	20 01
2,645	, Balance carried to Net Revenue Account $\dots \frac{2,075}{7,772}$	2,075 7 8 7,772 3 6	47 7,191	" Special and M " Transfer Fees	Special and Miscellaneous Receipts Transfer Fees	83 :	52 19 6 5 15 0 7,772 3 6
	a Of this amount, 2381 0s. 24. was expended on new Iron Bridge o	or Sullane Riv	er ; the amount of	sponded for same p	trpose at corresponding	r period wie £111.	
							131
[No. 10.]	Dr.	Net Revenue	Account.			Cr.	
Half-ger ending Dec. 31, 1886 406 803 192 31 10 1,442 1,442 7,089	To Interest on Debenture Stock Linterest on Mortgage and Debenture Loans	Half-year ending Dec. 31, 1889 Eec. 31, 1889 564 14 1 566 14 1 180 7 6 74 5 11 7,089 0 10 8,495 4 4 8,495 4 4	Half-year ending Dec. 31, 1888 5, 866 2, 645	By "	Balance brought from last Half-year's Account Balance Revenue Account No. 9	-year's Account 9 	Half-year ending Dec. 31, 1889 8. d. 2,075 7 8 2,075 7 8
8,531	6	9,103 7 10	8,531				9,103 7 10
[No. 11.]	Proposed Appropriation	n of Balance	nce Available	for	Dividend.		
Dec. 31, 1888	Balance from Account No. 10 Five per Cent. Preference Shares at the rate of 2 ³ per cent. per annum Ordinary Shares	t. per annum		111	111	£ s. d. 6071 3 	20 8. d 608 3 6
		Ralan	le to next Hall	4004-			- 0

Balance to next Half-year

2 3

0 0000 Half-year ended Dec. 31, 1889 0 6 Half-year ended Dec. 31st, 1889 Repairs and Renewals of Carriages and Waggons. d. 10 10 18 225 17 £ s. 10 313 15 Half-year ended 31st Dec., 1889 15 11 11 0 -Miles Worked by Engines. : 122 22 167 38,152 £9,090 16 313 03 4 00 0 244 General Charges. କ Salaries of Secretary Accountant, and Auditors' Fees ... Miscellaneous Ex-penses ... Advrsag & Stationery Rents ... Fire Insurance £6,800 ... 2,188 ... 65 d. 10 4 Miles Constructing, or to be Constructed. JOHN ARNOTT, CHAIRMAN. GEORGE B. MORGAN, ACCOUNTANT. 19 æ s. 231 81 :::: Cr. Half-year ended Dec. 31, 1868 CARRIAGES AND WAGGONS Wages Materials Ë 229 9 22 22 ଭ 168 By Balance of Capital, per Account No. 4 ... ,, General Stores-Stock of Materials on hand ,, Sundry Outstanding Accounts ,, Cash ut Stations Miles structed. 244 6 T.otal FO Half-year ending Dec. 31, 1889 50 11 d. Cen 3 1384 Traffic Expenses. Miles Authorised. 243 Half-year ended Dec. 31, 1888 SHO Statement of Train Mileage. General Balance Sheet. 216 322 Statement. 0 A 50 Half-year ended 31st Dec., 1889 & s. d. b s. d. ABSTR -A Half-year ended Dec. 31, 1888 2,290 2,290 1,363 1,147 手し 11 34 Mileage 0 6 4 6 0 2 16 10 10 0 05 £9,090 353 280 448 7,400 Maintenance of Way, Works, &c. £608 827 18 1,208 11 11 1,208 11 11 d. Half-year Ended Dec. 31, 1889 s. d. 2 & s. c 243 Maintenance and Renewal of Permanent Way, including Repairs of Roads, Bridges, Signals, &c., viz.: 4 20 0 20 47 Passenger, Goods, and Cattle Trains 1 19 13 15 £ 3. Line owned by Company Power. . Locomotive Wages and Salaries Materials Total MILES MAINTAINED Single Dr. m Α. Half-year e nded Dec. 31, 1888 Half year ended Dec. 31, 1888 8332 332 332 86 86 975 [No. 12.] Half year ended 3 1st Dec. 1888 1,255 647 [No. 14.] Half-year ended 31st Dec., 1888 [No. 15.] 35,805 [No. 13.7 244 0 **

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 goo working condition and repair. JAMES PRICE, Consulting Engineer. Certificate respecting Rolling Stock. I hereby Certify that the whole of the Company's Plant, Engines, Waggons, &c., have, during the past Half-year, been maintained in good working order and repair.	We, the Anditors of the Cork and Maeroom Direct Railway Company, do hereby certify, that we have examined the Accounts of the Company for the Half-yeary accounts a start of the Company for the Half-yeary Accounts a start of the Company, and we hereby certify, that we have examined the Accounts of the Company for the Half-yeary Accounts of the Internet of the Branchoulders, that we have examined the Accounts of the rain and the framewoil or the Company, and we hereby certify, that said Half-yeary Accounts be featured on the Framewoil or the Company, is <i>howe field</i> due thereon, after charging the Revenue a of the Half-year with all expenses, which ought to be thereout in our judgment. In the Accounts of the Half-year we of the Company, is <i>howe field</i> due thereon, after charging the Revenue Account No. 10, to the reedit of Capital Account No. 4. We are not satisfied that this transfer is valid without the consent of the Shareholders, and we therefore consider it on dary to call their attention to the Account No. 4. We are not satisfied that this transfer is valid without the consent of the Shareholders, and we therefore consider it on dary to call their attention to the Account No. 4. We are not satisfied that this transfer is valid without the consent of the Shareholders, and we therefore consider it on dary to call their attention to the Revenue Account No. 4. We are not satisfied that this transfer is valid without the consent of the Shareholders, and we therefore consider it on dary to call their attention to the Revenue Account No. 4. We are not satisfied that this transfer is valid without the consent of the Shareholders, and we therefore consider it or dary to call their attention to the Revenue Account No. 4. We are not satisfied that this transfer is valid without the consent of the Shareholders, and we therefore consider it or dary to call their attention to the Revenue Account No. 4. The account No. 4. The account Shareholders at the account Shareholders attent attention to the start of the Shareholde	
work	endri conta be de there Accoi	

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, 27th February, 1890, 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., 1889; to declare a Dividend on the Preference Shares of the Company; 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 17th instant, and will not be re-opened until after said Meeting.

BY ORDER,

G. PURCELL, SECRETARY.

Company's Offices, Capwell, Cork, 8th February, 1890. DERRY CENTRAL RAILWAY.

REPORT

OF THE

DIRECTORS AND ENGINEER, Aud Siniemeni of Acquinis, For Half-year ending 31st Dec., 1889, TO BE SUBMITTED TO THE PROPRIETORS AT TWENTY-NINTH MALF. YEARLY GENERAL MEETING TO be held at the COMPANY'S OFFICES, Coleraine, On Wednesday, the 26th day of Febinary, 1890, AT TWELVE 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.

CHAIRMAN:

THE RIGHT HONOURABLE Sir H. HERVEY BRUCE, Bart., Downhill, Londonderry.

DEPUTY CHAIRMAN:

COL. H. S. B. BRUCE, Ballysculiion House, Castledawson.

JOHN B.GUNNING MOORE, Esq., Loymount Cookstown.
B. M. GIVEEN, Esq., D.L., J.P., Cooldaragh, Coleraine.
JOHN HUEY, Esq., J.P., Cloonavin, Coleraine.
C. M. HOLLAND, Esq., Bryn y Grôg, Wrexham.
MAJOR J. J. CLARK, Rathlure, Maghera.

DIRECTORS' REPORT.

-:0:-

COLERAINE, January, 1890.

GHE comparative Statement of Receipts for the Half-years ended 31st December, 1888, and 1889, are as follows :--

	1888.	1889.	Increase.	Decrease.
No. of Passengers,	92,482.	98,206.	5,724.	1
Passengers, &c., Goods and Cattle, Carriage of Mails,	3.344 9 8 1.514 1 10 150 0 0	3,631 6 8 1,694 1 6 150 0 0	286 17 0 179 19 8	
Transfer Fees, Reats,	5,008 II 6 3 5 0 3 I5 0	5+475 8 2 0 7 6 3 15 0		2 17 6
	£5,015 11 6	£5,479 10 8	£466 16 8	£2 17 6

Thirty per cent. of £5,475 8s 2d—namely, £1,642 12s 6d, with \pounds_4 2s 6d, amount of Transfer Fees and Rents, making together the sum of £1,646 15s od, is payable to this Company, and is applicable to the payment of Interest to the Board of Works and general charges.

The Directors are glad to report that there is a very substantial increase in the Receipts of the Line for this half-year as compared with the corresponding half of last year—namely, £466 168 8d, as will be seen from the above figures, which show an excess in the Receipts over those of any half-year since the opening of the Line.

Major J. J. CLARK, who was appointed a Director by the Shareholders at the last Half-yearly Meeting, in the room of the late Dr. Joseph Clarke, has joined the Board.

The Directors have also to report that, by the agreement (under which this Line is worked by the Belfast and Northern Counties Company, for a period of 21 years,) this Company is bound (after the expiration of the first 10 years,) to supply all the Materials for the Renewal of the Permanent Way, as more particularly specified in said agreement; and that the 10 years will expire on the 19th of February, 1890.

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

No. I-STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY.	CAPITAL AUTHORIZED. CAPITAL CREATED OR SANC'D. BALANCE. By the Derry Central Railway Act, 1875, £220.000 £100.000 £320.000 £100.000 £320.000 £100.000 £320.000 £100.000 £320.000 £100.000 £320.000 £100.000 £320.000 £100.000 £320.000 £100.000 £320.000 £320.000 £100.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 £320.000 <th>CAPITAL CRE</th> <th>$\begin{array}{c c c c c c c c c c c c c c c c c c c$</th> <th>Received on Forfeited Shares, $\underbrace{\pounds 220,000 \ 0 \ 0}_{120,340 \ 0 \ 0}$ $\underbrace{\pounds 120,340 \ 0 \ 0}_{120,340 \ 0 \ 0}$ $\underbrace{\pounds 99,660 \ 0 \ 0}_{120,60 \ 0 \ 0}$ TOTAL, $\underbrace{\pounds 120,340 \ 0 \ 0}_{120,759 \ 5 \ 0}$ $\underbrace{\pounds 99,660 \ 0 \ 0}_{120,759 \ 5 \ 0}$</th> <th>*N.BInterest at 5 per cent. on this £15,000 is guaranteed by the Worshipful Companies of Mercers and Ironmongers.</th> <th>No. 3CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.</th> <th>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</th> <th>TOTAL AMOUNT AUTHORIZED TO BE RAIRED BY LOANS AND BY DEBENTURE STOCK IN RESPECT OF CAPITAL: Created, as per Statement No. 1, Total amount raised by Loans, as per above, *</th> <th></th> <th>No. 4.—KECELFI AND EAFENDITURE ON CAFILAL ACCOUNT. Amount Amount Expended to expended 30th June, during 31st Dec., 30th June,</th>	CAPITAL CRE	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Received on Forfeited Shares, $\underbrace{\pounds 220,000 \ 0 \ 0}_{120,340 \ 0 \ 0}$ $\underbrace{\pounds 120,340 \ 0 \ 0}_{120,340 \ 0 \ 0}$ $\underbrace{\pounds 99,660 \ 0 \ 0}_{120,60 \ 0 \ 0}$ TOTAL, $\underbrace{\pounds 120,340 \ 0 \ 0}_{120,759 \ 5 \ 0}$ $\underbrace{\pounds 99,660 \ 0 \ 0}_{120,759 \ 5 \ 0}$	*N.BInterest at 5 per cent. on this £15,000 is guaranteed by the Worshipful Companies of Mercers and Ironmongers.	No. 3CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	TOTAL AMOUNT AUTHORIZED TO BE RAIRED BY LOANS AND BY DEBENTURE STOCK IN RESPECT OF CAPITAL: Created, as per Statement No. 1, Total amount raised by Loans, as per above, *		No. 4.—KECELFI AND EAFENDITURE ON CAFILAL ACCOUNT. Amount Amount Expended to expended 30th June, during 31st Dec., 30th June,
No. I-STA	By the Derry Central I	5	DESC A or Preferred Shares (of B or County Guarantoed C or Ordinary Shares, *C or London Companies,	Received on Forfeited TOTAL,	*N.BInter	Z	Existing at 30th Jun " 31st Dec	TOTAL Created, as per State Total amount raised h	d	DR.

		0 0			11 3	11	1	II
CR.	Total to 31st Dec., 1889.	£ 8 120,759 5 100,000 0		185 6	£220.944 I	.C., 1889.		ц
NT.	Amount received during half-year.	d 2 s d 20,759 5 0) 31ST DE		CCOUNT.
L ACCOU	Amount received to 30th June, 1889.	0 21 2				R ENDEI		APITAL ACCOUN
No. 4RECEIPT AND EXPENDITURE ON CAPITAL ACCOUNT.		BY RECEIPTS : Shares and Stock Account No. 2, By Lean from Boniv Works as P Acc't No.		By Balance,		FOR HALF-YEA		7ESTIMATE OF FURTHER EXPENDITURE OF CAPITAL ACCOUNT.
PENDITU	Total to 31st Dec., 1889.		16		220,944 II 3	DITURE	NIL.	CR EXPEN
AND EX	Amount expended during half-year	d 2 3 d 2 30,944 11				C EXPEN		FURTHE
RECEIPT	Amount Expended to 30th June, 1889.	220,944 II 3	I			DF CAPITAI		IMATE OF
Dr. No. 4.		To Expenditure on Line,				No. 5DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31ST DEC., 1889.		No. 7EST

Not ascertained. Not ascertained.

CR.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	£21.753 5 7		Miles worked by Engines.	Worked by B. & N. C. Railway Company.	the Company. the Company. f the Company. AUDITORS. I other works, have . Engineer.
				Miles. constructed	$29\frac{1}{4}$	 Hervey Bruce, Chairman of the Company. Blair Stirling, Accountant of the Company. Blair Stirling, Accountant of the Company. the statement of the financial condition of the Company. MANENT WAY, Accountant, Jack, James Barton, Engineer.
No. 13GENERAL BALANCE SHEET.	d By Net Revenue Account, 8 ,, Ulster Bankting Company, No. 1 Account, 0 ,, Postmaster General, No. 2 Account, 3 ,, Grand Jury Coy Derry, £2250 9 ,, Rever's Company, £2560 9 , Irosmongers Company, 250 8 , Belfast and Northern Counties Bailway Company, 8 , Belfast and Northern Counties Bailway Company,		No. 14MILEAGE STATEMENT.	Miles Authorized.	294	H. Hervey Bruce, Chairman of the Company. J. Blair Stirling, Accountant of the Company. We hereby cortify that the above Half-yearly Accounts contain a full and true statement of the financial condition of the Company. RANE, Jan., 1890. 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 g the Half-year eading 31st Dec., 1880, been maintained in good working condition and repair. DUNDALK, Jan., 1800.
-GENERAL BA	1323 10 0 By N 523 10 0 By N 2,625 0 0 18,485 10 3 1 31 5 8 1 31 5 8 1 13 5 8 1 14 5 5 5 5 5 1 14 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	<u>£21,753 5 7</u>	Io. 14MILEAG			Accounts contain a full recarts nespective TH Central Railway Comp numtained in good work
No. 13.	counts,		4		any,	t the above Half-yearly CERTI ble whole of the Derry 300.
DR.	To Subscriptions,, Bundry Outstanding Accounts, Guaranteed Dividend Account, Board of Works interest, Income Tax,				Miles owned by the Company,	 H. Hervey Bruc J. Blair Stirling We hereby cortify that the above Half-yearly Accounts contain a full and true statement of th H. John COLERANE, Jan., 1890. CERTIFICATE RESPECTING THE PERMANENT WAY, &c. I hereby certify that the whole of the Derry Central Railway Company's Permanent Way, ? during the Half-year eading 31st Dec., 1889, been maintained in good working condition and repair.

Derry Central Railway Coy.

NOTICE IS HEREBY GIVEN, THAT THE TWENTY-NINTH 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 26th day of FEBRUARY, 1890, at the hour of TWELVE O'clock, noon, to receive the Directors' Report and Statement of Accounts, and to elect persons to supply the places of JOHN HUEY, Esq., and Major J. J. CLARK, two of the Directors retiring from Office in rotation, and who are eligible for re-election; to elect an Auditor in the place of J. M. JACK, 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 6th till the 26th day of February, both days inclusive.

(By Order),

JAMES BLAIR STIRLING, Secretary.

MANOR-HOUSE, Coleraine, Jan., 1890. Inblin & Kingstown Railway Company.

REPORT OF DIRECTORS

STATEMENT OF ACCOUNTS,

AND

HALF-YEAR ENDED 31st AUGUST, 1889,

TO BE SUBMITTED TO THE PROPRIETORS AT

EIGHTY-SEVENTH HALF-YEARLY GENERAL MEETING,

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

TO BE HELD AT

No. 35 WESTLAND ROW, DUBLIN,

ON WEDNESDAY, 25th SEPTEMBER, 1889,

AT TWELVE O'CLOCK, NOON.

DUBLIN AND KINGSTOWN RAILWAY COMPANY.

-REA

Dublin, 12th September, 1889.

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 31st August, 1889, and to transact other business.

> By order of the Directors, JOSEPH B. PIM, Secretary.

The Transfer Books are closed until the day of meeting.

Directors :

RIGHARD PIM, Chairman. WILLIAM ROBERTSON, Deputy Chairman. WILLIAM HONE. WILLIAM JAMESON. JOHN JAMESON. WILLIAM JAMES PERRY. JOSHUA J. PIM. GRAVES S. WARREN.

Jublin and Kingstown Bailway Company.

000000

DIRECTORS' REPORT.

IN THE Statement of Accounts now before you, the balance available for Dividend-including a surplus of £809 0s. 11d. carried from the previous account-amounts to £16,837 4s. 6d. Out of this sum the Board now declares, for the Half-Year ended 31st August last, a Dividend on the Capital Stock of the Company at the rate of $9\frac{1}{2}$ per cent. per annum, less Income Tax, after which a balance of £627 17s. Od. will remain to be brought to next account.

During the half-year, a sum of £515 9s. has been added to the Accumulation Fund.

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

Signed on behalf of the Board of Directors,

RICHARD PIM,

Chairman.

35 Westland Row, Dublin, 12th Sept., 1889.

ACTS OF PARLIAMENT.	CAPITAL AUTHORISED.	RISED.	CAI	CAPITAL CREATED.	9.		BALANCE.	
Stock	ck. Loans.	Total.	Stock.	Loans.	Total.	Stock.	Loans.	Total.
By 23rd Vic. cap. 62, Capital consoli- dated, reduced, and declared 350,	250,000 250,000 and 40,000 contingent	2 0 460,000 00 nt	\$50,000	£ 70,000	£ 420,000	w	£ 40,000 Contingent	£ 40,000
350	350,000 110,00	110,000 460,000	350,000	70,000	420,000	1	40,000	40,000
No. 2. Statement	OF STOCK (STATEMENT OF STOCK CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.	ATED, SHOW	ING THE	PROPORTION	N RECEIVE	D.	

COMPANY

RAILWAY

KINGSTOWN

AND LINE LEASED

DUBLIN

TO DUBLIN, WICKLOW, AND WEXFORD RAILWAY COMPANY. HALF-YEAR ENDED 31st AUGUST, 1889.

Cancelled બ Amount Uncalled 4 Arr 4 In £ 350,000 350,000 Received. £ 350,000 350,000 Created. par General Capital Stock, all issued at

No. 3.			CAPITAL	RAISED	BY LO.	CAPITAL RAISED BY LOANS, AND DEBENTURE STOCK.	LE STOCK.		
						RAISED BY LOAN.	RAISED BY DEBRWTURE STOCK.		TOTAL RAISED BY LOAN AND DEBENTURE STOCK.
Existing at 28th February, 1889 ,, 31st August, 1889	28th February, 1889 31st August, 1889	::	: :	::	<u>1897 -</u>	£400 outstanding £400 outstanding	£69,600 31 per cent. £69,600 ,,		£70,000 £70,000
	Increase Decrease	ase	::			(Interest thereon ceased on 1stSep- tember, 1888.)	11		11
Total Amount authorised to be raised by Total Amount raised by Loans, as above	rised to be raised by by Loans, as above	1 by Loa bove	ins and by	by Debent	ture Sto	respect of	al created £400 £69.600	38	£110,000
39	N almittanant	NOOR	:	:	:		•••	:	£70,000
Balance, b	eing available bor	rrowing [powers (ui	nder certs	un conti	, being available borrowing powers (under certain contingencies) at 31st August, 1889	ıst, 1889	:	£40,000
No. 4.	Dr.	RECEI	IPTS ANI	D EXPEI	NDITUR	RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.		Cr.	
	Amount Expended to 28th Feb., 1889.	Expende Half	Amount Expended during Half-year.	Total.	ul.		Amount Received to 28th Feb., 1889.	Amount Received during Half-year.	Total.
17	£ S. d.	4	s. d.	3	s. d.		4	બ	S.
To Expenditure-		1	1			By Receipts-			000 010

Total.	S.	350,000 70,000			420,000	
Amount Received to 28th Feb., 1889. Half-year,	બ			-	-	
Amount Received to 28th Feb., 1889.	a	350,000 70,000			420,000	
		By Receipts— Stock Loans				
	d.	2	-1	22	0	
al.	s. d.	1	2	12	0	
Total.	41	418,553 7	418,553 7 7	1,446 12	420,000 0 0	
ring	d.			1		
ed dui	s. d.	1		:		
Amount Expended during Half-year.	4					
to 89.	s. d.	2	-1			
ount aded ab., 18	ů	c0	3 7	:		
Amount Expended to 28th Feb., 1889.	્સ	Expenditure- in Lines open for Traffic 418,553 7	418,553 7 7			
		for		:		
		To Expenditure- On Lines open for Traffic		:		
		nditun nes c c		lce		
		Lin Lin		Balance		
		HOL		-		

DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31ST AUGUST, 1889. Nil. No. 5.

RETURN OF WORKING STOCK.	Refer to Lessees-The Dublin, Wicklow, and Wexford Railway Company.
No. 6.	

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

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.

	Balance of Capital unexpended, see No. 4				41,446 12 5
--	------------------------------------------	--	--	--	-------------

	Half-year ended 31st August, 1899.	£ 6, d. 18,000 0 0	18,007 1 6
	RECEIPTS	By Rent received from Dublin, Wick- low, and Wexford Railway Company to 1st July, 1889 , Special and Miscellaneous Receipts	
"I WOODOUT	Half-year ended 31st Angust, 1888.	£ s. d. 18,000 0 0 5 11 6	18,005 11 6
I MODOONT OT ADA DIT	Half-year ended 31st August, 1889.	f a d d a 306 19 8 435 15 7 17,264 6 3	18,007 1 6 18,005 11
	EXPENDITURE.	To General Charges	
O NT	Half-year ended 31st August, 1888.	278 1 11 379 2 2 17,348 7 5	18,005 11 6

No. 10.

NET REVENUE ACCOUNT.

Cr.

9 d. Half-year ended 31st August, 1889. 4 8 18,540 4 By Balance brought from last half-year's Account do. Revenue Account, No.9 ,, Banker's & General Interest Acct. RECEIPTS. 4 2 de 4 Half-year ended 31st August, 1888. 80 18,314 18 ---£ 499 17,348 467 Half year ended 31st August,'' 18,540 4 6 d. 009 °2 | 1,187 11 515 9 16,837 4 4 1 : : ! To Interest on Debenture Loan ,, Interest on Debenture Stock ,, Accumulation Fund ,, Balance available for dividend EXPENDITURE. Dr.9.0 g 18,314 18 4 17,092 6 10 Half-year ended 31st Angust, 1888. £ 8. d 192 0 (1,030 11

No. 11.

Half-year ended 34st August, 1889. . 9 0 £ ^{8.} 16,837 4 16,209 7 627 17 : :: Balance available for Dividend, as per Account No. 10 $\dots \dots \dots \dots \dots \dots \dots \dots \dots \dots \dots$ Ordinary Stock (being at the rate of $9\frac{1}{2}$ per cent. per annum, less Income Tax, at 6d.) \dots Balance to next Half-Year
 £
 s. d.

 17,092
 6
 10

 16,209
 7
 6

 882
 19
 4
 Half-year ended 31st August, 1888.

ABSTRACTS.

No. 12.

APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

gons.		Half-year ended 31st August 1889,	& s. d. 100 0 0 65 8 4 41 11 4	306 19 8		£ 8. d.
Do not apply.	E-GENERAL CHARGES.				General Balance Sheet. Cr.	d. l
A—Maintenance of Way and Works. B—Locomotive Power. Do	E-GEN		Direction		Dr.	8 9 9
A—Maint B—Locom		Half-year ended 31st August, 1888.	# 8. d. 100 0 0 68 2 4 9 19 7	278 1 11	No. 13.	

No. 14.				MILEAGE STATEMENT.	STATEMI	SNT.			
K					-	Miles authorised.	Miles constructed.	Miles constructing or to be constructed.	Miles worked by Engines.
Lines owned by the Company, Lines Worked, Lines rented,	pany,				17afaa	9	9		111
Tc	Total,	1	:	:	:	9	9	1	1
No 15			STAT	STATEMENT OF TRAIN MILEAGE.	TRAIN D	IILEAGE.			

Signed,

-The Dublin, Wicklow, and Wexford Railway Company.

Refer to Lessees

RICHARD PIM, Chairma

JOSEPH B. PIM, Secretary.

Dublin, Wicklow, and Werford Railway.

REPORT OF DIRECTORS

STATEMENT OF ACCOUNTS

AND

SUBMITTED TO THE PROPRIETORS

TO BE

AT THE

EIGHTY-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 17th DAY OF FEBRUARY, 1890.

Nº 10

Dublin, Micklow, and Merford Railway Company

SHAREHOLDERS

HOLDING £2,000 AND UPWARDS OF ORDINARY STOCK.

NAME	DESCRIPTION	ADDRESS
Armstrong, Richard Owen	Esquire, J.P	5, Clifton-terrace, Monkstown, County Dublin
Ball, John (deceased) Probate to Charles Ball	Esquire	12, Upper Leeson-street, Dublin
Rev. Thomas Preston Ball Lora St. Lo Elizabeth Ball	Widow	Dundry, Bristol 59 Lower Lesson-street Dublin
and William Edmund Wilkinson		52, Lower Leeson-street, Dublin 5. Upper Leeson-street, Dublin
Bank, Hibernian (Limited)		College-green, Dublin
Banking Company, The Bir- mingham (Limited)	-	Birmingham
Barrington, Sir Croker, and	Baronet	58, Fitzwilliam-square, Dublin
John Orpin Bessborough	Solicitor Earl of	47, Stephen's-green, Dublin 3, Mount-street, London, W.
Blake, Charles Joseph	Esquire	Heath House, Maryborough
Blount, William	Major Wife of Sir P.	
Margaret Grace and Eliza Browne	R. Grace, Bt.	8, Merrion-square, North, Dublin
Browne, Anthony		Elm-grove, Balllvor, Athboy
Brown, Henry Thomas	Surgeon-Major, M.D.	6, Glenworth-street, Limerick
Brunker, Thomas	Esquire, J.P	Windermere, Gilford-road, Sandymount
Burke, John, and	Esquire	8, Eblana-terrace, North Circular-road, Dublin
John Connolly Cairnes, Thomas Plunket	Esquire Esquire, J.P	6, Charlemont-terrace, North Circular-road, Dublin Stameen, Drogheda
Colles, Graves Chamney	Solicitor	
Cooper, William Spencer	Major-General	44, Grosvenor-place, London, S.W.
Corrigan, Wm. Joseph (deceased) Probate to Sir Richard Martin	Bart., D.L	81, Merrion-square, South, Dublin
and Charles Martin	Esquire Esquire, J.P.)	12, Fitzwilliam-place, Dublin
Courtenay, William and Elizabeth Jane Courtenay	his Wife	8, Crosthwalte-park, South, Kingstown
Cramsie, James (deceased)	-	
Probate to Jas. Moore(deceased) Alexander Murray	Esquire	
and William Moore Edwards, Thomas (deceased)	M.D	
Probate to Emily Edwards	Widow	16, Elgin-road, Dublin
Rev. Thomas Heany	Familie	Calry Glebe, Sligo
and William L. Payne Fegan, Thomas (deceased)	Esquire	15, Adelaide-road, Dublin
Probate to Rev. Jas. Robinson	R.C.C.	Geashill, King's County
and Thomas Wyer Findlater, William	Shop Assistant) Solicitor	22, Fitzwilliam-square, Dublin
Flusk Michael, and Eliza Mary	Victualler }	Gorey
Flusk Foot, William	His Wife S Esquire, J.P	59, Northumberland-road, Dublin
Frewen, Mary Clare		
Margaret Heffernan Mary Kate Quinn	Spinsters	Presentation Convent, Cashel
M. X. J. Carroll		
and Bridget Cleary) Fullerton, Charles Garth	Rev.	Thrybergh Hall, Co. York
John Warren Payne	Esquire	Beach House, Bantry
and Thomas Boone Nelson Garstin, John Ribton	Solicitor Esq., D.L, J.F.	6, Lawrence Pountney-lane, London Braganstown, Castlebellingham
Goodbody, Jonathan, Jun Grace, Sir Percy Raymond	Esquire	Braganstown, Castlebellingham Dame-street, Dublin
	Bart., J.P., D.L. Esquire, J.P.	Boley, Monkstown, County Dublin 3, Beresford place, Dublin
Hastings, Dominick	Esquire	Westport
Hoey, Charles Hoey, Eliza	Esquire Widow	59, Fitzwilliam-square, Dublin 59, Fitzwilliam-square, Dublin
Hoey, John	Esquire	80, Lower Leeson-street, Dublin
Hone, Brindley	Esquire	Vevay, Ballybrack, County Dublin
Howard, Hon. Sarah	Widow Captain	8, Chesham-street, County Middlesex
Hudson, Henry (deceased) and	-	Merrion-square, Dublin
Sir Edward H. Hudson Kinahan Hunt, William Ogle (deceased)	Bart	workton officiely to count
Frobate to Caroline Margaret	-	
Hunt (deceased) Edmond D'Arcy Hunt	LieutColonel	Senior United Service Club, Pall Mall, London, S.W.
and George Maxwell Goad	Esquire	25, Eaton-square, London
Johnson, William Johnston, Francis, and	Esquire, J.P	Prumplestown House, Carlow
Thomas Manifold Craig	Esquires	Bank of Ireland, Dublin
Kehoe, Laurence Kelly, Richard Wood	Esquire	100, Francis-street, Dublin Cope-street, Dublin
Kinahan, Sir Edward H. Hudson	Bart	11, Merrion-square, Dublin

Directors:

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

The figures denote the order of retirement in each year— Those marked No. 1 retire in February, 1890. Those marked No. 2 retire in February, 1891. Those marked No. 3 retire in February, 1892.

SHAREHOLDERS-continued.

NAME	DESCRIPTION	ADDRESS
King, Julia Maria	Spinster	64, Fitzwilliam-square, Dublin
Langan, Christopher	Esquire	29, North King-street, Dublin
Leonard, Thomas	Esquire	Warrenstown, Dunsany, Co. Meath
Lillis, Thomas Barry, and	Esquires	Munster and Leinster Bank, Dame-street, Dublin
Charles Allman Tressilian)	Merchant	11, Castle-street, Nenagh
M'Cutchen, James	Esquire, M.D	9, Upper Merrion-street, Dublin
MacSwiney, Stephen Myles M'Dermott Robert Joseph	13 months	Carrickmanor, Monkstown, Co. Dublin
Mahony, William Augustus, and		
Patrick Joseph Kirwan	Esquires	National Bank, Dublin
Mahony, William Augustus, and	Familian	National Bank, Dublin
Patrick Joseph Kirwan, and	Esquires	
James Mullin	Esquire	National Bank, Rathmines
Martin, Charles, and	Merchant	North Wall, Dublin
Wm. Joseph Corrigan (deceased)		ST 11 TIT. 11 Toul 12
Martin, Charles Edward	Esquire	North Wall, Dublin
and Sir Richard Martin	Bart., D.L	81, Merrion-square, South, Dublin
Martin, Sir Richard	Bart., D.L	S1, Merrion-square South, Dublin
Meath, Right Hon. Harriot Coun-	TET: down	Filmddory Bray
tess Dowager, and		Kilruddery, Bray
Lady Kathleen H. Brabazon		67, Fitzwilliam-square, North, Dublin
Moore, William	Decemino	Altadore, Blackrock, Co. Dublin
urphy, James	Esquire, J.P	17, Eden-quay, Dublin
urphy, Michael iven, Frederick William		
and Thomas Eyre Powell	Esquires	Royal Bank of Ireland, Dublin
Nolan, Thomas	Merchant	Great Britain-street, Dublin
O'Ferrall, Dominic More	Faguino	Kildangan Castle, Monasterevan
O'Keefe, Edward	Ecquiro	3, Mill-street, Dublin
Orpin, John	Roligitor	47, Stephen's-green, Dublin
Pim, James, jun	Eaguino	11, Burgh-quay, Dublin
Ross, William (deceased)		A De-Mai Assess Wingstown
and Hessy Ross		4, Breffni-terrace, Kingstown
Scallan, John Louis		17, Bachelor's-walk, Dublin
Sexton, Robert		Dawson-street, Dublin Clonbrone, Temple-road, Upper Rathmines
Shannon, Joseph	L'againa	Oatlands, Wicklow
Shepard, Henry		et Foolog streat Dublin
Spring, James		
Stanley, George, and	Esquires	17, Lower Exchange-street, Dublin
Thomas Stanley, junr.) Tedcastle, Robert	. Esquire	Great Brunswick-street. Dublin
Tighe, Frederick Edwd. Bunbur		The second secon
Tighe, James Stuart	Tinut Colonal	Rossanagh, Ashford, Co. Wicklow
Tighe, James Stuart, and	L Lingt Colonal	Rossanagh, Ashford, Co. Wicklow
Thomas Tighe Mecredy .	Goligitor	Westmoreland-street, Dublin
Trevelyan. Alfred Wilson	Faquiro	Messrs. Drummond's, 49, Charing-cross, London
Trocke, William	. Major	
and Charles Michael Bury .		
Vignoles, Louisa		
Waldron, Laurence Ambrose .		24, Anglesea-street, Dublin
	Esquire, LL.D.	4. Montpelier-square, Rutland-gate, London, S.W.
	Esquire, D.L	
Watson, William	Pagaino	St Clouds Avon avonue Blackrock County Dublin
	Esquire	10 Hanna Oamond quar Dublin
White, William James Grove .		Manstown Tana Co Moath
	Esquire	10 Cullers masses Dublin
Wilson, John Alexander .	Esquire	

Jublin, Wicklow, and Wickford Kailway Company. EIGHTY-SEVENTH ORDINARY GENERAL MEETING, AND EXTRAORDINARY GENERAL MEETING,

17th FEBRUARY, 1890.

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 17th day of February, 1890, 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, 3rd February, 1890, to and including Monday, 17th February, 1890. And Notice is hereby given that, immediately on the conclusion of the business of the said Ordinary General Meeting of the Company, AN EXTRAORDINARY OR SPECIAL GENERAL MEETING

of the Proprietors of the above Company will also be held at the Terminus of the Company, Westland-row, in the City of Dublin, for the purpose of considering the provisions of the Bill now before Parliament, entitled "A Bill to enable the Great Southern and Western Railway Company to execute certain works; to acquire additional lands; to purchase or use a portion of the Railway of the Dublin, Wicklow and Wexford Railway Company; to enter into working agreements with that Company, and with the Mitchelstown and Fermoy Light Railway Company, to purchase a portion of the Deep Water Quay at Queenstown; to raise further capital, and for other purposes."

At such Meeting the said Bill will be submitted for the consideration and approval of the Proprietors.

Dated this 23rd day of January, 1890.

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

SECRETARY'S OFFICE, WESTLAND-ROW TERMINUS, DUBLIN.

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

Jublin, Wicklow and Wexford Railway Company.

NOTICE is hereby given that after the conclusion of the business of the Half-yearly Ordinary General Meeting of the Dublin, Wicklow, and Wexford Railway Company, to be held on Monday, the 17th of February, 1890, at Twelve o'clock noon, precisely, at the said Company's Offices, Westland-row Terminus, Dublin, a Special General Meeting of the Proprietors of the Company will be held at the same place, when the following Bill now before Parliament will be submitted for consideration and approval, viz.:---"A Bill to revive the powers and extend the period for the compulsory purchase of lands, and to extend the period for the completion of the Railway authorised by the Bray and Enniskerry Light Railway Act, 1886, and to confer additional powers on the Company with reference to their Capital and Railway, and for other purposes."

By Order,

E. W. MAUNSELL, Secretary.

SECRETARY'S OFFICE, WESTLAND-ROW TERMINUS, DUBLIN, 1st February, 1890. Inblin, Micklow, and Mexford Railway.

DIRECTORS' REPORT.

COMPARATIVE STATEMENT OF TRAFFIC RECEIPTS.

	Half-year ended 31st Dec., 1889	Half-year ended 31st Dec., 1888	Increase	Decrease
PASSENGERS. Subscribers Ordinary Passengers	£ s. d. 11,803 6 7 77,466 9 6	£ s. d. 11,126 7 9 77,332 5 3	£ s. d. 676 18 10 134 4 3	£ s. d.
Total Passengers	89,269 16 1	88,458 13 0	811 3 1	-
Goods, &c. Ordinary Goods Coals Minerals Parcels, &c Cattle Horses, Carriages and Dogs	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	19,722 9 5 1,086 10 6 688 12 0 6,372 7 4 2,953 2 10 1,099 14 7	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	204 17 3 5 17 8
Total Goods	34,447 3 6	31,922 16 8	2,524 6 10	
Total Goods, Passen- gers, &c. Mails	123,716 19 7 6,005 0 0	120,381 9 8 6,003 16 8	3,335 9 11 1 3 4	-
Total Traffic Receipts	129,721 19 7	126,385 6 4	3,336 13 3	-

COMPARATIVE TABLE OF REVENUE EXPENDI'	C	OMPARATIVE	TABLE OF	REVENUE	EXPENDITURI	Ε.
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EXPENDITURE.	Half-year ended 31st Dec., 1889	Half-year ended 31st Dec., 1888	Increase	Decrease
Maintenance of Way, Works and Stations & Locomotive Power Carriage and Waggon Repairs Fraffic Expenses General Charges Law Charges Parliamentary Expenses Compensation (Losses) Do. (Personal) Rates and Taxes Rents	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		£ s. d. 2,041 3 1 1,668 4 9 95 0 3 949 17 10 	£ s. d.

The Statement of Accounts for the past half-year cannot be considered as very encouraging, for while the receipts shew an increase of £3,336 13s. 3d., the Revenue expenditure exceeds that of the corresponding period by £4,393 7s. 0d.—the result being that the Directors can only recommend a dividend at the rate of $1\frac{1}{2}$ per cent. per annum, the same as that paid for the half-year ending June, 1889; but one half per cent. less than was declared for the half-year ending December, 1888. The increased receipts are chiefly those derived from the Carriage of Goods and Parcels. In Passenger Traffic, the increase only amounts to £811 3s. 1d., of which Season Tickets contributed £676 18s. 10d., Ordinary Passenger £134 4s. 3d., although the number of Passengers carried exceeded that of the corresponding period by 25,515. There was an increase of 7,053 in the number of tons of Ordinary Goods carried, and in Coal of 1,301 tons.

The increase in Revenue Expenditure is, for Maintenance of Way and Works, £2,041 3s. 1d., £1,900 of this is for completion of the deviation of the Line between Bray and Greystones, referred to in the Report of January, 1889. In the charge for Locomotive Power there is an increase of £1,668 4s.9d. —of this £1,400 in due to the advance in the price of Coal. The expenses of the Traffic Department are up £949 17s. 10d. a large part of this is carried by the cost of carrying out the requirements of the Privy Council with regard to cleansing and disinfecting Cattle Banks and Cattle Pens. There were also some new horses purchased, and there was some increase in the cost of Stationery.

At the Factory, Grand Canal-street, one new Tank Engine, two new First Class Carriages, one new Second Class Carriage, three new Covered Goods Waggons, and four new Open Goods Waggons have been built at the cost of Revenue, to replace old and worn out Stock. Two other new Second Class Carriages are in course of construction; but these being an increase in the Rolling Stock, will be charged to Capital.

The Revenue Balance available for Dividend is $\pounds40,498$ 6s. 5s. Dividend on the several classes of Preference Stock will amount to $\pounds26,775$, that on the Ordinary Stock at the rate of $\pounds1$ 10s. 0d. per cent. per annum to $\pounds5,251$ 2s. 6d., leaving $\pounds8,472$ 3s. 11d. to be carried forward to next Account.

Having in view the increased expenditure which will certainly have to be met, owing to the advance in wages, and in the price of coal and steel rails, the Directors are of opinion that a smaller carry over would not be sufficient.

The Capital Expenditure for the half-year amounts only to $\pounds735$ 7s. 1d., of which $\pounds107$ was for new Signal Work, $\pounds250$ instalment of cost of lighting Carriages with gas, and $\pounds370$ on account of new Second Class Carriages.

The agitation amongst the servants of the principal Railway Companies for an increased rate of pay is matter of public notoriety. A considerable number of the Guards, Ticket Collectors, and Porters on the Dublin, Wicklow, and Wexford Line actually left their work, but the strike only lasted for

part of a day, when the men accepted the terms offered them by the Directors and returned to their duty. But for the interference of outside agitators, entirely unconnected with the Railway Company, it is believed that no strike would have taken place, and the men would have communicated personally with the Directors, and would have obtained the same terms as they actually did.

Owing to the increase of Wages, and to the advance in the price of Coal, Steel Rails, and other Materials, the Directors had to consider seriously the Company's position, and felt themselves compelled very reluctantly to increase the rates for Season Tickets, and also some few of the Ordinary Fares. This course has naturally caused a good deal of dissatisfaction, and much severe criticism, but it is to be hoped that when the first excitement shall have passed away, it will be admitted that an enforced increase of Expenditure must be compensated for in some way, and that no alternative was open to the Board but to advance their Rates. When Colliers strike, Coal Owners increase the price of Coal. A Railway is only a commercial undertaking, and must be governed by the ordinary rules regulating commerce.

It is to be remembered that the prices of Season Tickets to most of the Stations, charged under the new Tariff, are considerably under those in force prior to 1882.

The City of Dublin Junction Railway is being proceeded with, and every exertion is being made to press on the works.

A Bill promoted in Parliament by the Great Southern and Western Railway Company contains, amongst other provisions, a clause empowering that Company to purchase or work over, and use a short piece of this Company's Ballywilliam Line, and under the Rules of Parliament it is necessary that this Bill be approved at an Extraordinary General Meeting of Shareholders of the Dublin, Wicklow, and Wexford Railway. This Meeting will accordingly be held, and the Bill submitted for approval at the conclusion of the Ordinary Meeting.

A Bill of the Bray and Enniskerry Railway Company will also have to be submitted to the Meeting.

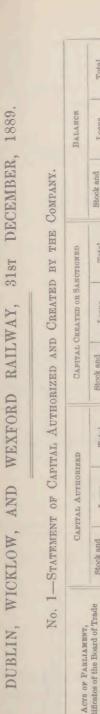
Three of the Directors, viz. :- Sir Percy Grace, Mr. Murphy, and Mr. Armstrong retire by rotation, but all are eligible, and present themselves for re-election.

Mr. Cairnes, the retiring Auditor, also offers himself for re-election.

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

BOARD ROOM.

WESTLAND-ROW TERMINUS. 30th January, 1890.



1889.

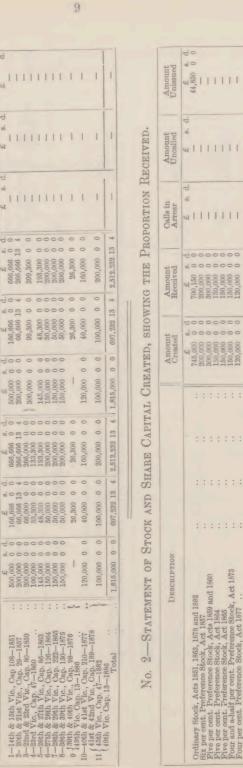
DECEMBER,

31sT

WEXFORD

AND

WICKLOW,



850

Act

No. 3.-CAPITAL RAISED BY DEBENTURE STOCKS.

								DEBENT	LUEBENTURE STOCKS	
							At 44 per Cent.	At 43 per Cent.	At 4 per Cenu.	Total raised by Debenture Stocks
Existing at 30th June, 1889 Existing at 31st December, 1889	::	::	::	::	::	::	$\pounds_{94,430}^{\pounds}$	£ 8. d. 257,984 13 4 257,984 13 4	$\begin{array}{c} \pounds \\ 299,805 \\ 299,805 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} 0 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} d \\ 0 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} 0 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} 0 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ \end{array} , \begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 $	£ 8. d. 652,219 13 4 652,219 13 4
	::	::	::	::	: •		11	11	11	11
Total Amount authorized to be raised by Loans and Debenture Stocks in respect of Capital areated as per Statement No. 1 007,332 13 Total amount raised by Debenture Stocks, as above	l by Loar	above	Debenture	Stock	ks in r	espect	of Capital c	reated as per S	tatement No. 1	697,232 13 4 652,219 13 4
Balance, being available Borrowing Powers at 31st December, 1889	vailable.	Borrowi	ng Power	s at 3.	lst De	oembc	r, 1889	:	•• ••	45,013 0 0

	1			
UT.	Total	$\begin{array}{c} \pounds \\ 1,770,150 \\ 652,219 \\ 13 \end{array} \begin{array}{c} \mathrm{s. \ d.} \\ 0 \end{array}$	2,422,369 13 4	33,013 15 9 2,455,383 9 1
	Amount Received during Half-year	& 8. đ. ::	:	Balance
COUNT:	Amount Received to 30th June, 1889	£ 8. d. 1,770,150 0 0 652,219 13 4	2,422,309 13 4	
TWO IS INDUSTING AND TAFFANDILOND ON VARIAN AUTOUNI.		By Receipta- Shares and Stocks, per Account No. 2 Debenture Stocks, as per Account No. 3		
VPT AND OT I	Total	£ 921 8. d. 234,462 4 3	2,458,383 9 1 3,000 0 0	2,455,383 9 1
TEFOETAT .T .	Amount Expended during Half-year	£ 114 11 7 020 15 6	735 7 1	
	Amount Expended to 30th June, 1889	2,223,806 13 3 233,841 8 9	2,457,648 2 0	
		To Expenditure- On Lines open for Trafflo On Working Stock	Less received from the City of Dublin Junction Railway for Westland-row Refreshment Rooms	America m

No. 5.—Details of Capital Expenditure for Half-year ending 31st December, 1889.

11

)n Lines op	en for Traffic— Works Parliamentary	••		::	::-	£ s. d. 107 1 7 7 10 0	£ s. d.
Working St	ock— New Second Class C Proportion of Cost	Carriages of Pintsch's G	as Apparat	 us		370 15 6 250 0 0	620 15
							735 7

No. 6.-RETURN OF WORKING STOCK.

The second	Loco			3		0	0.00	HING					MI	MI	NERA	se ai L	nd
	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	Gas Tank Trucks	Goods Waggons Open	Goods Waggons Covered	Timber Trucks	Mineral Waggons	Ballast Waggons
Stock on June 30th, 1889 Stock on December 31st, 1889	pr. 10	20 21	43 43	57 57	42 42	88	1	35 35	28 28	15 15	55	22	133 137	365 365	12 12	09 145	20 20
Increase during Half-year Decrease Do.	: -	1	-	11	11	=	-	11		-	=		4	=	11	4	11

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

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	FURTHER EX	PENDITURE	
	During the Half-year ending 30th June, 1890	In subsequent Half-years	Total
Working Stock : Gas Apparatus	£ s. d. 250 0 0	£ s. d. —	£ s. d. 250 0 C
Six New 2nd Class Carriages and Six New 3rd Class Carriages	500 0 0	3,129 4 6	3,629 4 6
	750 0 0	3,129 4 6	3,879 4 6

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

Share Capital created, but not issued, as per No. 2	 £ s. d. 44,850 0 0 45,013 0 0 89,863 0 0 33,013 15 6
Total available Capital Powers	 56,849 4 6

10

ACCOUNT.
EVENUE 4
9R1
No.

Dr.

Cr.

	1.	2							
Totals	£ 8. d. 11,803 6 7	77,466 9 6	89,269 16 1 8,179 18 5 6,005 0 0	103,454 14 6		26,267 5 1		2,348 18 7	132,070 18 2
Half-year ended 31st Dec., 1889	£ 5,079 16 6 5,079 16 6 6 6,723 10 1 1 7,553 3 10 1 8,723 17 9 16 6 7,553 3 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <	5 T 020	111	-	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1	2,312 6 1 36 12 6		
RECEIPTS.	as	••	Total Ordinary Passengers, &c. 2,597,202 ,, Parcels, Horses, Carriages, &c	Total Passengers, Parcels, &c., and Mails	., Merchandise Tons, 66,829 ., Live Stock Nos. 51,203 ., Minerals Tons, 15,419	Total Merchandise, &c	", Rents Receivable		
Half-year ended 31st Dec., 1888	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	- 10	88,458 13 0 7,472 1 11 6,003 16 8	101,934 11 7	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	24,450 14 9	2,344 14 3 34 10 0	2,379 4 3	128,764 10 7
Totals	ન્ઇ જે બર	59,519 6 5	11						132,070 18 2
Half-year ended 31st Dec., 1880	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1	1	•					1
EXPENDITURE.	To Maintenance of Way,) per Abstract A. Works, and Stations, (do. B. Locomotive Power, (do. B. Repars Repars Arathe Schemees, (do. D. General Charges, (do. E. Parko Expenses, (do. E. Reparses, (do. E. Reparses	Total Working Expenses							
Half-year ended 31st Dec , 1888	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	55,125 19 5 73,638 11 2							128,764 10 7

Half Year ended 31st Dec., 1880	£ 8. d. 1,468 4 4 72,551 11 9			74,019 16 1		Half Year ended 31st Dec., 1889	£ s. d. 40,498 6 5		
	£33,494 6 8 \$32,026 2 4 						 \$ 3. d. \$ 5. d. \$ 6,000 \$ 750 \$ 7750 \$ 3,750 \$ 3,775 \$ 3,775 \$ 3,775 \$ 3,775 \$ 3,775 \$ 450 \$ 5,251 \$ 6 		
	ount 889								
	Fear's Acc August, 1 ccount No				VIDENI				
15 2	By Balance from last Half Year's Account Less Dividend declared 19th August, 1889 By Balance from Revenue Account No. 9				FOR DIVIDEND.				
	whee from vidend dec				AVAILABLE				
Half Year ended 31st Dec., 1888	£ s. d. 662 0 6 73,638 11 2			74,300 11 8	OF BALANCE		per cent. per cent. per cent. i per cent. per cent.		
Half Year ended 31st Dec., 1889	£ 8. d. 13,525 6 4 371 17 10 1,494 4 7 18,000 0 0	6 9		74,019 19 1	TION OF		2300,000 at 9 per ent. 2300,000 at 9 per ent. 180,000 at 5 per ent. 180,000 at 5 per ent. 180,000 at 4 per ent. 180,000 at 4 per ent. 700,130 at 4 per cent.		
BIst	13	IL CO	-	74	A PPROPRIATION		:::::::		
		of Divide					No. 10		
		T Davmen	territe facil e		11Proposed		r Account		
	o Interest on Debenture Stocks	. Balance heing amount available for narment of Diridend	See No. 13.)		11]		Balance available for Dividend, as per Account No. 10 Preference Stock Act, 1857		
	benture S smporary] anking Ba est Account tterest, Cit	amount	(Se		No		e for Divid Act, 1857 1859 1865 1865 1865 1865 1865 1865 1865 1875 1875		
	To Interest on Debenture Stocks interest on Temporary Loans interest on Temporary Loans interest an Earling Balance General Interest Account	nce, being					Balance availabl Preference Stock		
	To	Bala					Balan Prefer "		
Half Year ended 31st Dec., 1888	£ s. d. 13,257 14 3 1380 13 5 168 17 7 168 17 7 168 17 7 168 17 7 18 000 0 0	17		74,300 11 8		Half Year ended 31st Dec., 1888	41,711 14 2 d.		
31s	1	100 17	10	1		318	-41		

13

- 32,026 2 6 8,472 3 11

:

Balance to next Half Year

33,776 10 0 7,935 <u>4</u> 2

12

											-		
	Half Year ended 31st Dec., 1889	£ 8. d. 90 14 2	3,032 5 11	90 14 2	1 818 12 11	10	4,729 8 2	Half Year ended 31st Dec., 1889	111.8	486 1 1 647 12 2 624 7 5 96 7 4 131 7 7	15,259 2 11	Half year ended 91st Dec., 1889	£ 8. d 625 0 0 40 0 0 989 11 1 122 11 1 122 11 1 236 18 87 7 87 7 1,104 7 611 10
HONS.		d.	6 7 19 4		8 8				•			10	
REPAIRS AND RENEWALS OF CARRIAGES AND WAGGONS.		43	1,584 1	- 1	919 15 595 18		1		:			Ιđ	:::::::::
AGES A		al Su-	::	al Su-	::					R	00		ther Cle
OARRI.		Gener	::	and General	: :		TRAFFIC EXPENSES.			ender	GENERAL CHARGES.		Accountant and other Clerks
LS OF		es, and		es, and			FIC E.			ickets Cickets C. C.	CRAL (
ENEWA		Expens		Expens	::		TRAF			y and 7 y ans, an opes, & enses	(ŻENJ		ry, Acc es House]
AND R.	1	Office .	70	GONS: laries, Office I perintendence	70		-		Wage	ationer ationer mess, V vers, R vers, R us Expe			Secreta Secreta mses mrce Expensi earing 1
PAIRS .	CARRIAGES :	Salaries, Office Expenses, and General Su- perintendence	Wages Materials	WAGGONS:- Salaries, Office Expenses, perintendence	Wages		Total		Salaries and Wages	Clearly Lagrants, waver and venterat not Clearling Stationery and Tholefs Horses, Harness, Vans, and Provender Miscollancous Expenses Joint Station Expenses			Directors Auditors Balardes of Secretary, Accord Rine, Expenses Fire, Insurance Relearch Expenses Relearch Expenses Misculatoria House E. Misculatoria
RE		ŭ	RA	- WAG	PR					Prin Prin Hors Wag Mise			
	Half Year ended 31st Dec., 1888	8. d.	10 8 1	197	8 11 5 8 12 3	1 3 8	1 7 11	Half Year ended 31st Dec., 1888	8. d.	477 1 6 477 1 6 418 16 2 47 16 7 47 16 7 163 0 8	9 5 1	Half Year ended 31st Dec., 1888	8. d. 9. 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
D	Half end 31st De	£ 91	1,429	2,920	982	1,531	4,634 D	Half Blat De	£ 11,055	474 416 565 141 1641	14,309	Half en	$\substack{\xi \\ 625 \\ 625 \\ 990 \\ 990 \\ 1,170 \\ 000 \\ 000 \\ 1,00 \\ 1,00 \\ 000 \\ 1,00 \\ 000 \\ 1,00 \\ 000 \\ 1,00 \\ 000 \\ 1,00 \\ 000 \\ 1,00 \\ 000 \\ 1,00 \\ 000 \\ 1,00 \\ 000 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 \\ 1,00 $
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	Half Yeur ended 31st Dec., 1889	£ 8.		9,049 1 926 1		13,401				Half Year ended 31st Dec., 1889 £ s. d. 181 8 2		11,161	5,305
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MAINTENANCE		lce Expense		rials	Deviation	ained-	0			flice E. dence	connecte lotive En Coke	ow, and o	ND RENE
MAINTENANCE		es, Office Expense		Materials	Idown Deviation	s Maintained-	ouble			ries, Office E. erintendence NING EXPERS	Vages connected wi Locomotive Engines	vater vil, Tallow, and c	AIRS AND RENE Vages Materials
MAINTENANCE		Salaries, Office Expenses, and General	73	B	1	Miles Mai	Double Single			Salaries, Office Expenses, perintendence		Water Oil, Tallow, and other Stores	REDATHS AND RENEWALS :
MAINTENANCE	Half Year ended 31st Dec., 1888	£ s. d. 523 17 7 Salaries, Office Expense		0 0 8 3 16 3	0		Double Single			Half Year ender 31st Doc., 1988 £ s. d. Salaries, Office E. 182 4 0 RUMATION CONTROLOGIO	0 69	5 G &	9,570 0 1 9,051 10 6 8,244 12 7 5,278 12 1 Maturials Maturials

99 99 99 99 99 99 99 93 99 93	Net Revenue Account, Balance at Credit thereof, as per Account No. 10	£ 8. d. 40,498 6 5 851 7 2 18,000 0 0 8,317 14 5 1,308 14 9 1,318 7 6 3,372 9 10 4,817 1 11 1,000 0 0 306 16 6	57	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 20th Vic., cap. 48, clause 5 General Stores and Stock of Materials on hands Trafile Accounts due to the Co. Amount due by General Post Office	£ 33,013 16,000 3,111 19,146 1,170 3,002 3,561 845	00 37 10 6	9 08 70 010
		79,850 18 6			79,850	18	6

No. 13.—GENERAL BALANCE.

Dr.

Cr

No. 14.-MILEAGE STATEMENT.

		Miles authorized.	Miles constructed.	Miles constructing or to be constructed.	Miles worked by Engines.
Lines owned by Company Do. partly owned Do. leased or rented	 	M. F. Y. 136 6 0 6 0 0	1362	м. г. ч.	1369 6
Total	 	142 6 0	1422	-	1429
Lines worked Foreign Lines worked over	 	Ξ	=	100 E 200	=
Total	 	142 6 0	1422	-	1429

No. 15.-STATEMENT OF TRAIN MILEAGE.

Half-year ended 31st Dec., 1888	_	-			Half-year ended 31st Dec., 1889
444,100	Passenger Trains Goods and Mineral Trains				 441,924 101,622
544.932			Total	• •	 543,246

RICHARD MARTIN, BART., Chairman. H. S BOYLE Accountant.

No. 12.-ABSTRACTS.

CERTIFICATE RESPECTING THE PERMANENT WAY.

16

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.

27th January, 1890.

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.

27th January, 1890.

We certify that the Half-yearly Accounts proposed to be issued 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.

31st January, 1890.

Dublin, Wicklow & Mexford Railway Co. (CITY OF DUBLIN JUNCTION RAILWAYS).

FIFTH HALF-YEARLY

STATEMENT OF ACCOUNTS

HALF-YEAR ENDING 31st DECEMBER, 1889.

DUBLIN : BROWNE AND NOLAN, PRINTERS, NASSAU-STREE'I. 1890.

BROWNE & NOLAN Dublin,

Members of Joint Committee.

SIR RICHARD MARTIN, BART., D.L., J.P. SIR PERCY RAYMOND GRACE, BART., D.L., J.P. and Wexford Railway MICHAEL MURPHY, Esq., J.P. LIEUT-COL. JAMES STUART TIGHE, D.L., J.P.

WILLIAM WATSON, ESQ., J.P.

EDWARD WATSON, ESQ.

THOMAS PLUNKET CAIRNES, ESQ., J.P.

SIR EDWARD HUDSON-KINAHAN, BART., J.P.

JAMES W. MURLAND, ESQ.

JAMES GRAY, ESQ., J.P.

Great Northern (of Ireland)

Railway Company.

Dublin, Wicklow,

Company.

City of Dublin Steam

Packet Company.

1889. 31sr DECEMBER, RAILWAYS). RAILWAY, JUNCTION WEXFORD DUBLIN OF WICKLOW AND (CITY DUBLIN,

		Total	8. d.	0 0	0 0	
		To	-14	100,000	100,000	
	BALANCE	Louns	£ % d.	100,000 0 0 100,000 0 0	100,000 0 0 100,000 0 0	
ť.	Ba			100,0	100,0	
No. 1-Statement of Capital Authorized and Created by The Company.		Stock and Shares	£ s. d.	I	1	
THE	-	I	8. d.	0 0	0 0	
D BY	CAPITAL CREATED OR MANCTIONED	Total	£ 8. d.	300,000 0 0	0 0 000'005:	
EATE	08.30	su	s. d.			
D CR	CREATED	I.oans	£ s. d.			
AN O	ITAL (pund	s. d.	0 0	0 0	
ORIZEI	CAP	Stock and Shares		300,000 0 0 100,000 0 0 400,000 0 0 300,000 0 0	300,000 0 0 100,000 0 0 400,000 0 0 300,000 0 0	
HLO			. d.	0 0	0 0	
ITAL A	ZKD	Total	£ s. d.	400,000	400,000	
CAP	THORIS	8	. d.	0 0	0 0	
IT OF	CAPITAL AUTHORIZED	Loans	£ s. d.	100,000	100,000	
MEN	CAL	and	s. d.	0 0	0 0	
STATE		Stock and Shares	કર અ	:00,000	300,000	
					÷	
No.		TNENT		2	'fotal	
		ACTS OF PARLIAMENT		1—17 & 48 Vic., Cap. 182– 2—60 & 51 Vic., Cap. 188–		

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

Amount Unissued	£ 8. d. £ 5. d.	111	
Amount Uncalled	£ s. d.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
Calls in Arrear	£ * d.	111	
Amount Received	£ s. d.	20,000 0 0 10,000 0 0 198,002 0 0	
Amount Created	£ 8. d.	25,000 0 0 50,000 0 0 225,000 0 0	
		111	
DRSCRIPTION		Unguaranteed Stock, Act 1887	

No. 3CAPITAL RAISED BY LOANS AND DEDRIVTURE STOCKS. Int. 1 Int. 1 Int	Amount Expended to Expended to Expended 30th June. Half-year 1869 Half-year 1869 Half-year 1869 Half-year 1869 Half-year 1869 Half-year	£ s. d. Construction 157.179 9 10 67.728 7 11 224,907 17 9 None
DR.		ction

67,728 7 11

No. 6-RETURN OF WORKING STOCK.

Total Expenditure as per No. 4

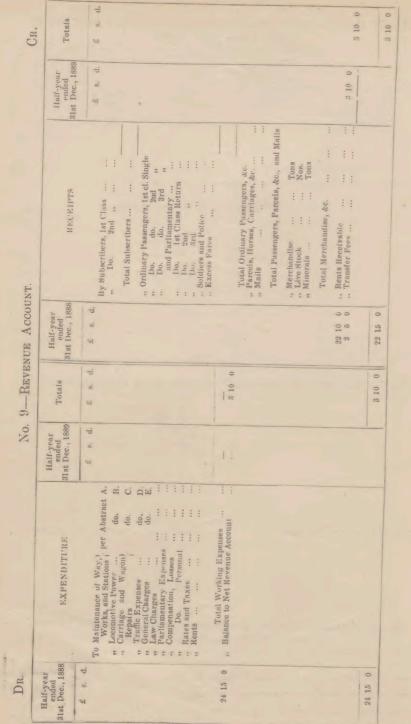


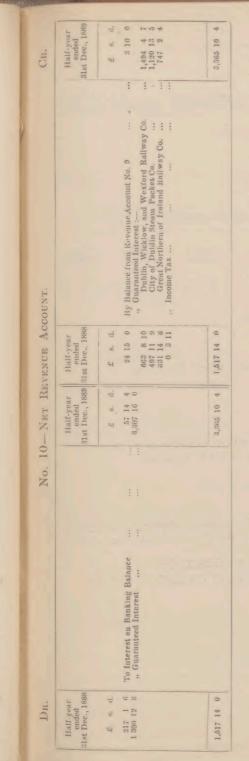
No. 7-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	FURTHER E	XPENDITURE	
	During the Half-year ending 30th June, 1890	In subsequent Half-years	Total
The second second	. £ s. d.	£ 8. d.	£ s. d.
Works in course of Construction	. 100,000 0 0	. 75,092 2 3	175,092 2 3
	100,000 0 0	75,092 2 3	175,092 2 8

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

	£	8.	d.
Share Capital croated, and assued, but uncalled, as per No. 2	 - 71,998	0	0
Loan Capital authorised, but not created or received, as per No. 3	 100,000	0	0
Credit Balance to Capital Account, as per Account No. 4	 3,094	2	3
Total available Capital Powers	 175,092	2	3





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

No. 12-ABSTRACTS.

(NIL.)

(NILL.)

No. 13-GENERAL BALANCE. CR. DR. £ s. d. £ s. d. 4,173 19 7 1,922 13 0 3,362 0 4 3,048 16 8 By Cash on hands 3,307 16 0 , Due by other Companies ... To Sundry Outstanding Accounts , Interest accrued and provided 3,307 16 0 7 18 0 for Unpaid Dividends , Capital Account for balance to Credit thereof as per Account 3,094 2 8 No. 4 ... 9,458 12 11 9,458 12 11 No. 14-MILEAGE STATEMENT. Miles Miles Miles Miles constructing worked by or to be Engines M. F. Y. M. F. Y. 1 1 203 Lines owned by Company 1 1 203

No. 15-STATEMENT OF TRAIN MILEAGE.

RICHARD MARTIN, BART., Chairman. H. S. BOYLE, Accountant.

We certify that the Half-yearly Accounts proposed to be issued contain a full and true statement of the Financial condition of the Company.

THOMAS GRAYDON, THOMAS P. CAIRNES, Auditors.

22nd Jauuary, 1890

Enniskillen, Bundoran, and Sligo Bailway Company.

REPORT OF DIRECTORS,

AND

STATEMENT OF ACCOUNTS,

FOR

SIX MONTHS ENDING 30TH SEPTEMBER, 1889,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

FIFTY-SEVENTH

HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

OFFICES OF THE COMPANY,

No. 50 NORTH WALL, DUBLIN,

ON FRIDAY, 25TH OCTOBER, 1889, AT TWELVE O'CLOCK NOON.

DIRECTORS' REPORT.

COMPARATIVE STATEMENT of Traffic Receipts for the Half-years ended 30th September, 1889 and 1888.

Description of Traffic	Half-year ended 30th Sept., 1889	Half-year ended 30th Sept., 1888	Increase	Decrease
Number of Passengers,	98,548	90,601	7,947	-
Passengers,	£ s. d. 4,882 10 9	£ s. d. 4,372 2 11	£ s. d. 510 7 10	£ s. d. —
Parcels, Horses, &c., -	286 5 3	317 14 11	-	31 9 8
Merchandise,	1,895 16 3	1,785 9 3	110 7 6	-
Live Stock,	312 12 11	372 18 9	- 1	60 5 10
Mails,	15 0 0	15 0 0		- 1
Miscellaneous Receipts	35 5 9	23 13 6	11 12 3	-
Total, -	7,427 10 11	6,886 19 4	632 7 1 91 15 6	91 15 6
Increase for Half-year,	-	-	540 11 7	-

The Traffic Receipts for the Half-year ending 30th September last show an increase of £540 11s. 7d. as compared with the corresponding period, which is considered satisfactory.

The Board regrets having to report the death of one of your Directors-Major Francis Darcy.

The Directors retiring by rotation are Wm. G. Skipworth, Esq., and Samuel Willcox, Esq., who are eligible, and offer themselves for re-election.

The Engineer of the Great Northern Railway Company (Ireland) reports the Line in safe condition and repair.

ALBERT BRASSEY, Chairman.

Directors :

ALBERT BRASSEY, Chairman. WILLIAM G. SKIPWORTH. JOHN CALDWELL BLOOMFIELD. SAMUEL WILLCOX. WILLIAM DARCY IRVINE.

> Secretary: JAMES H. CONNELL.

ENNISKILLEN, BUNDORAN, AND SLIGO RAILWAY COMPANY

Half-year ending 30th September, 1889.

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

ACTE OF PARILAMENT			CED.		VALILAL VERALED OR JANVIIONN	ACTION NO.		answer	
		Loans	Total	S ock and Shares	Loans	Total	Shares	Loans	Total
Enniskillen and Bundoran Railway Act, 1861, £200,000 £66,600 £266,600 £200,000 £66,600 £266,600	,000 £66	,600	£266,600	£200,000	£66,600	£266,600	1	1	1
Enniskillen, Bundoran, and Sligo Railway Act, 1865,	100,000 33	33,300	133,300	133,300 100,000	33,300	133,300	1	I	1
Enniskillen, Bundoran, and Sligo Railway Act, 1869,	- 153	,453	153,453 153,453	1	153,453	153,453	1	1	1
£300	,000 £253	3,353	£553,353	£300,000 £253,353 £553,353 £300,000 £253,353 £553,353	£253,353	£553,353 1	1	1	1

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

	Description	uu				Amount Created	Amount Created Amount Received Calls in Arrear	Calls in Arrear	Unissued
Ordinary £10 Shares, -	1				·	\mathcal{E} 200,000	£ s. d. 46,850 0 0	£ 8. d. 850 0 0	${\scriptstyle \pm}$ 152,300
Preference 5 per cent Shares,			•	*		100,000	100,000 0 0	1	1
				TUTAL,	'	300,000	146,850 0 0 850 0 0 152,300	850 0 0	152,300

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

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£ 88,663 88,663		ebenture - ss,	powers a
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March 31st, 1889, - September 30th, 1889,	Increase, Decrease,	Total Amount authorized Statement No. 1. Total Amount raised by L	Balance, being available borrowing powers at 31st September, 1889,
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$

£ 8. 146,850 0 249,765 0 8,000 0 697 17 1 429,313 18 TOTAL d. Amount Half-year to 30th Sept., 1589 ä | | | | | TIT Amount Received to 31st March, 1889 Balance, d. 3 3 429,313 18 429,313 18 °00 TOTAL 48 Amount Half-year 30th Sept., 1889 £ 8. d. 1 Amount Expended to 31st March, 1889 a. 3 429,313 18 429,313 18 8. 4 To EXPENDITURE:--On Lines open for Traffic, No. V.

d. 0 11

Cr.

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

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No. V.—DETAILS or CAPITAL EXPENDITURE, For Half-year ending 30th September, 1889. £ 8. d. Nil.

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.

52 47 Nil.

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

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				<u>.</u>		Parcels, Horses, and Carriages,	•				Snerial and Miscellaneous Receipts.			
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ACCOUNT		By Passengers, 1st Class, 2nd ,,	3rd " 1st Return, 2nd ",	3rd		Parc	Mails,	Merchandise,	Live Stock,		She		" Rent of Slopes,	
		By]				66	66	:				3.9	66	_
IXREVENUE	y ear 102, 30, 88			4,372		318	15	1.785	373			6,863	23	6,886
EVI	Half-year erding Sept. 30, 1888			4,				-				9		9
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No.	1	48	4,610	1,057	1	109	1	4	610			5,902	1,525	7,4
			. p	6.	D.,	E.,		•		•	ct,	1		-
		Great Northern Railway Com- pany (Ireland) for Haulage and	8, 21	see Abstract A.,				, åc.			Traffic Act,		Net Revenue	
		vay ulag	Vork	bstra	do.	do.		tion			raffi.		et R	
	EXPENDITURE	Railv	V. V	96 A				n Sta			I Ia		No	
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	A P	No Irela	g of	ons,	Chai	I Ch	, put	or E	paya	osts,	ау а		alance Cai Account,	
	E	reat IV (inte	Stations,	ffic	nera	tes :	ent f	ente	W C	tailway 1888		Aco	
	1.7.7.9	To Great	Working of Line, Maintenance of Way. Works, and	02	" Traffic Charges,	" General	" Rates and Taxes,	" Rent for Enniskillen Station, &c., .	" Rents payable,	" Law Co	". Railway and Canal 1888		" Balance Carried to Account,	
		L												10
희.	Half-year ending Sept. 30, 1888	48	4,280	1,082	10	104	16	40	80	11		5,581	1,305	6,886
	Hall end Sep	1.000	4	-							_			1

間に	No. X	NET REV	ENUE	No. XNET REVENUE ACCOUNT.	Er.
Half-year ending Sept. 30, 1888		Sept. 30, 1889	Sept. 30, 1888		Sept. 30, 1889
3		£ 8. d.	8		£ 8. d.
27,775	27,775 To Balance from last Half-year's Account, .	30,265 19 9	1,306	1,306 ,, Balance from Revenue Account, No. IX., 1,525 6 1	1,525 6 1
1,963	1,963 ,, Interest,	1,964 9 8 28,432 "Balance,	28,432	" Balance,	30,705 3 4
29,738		32,230 9 5 29,738	29,738		32,230 9 5

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

Balance available for Dividend as per No. X .- Balance not available.

No. XII.-DIVISION OF REVENUE (PER ACT, 1869),

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		130 11 6	9				17
	48	130	1,525 6				1.866 17 7
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			.89,				
		889,	" Revenue at September 30th, 1889,				
		31st, 1	ber 30				
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6		at M	at Se				
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	£ 8. d.	381 16 6 By Revenue at March 31st, 1889,		1,019 4 10		254 16	1.655 17 7
	£ 8:	. 381 10	ada -			21	1,655 1
· · · · · · · · · · · · · · · · · · ·	£ 8.	•	to una sud o			21	1,655 1
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		tock, five per cent. on $\pounds 7,649$, .	ARGE- Bonds: four-fifths of Release towerds		Ror-	terest on $\pounds 22,663$,	1,655 1
		tock, five per cent. on $\pounds 7,649$, .	ND CHARGE- traze Bonds, four-fifths of Release toursels		0 CHARGE-	terest on $\pounds 22,663$,	1,655 1
	To FIRST CHARGE-	tock, five per cent. on $\pounds 7,649$, .	To SECOND CHARGE- Mortgage Bonds, four-fifths of Releases township		To THIRD CHARGE- Monterane Bands and 64th of D.1	terest on $\pounds 22,663$,	1,655 1

Maintenance and Renewal of Permanent 1889 \pounds Maintenance and Renewal of Permanent \pounds \pounds a d \pounds Materials, $1,357$ 4 3 396 19 6 20 Repairs of Roads, Bridges, &c., $1,357$ 4 3 960 4 9 20 Repairs of Roads, Bridges, &c., 12 11 6 $$ 960 4 9 $1,081$ 1067 311 1067 311 1067 311 Nil.—Line worked by the Great Northern Railway Company (Ireland). C $REPAIRS$ AND RENEWALS OF CARRIAGES AND WAGONS. Nil.—Line worked by the Great Northern Railway Company (Ireland). 10 0 0 D . TRAFFIC EXPENSES. 10 0 0 10 0 0 10 0 0 10 Rent of Agent's House, Bundoran, 10 0 0 10 0 0 10 Rent of Agent's House, Bundoran, 10 0 0 10 0 <t< th=""><th></th><th>No. XIII.</th><th></th><th></th></t<>		No. XIII.		
x_{1002}^{11} Maintenance and Renewal of Permanent Way:- Materials, \pounds s. d. i_{1002}^{12} Materials, $1,357$ 4 y_{002}^{12} Repairs of Roads, Bridges, &c., Repairs of Stations and Buildings, $1,357$ 4 29 Repairs of Roads, Bridges, &c., Repairs of Stations and Buildings, 12 11 6 306 19 960 4 9 1081 Repairs of Stations and Buildings, 12 11 6 1081 Repairs of Stations and Buildings, 12 11 6 1081 Repairs of Stations and Buildings, 12 11 6 1081 Repairs of Stations and Buildings, 12 11 6 1081 LOCOMOTIVE POWER. $1,067$ 3 11 Nil.—Line worked by the Great Northern Railway Company (Ireland). $C.$ REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.Nil.—Line worked by the Great Northern Railway Company (Ireland). f $s.$ d 10 Rent of Agent's House, Bundoran, 10 0 0 10 10 0 0 0 0 10 Rent of Agent's House, Bundoran, 1889 f $s.$ 600 Salaries of Sceretary and Accountant, Basia 1889 f $s.$ 600 Generges, Printing and Stationery, Stamps, &c., 106 116 f s 10 Initicellaneous Expenses 100 10 10 10 10 10 10 10 10	А.	MAINTENANCE OF WAY, V	VORKS, &c	
$\mathcal{E}_{1,002}$ Maintenance and Renewal of Permanent Way:- Makerials, Less Old Materials, Less Old Materials, Hight 2000 Locomotive Stations and Buildings, \mathcal{L} and Locomotive Powers. \mathcal{L} and Locomotive Powers.Nil.—Line worked by the Great Northern Railway Company (Ireland).D.TRAFFIC EXPENSES.Nil.—Line worked by the Great Northern Railway Company (Ireland).D.TRAFFIC EXPENSES.Line worked by the Great Northern Railway Company (Ireland).D.TRAFFIC EXPENSES.Line worked by the Great Northern Railway Company (Ireland).10E.10GENERAL CHARGES.Half-year ended Balaries of Sceretary and Accountant, Sharies of Sceretary and Accountant, Miscellaneous Expenses1889 \mathcal{L} S 0 for Solaries Of Sceretary and Accountant, Miscellaneous Expenses1889 \mathcal{L} S 0 for Solaries Of Sceretary and Accountant, Miscellaneous Expenses1899	alf-year ended			1889
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	ept. 30,	Maintenance and Renewal of Permanent	£ g. d.	£ s. d.
29 50Repairs of Noads, Bridges, RCS, \cdot Repairs of Stations and Buildings, $\overline{84}$ $\overline{7}$ $\overline{8}$ $\overline{96}$ $\overline{19}$ 2 1,081 \cdot \cdot \cdot $\overline{1,057}$ $\overline{3}$ 11 Nil.—Line worked by the Great Northern Railway Company (Ireland).B.LOCOMOTIVE POWER.Nil.—Line worked by the Great Northern Railway Company (Ireland).C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.Nil.—Line worked by the Great Northern Railway Company (Ireland).D.TRAFFIC EXPENSES.Line worked by the Great Northern Railway Company (Ireland).10Rent of Agent's House, Bundoran,10 \pounds s. d.10 10 10 0 10 10 10 5 Salaries of Secretary and Accountant,3 5 11 rish Railway Clearing House,11 	£ 1,002 {	Way :		960 4 9
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104 109 19 5	31	Irish Railway Clearing House, .		
	104			109 19 3

6 0 10 Miles Worked by Engines 56,442 18 C 0 14 351 00 24,001 30,705 1,721 42 Miles Constructing or to be Constructed eland, . . Co. Ir • . . ay Miles Railwi 351 . Capital Account, balance at debit, Amount due by Great Northern at Debit No. 10, Amount due by Post Office, MILEAGE Miles Authorized 353 SHEET. STATEMENT. Net Revenue . BALANCE TRAIN . By OF 3.9 5.6 5.5 XV.-MILEAGE . GENERAL STATEMENT 9 9 10 3 00 0 13 00 61 14 13 . 56,442 \$ 18,832 37,494 63 47 XIV. No. XVI. No. No. . Lines owned by Company, Outstanding Accounts. Outstanding Loans, Unpaid Interest, Bank, Ulster Lo 6 6 6

Mixed, 48,021 miles. Chairman. ALBERT BRASSEY, JAMES H. CONNELI ~ Passenger Trains, Goods and Mineral Trains, Sept. 30, 1889. Mixed 46,819 miles. m Passenger Trains, Goods and Mineral Trains,

> Sept. 30, 1888.

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 6th, 1889.

CERTIFICATE RESPECTING ROLLING STOCK.

Nil.—Belongs to Working Company.

AUDITOR'S CERTIFICATE.

WE, have examined the Accounts of the Company for the Half-year ended 30th September, 1889, and hereby certify that they contain a full and true statement of the financial condition of the Company.

NICHOLAS TAPP, HENRY T. BIRD,

Auditors.

4 GREAT GEORGE-STREET, WESTMINSTER, Nov. 26th, 1889. Enniskillen, Bundoran, and Sligo Bailway Company.

FIFTY-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. 50 North Wall, Dublin, on Friday, the 25th of October, 1889, at the hour of Twelve o'clock noon precisely, for the purpose of receiving the Report of the Directors, and Statement of Accounts for the past Half-year, and for transacting the ordinary business of the Company.

By Order,

JAMES H. CONNELL, Secretary.

DUBLIN, 9th October, 1889. OFFICES-50 NORTH WALL. finn Valley Kailway Company.

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

TILL 31st DECEMBER, 1889,

Falf-Pearly Meeting of Proprietors,

FOR THE

TO BE HELD ON FRIDAY, 28TH FEBRUARY, 1890.

Londonderry: PRINTED AT THE SENTINEL OFFICE, PUMP STREET.

1890.

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

BOARD OF DIRECTORS.

CHAIRMAN : Sir SAMUEL HERCULES HAYES, Bart., Drumboe, Stranorlar, County Donegal.

VICE-CHAIRMAN : JOHN COOKE, Esq., Strand, Londonderry.

Major HENRY J. M'CORKELL, Glengallaugh, Londonderry. FRANCIS C. MACKY, Esq., Belmont, Londonderry. DAVID B. M CORKELL, Esq., B.L., 8, Upper Pembroke Street, Dublin. JOHN COCHRANE, Esq., J.P., Combermore, Lifford, County Donegal. JOHN A. POMEROY, Esq., J.P., St. Angelo, Ballycassidy,

County Fermanagh.

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 FRIDAY, 28th FEBRUARY, 1890, 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 15th instant until 28th instant (both days inclusive).

(By Order),

JAS. ALEX. LEDLIE, Secretary.

Company's Office, Stranorlar, 5th February, 1890.

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 FRIDAY, the 28th of FEBRUARY, 1890, at 12 Noon

TRAFFIC RECEIPTS.

The Accounts appended hereto shew that your Traffic Receipts for the past Six Months were £241 over those of the December Half of 1888-there being an increase of £176 from Passengers, £137 from Goods, and £17 from Parcels, &c., while there was a decrease of £89 from Live Stock.

WORKING EXPENSES.

For the Half-year ended December,'89, they were £3,682, those of the last Six Months of the preceding year having been £2,958. This Increase is owing to the extra cost of working the West Donegal Line which was opened from Druminin to the Town of Donegal on 16th September, '89, and to extensive repairs of Engines, Carriages, and Wagons; and during that period there were 555 yards more of Permanent Way relaid with Steel Rails and Creosoted Sleepers (Baltic Red Wood) than in the corresponding Half of '88. The outlay in each of the Departments was much augmented by the higher prices of Coals, Rails, Sleepers, and other materials.

ROTATION OF DIRECTORS AND AUDITORS.

The Directors retiring by rotation—Major Henry J. M'Corkell and David B. M'Corkell, Esq.—offer themselves for reelection. Archibald M'Corkell, Esq., the Auditor now retiring by rotation, is also eligible for re-appointment.

(By Order),

JAS. ALEX. LEDLIE, SECRETARY.

BOARD-ROOM, STRANORLAR, 15th February, 1890.

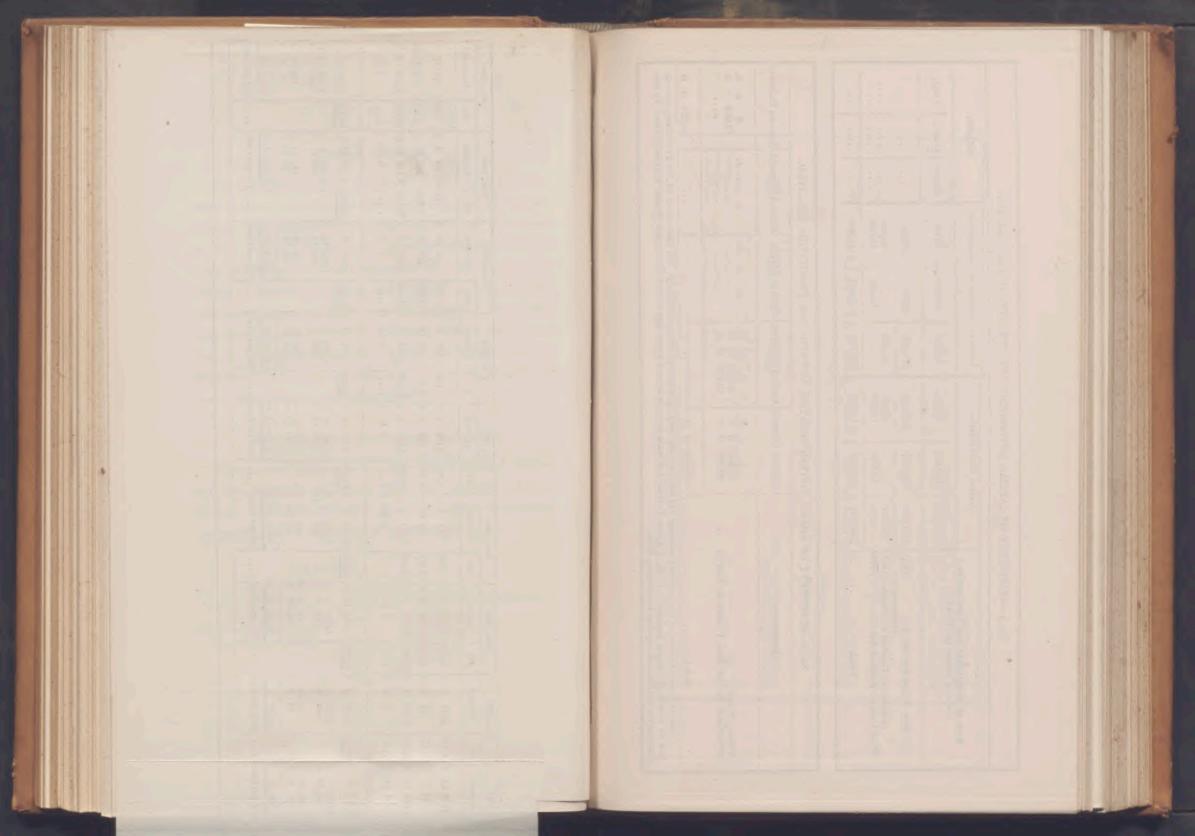
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384.	Amount.	11	289	11	10	1,578 1,419 233 2125 21 21 21 21 3,377 07 per
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	unt.	3	6	22	15	er C
1889	Amount.	£143	294	1,131	20	1,574 1,470 214 65 21 3,346 054 per
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Dec., 1882.	Am	£141	275	,31		1,736 9 6 1,556 7 5 349 8 2 96 19 5 10 0 0 3,749 4 6 3,749 4 6
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COMPARISON OF TRAFFIC RECEIPTS DURING THE FOLLOWING HALF-YEARS :-

	Dec.,	1863.*) D	ec., 1864.	1	Dec., 186	5.	Dec.,	1866.	De	c., 1867.	D	Dec., 1868.	I	Dec., 1869.)ec., 1870.	De	ec., 1871.	De	c., 1872.	Dec	., 1873.	Dec.,	, 1874.	Dec., 1875.	De	ec., 1876.	Dec	., 1877.	Dec., 1878.		Dec., 1879.	Dec	., 1880.	Dec., 188	31.	Dec., 1882.	Dec.	., 1888.	Dec., 1	1884.	Dec., 1885.	I	Dec., 1886.	Dec., :	1887.	Dec., 1888.	- po	±., 1889.
No	0. A	mount.	No.	Amount	No.	Amo	unt. 1	to. A	nount.	No.	Amount.	No.	Amount.	No.	Amoun	t. No.	Amount	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount. N	Amoun	nt. No.	Amount.	No.	Amount. 1	No. Amou	nt. No.	Amount.	No.	Amount.	No. Am	ount. No.	Amount.	. No.	Amount.	No. A	Amount. 1	No. Amou	nt. No.	Amount.	No. A	mount. No	Amount.	No.	Amount
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2nd 1.6	635 1	116 6 3	3 2.447	194 9	5 2.44	1 187	11 9 2	.527 1	85 10 0	2,367	176 6 1	2,412	179 12	9 2,29	0 174 1	2 6 2,542	203 2	11 2,734	215 8	2 2,464	207 1 4	2,188	192 12 2	2,430	220 14 1 2,	670 228	2 8 2,689	217 2 1	0 2,811	224 3 8 2	2,942 237	8 1 2,80	0 225 16	3 2,870	236 6 5 5	2,832 230	0 3 4 3,4	71 275 2	9 3,729	294 9 9	3,612	289 17 6	3,470 279	9 6 2,91	1 243 17 5	3,138	257 0 11 3,3	154 266 19	3 3,674	311
3rd ,, 12,4	498	479 9 7	7 16,853	724 .4	0 17,68	34 783	16 0 18	,347 8	21 6 2	20,368	879 3	1 19,698	8 856 5	3 19,70	7 889 1	2 2 20,827	930 14	9 22,494	997 16	7 21,938	990 4 11	22,061	1,021 13 3	22,543	1,063 12 2 24,	044 1,124	6 8 25,622	1,198 11	2 27,394	1,266 2 1 27	7,367 1,279	10 11 22,54	3 1,063 0	22,294	1,056 7 4 2	1,654 1,05	5 17 6 27,9	59 1,313 14	1 23,955	1,131 5 0	25,432 1,	,171 8 7 23	3,283 1,093	5 8 22,09	2 1,041 1	3 21.569 1,	007 2 6 23,	113 1,106 10	10 25,829	1,235
Гатев,		5 14 5	5	11 6	3	. 10	52.		11 7 6		12 19	3	12 10	1	13	2 11	16 8	2	14 2	4	17 16 10		5 10 10		7 15 6	61	3 4	6 10	4	815.	81	15 1	5 11		5 16 1 .		4 11 0	. 65	4	5 15 2		5 12 4 .	7	17 1	5 15		7 5 9	60	4	6
														-																																				
Passengers, 14,9	904	688 15 11	1 20,340	1,049	9 21,17	72 1,097	9 6 23	1,841 1,1	27 0 10	23,753	1,181 19	4 23.275	1,175 10	11 23,09	8 1,195	4 0 24,478	8 1,276 4	5 26,563	1,366 12	1 25,637	1,354 16	2 25,165	1,326 9 3	25,962	1,405 4 11 27,	758 1,481 1	4 5 29,417	1,549 18 1	0 31,287	1,629 3 6 31	,341 1,644	17 8 26,38	4 1,420 18	2 26,159	1,410 8 11 2	5,491 1,40	7 6 7 32,5	78 1,736 9	6 28,909	1,574 13 10	29,953 1,	,578 4 1 2	7,808 1,505	16 0 25,69		25,427 1,	361 7 8 26,	988 1,469 19	11 30,262	1,645
		395 0 9	9	538	5	672	5 3	8	817 18 8		819 9 3	11 {	916 16 70 2	3	870 1 112 1	2 0 0 1	867 16 129 18	9	981 12 168 6	02	1,210 12 196 1	3	1,119 2 7 171 9 2		1,139 18 10 117 2 0	1,175 221	8 11 9 2	1,287 8 209 12	9	1,438 1 6 272 9 2	1,366 235	7 8 17 4	1,417 8 193 4	78	1,433 14 6 249 16 11	1,65	4 1 3 4 13 2	1,556 7 349 8	5 2	1,470 1 8 214 9 0	1,	,419 4 8 233 17 11	1,340 294	14 9 15 9	1,376 4 325 7		389 14 9 284 15 2	1,440 8 392 11	1	1,577 304
Horses, Carriag Dogs,		28 4 0	0	43 1	1	57	7 3		48 18 9		57 4	4	58 17	5	60 1	0 10	84 18		84 15	6	85 5 1	0	90 17 3		109 6 5	109	9 0	120 15	5	130 6 6 10 0 0	133 10	1 6	101 13 10 0	9	106 9 10 10 0 0	10	9 19 7	96 19 10 0	5	65 9 8 21 10 0		125 2 9 21 10 0	159 21	15 4 10 0	209 13 21 10	7	159 12 11 21 10 0	147 14 21 10	9	164 21
Total,		112 0 8	8		3	£1.823	2 0	£1.9		-		7	£2,221 6	7	£2,238 1	6 11	£2,358 1.	11	£2,601 5	9	£2,846 15	4	2,717 18 3		2,781 12 2	2,998	1 6	3,177 15	8	3,480 0 8	3,390	4 2	3,143 5	2	3,210 10 2	3,39	6 0 7	3,749 4	6	3,346 4 2	3	3,377 19 5	3,322	11 10	3,310 9	0 3,	217 0 6	3,472 4	0	3,713
Increase as				r ended	Dec., 1864	4. 12 pe	r Cent	221	per Cent		261 per Cer	nt	361 per Ce	ent	371 per (Cent	444 per C	ent	591 per Ce	nt	741 per Cen	t 6	63 per Cent.	70	04 per Cent	84 per (Cent	943 per Cent	1	131 per Cent .	1073 per	Cent	923 per Cent	9	63 per Cent.	1081	per Cent	. 1293 per C	Cent 1	1051 per Cent	107	7 per Cent.	1033 pe	r Cent	103 per Cent	973	per Cent	113 per Ce	ent	1271 p
				-					_				1		1	_	1			1 1		-		21	8 Exam 74	h Contombor	1962 (4) 0 0	law on which	the Dailer	borror opened	for Troffic) 1	ntil 31st D	ecember, 1863.				1				1		3							

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No. 1-STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.	NT OF CAI	PITAL AUT	THORIZED	AND CREA	TED BY T	HE COMPAN	IY.		
ACTS OF PARLIAMENT AND CERTIFICATE	CAP	CAPITAL AUTHORIZED.	RIZED.	CAPITAL C	CAPITAL CREATED OR SANCTIONED.	SANCTIONED.		BALANCE.	
OF THE BOARD OF TRADE.	Shares.	Loans.	Total.	Shares.	Loans.	Total.	Shares.	Shares. Loans.	Total.
The Finn Valley Railway Act, 1860,	1860, £60,000	£20,000	£80,000	£60,000	£20,000	£80,000			
1865, 1879,	20,000	15,000	20,000 15,000	20,000	15,000	20,000 15,000	· · · · · · · · · · · · · · · · · · ·	••••	
Total,	£80,000	£35,000	£115,000	£80,000	£35,000	£115,000			

No. 2-STATEMENT OF SHARE CAPITAL CREATED, SHEWING THE PROPORTION RECEIVED	APITAL	CREAT	ED, SHEWING T	HE PROPORTIO	N RECEIVED.	
DESCRIPTION.	Amount (Created.	Amount Received.	Calls in Arrear.	Amount Created. Amount Received. Calls in Arrear. Amount Uncalled. Amount Unissue	Amount Unissued
Ordinary Shares,	£ 60,000 20,000	s. d. 0 0 0 0	£ s. d. 43,649 12 8* 18,740 0 0	£ s. d.	£ s. d.	£ s. d. 15,020 0 0
Total,	80,000	0 0	80,000 0 0 62,389 12 8	:		15,020 0 0
*4,498 Ordinary Shares, of the nominal value of £44,980, are now held by Members of the Company—the Balance of £1,330 7s 4d being loss at foot of Forfeited Shares Account. 1,233 of these Forfeited Shares were re-issued under par before Preference Shares were authorized by the Company's (Additional Capital) Certificate, 1865.	980, are no sited Shar	w held b es were	y Members of the re-issued under p	Company—the Ba ur before Preferen	lance of £1,330 7s dece Shares were aut	4d being loss at thorized by the

						3	Raised by Loans.	Raised by Issue of Debenture Stock.	Tog by]
				ß			At 32 per cent.*	At 5 per cent.	BIOCK.
Existing at 30th June, 1889, Existing at 31st December, 1889,	1e, 1889, ember, 1889,	::	11	:::	::	::	£4,537 7 9 4,537 7 9	£30,462 0 0 30,462 0 0	£34,999 7 9 34,999 7 9
Incr	Increase,	:	:		:	:			
Decr	Decrease,	:		1	:	:			
Total amount authorized to be raised by Loans, in respect of Capital created as per Statement No. 1,	prized to be	raised by	/ Loan	s, in r		of Ca	pital created as	per Statement	£35,000 0 0
Total amount raised by Loans, as above,	by Loans, a	s above,		:	:	S :			34,999 7 9
Balance,	Balance, being available Borrowing Powers, on 31st December, 1889,	ole Borrow	ing Pc	Wers,	on 31st	Decei	mber, 1889,		0 12 3

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.

			8	6	0.001	
Cr.	Total.	£ s. d. 62,389 12 8	33,045 18 5 00	3,768 4 9	99,203 15 10 715 15 3	99,919 11
	Amount Received during Half-Year.	£ s. d.	::			
	Amount Received to 30th June, 1889.	£ 8. d.	3,045 18 5	of a to a 3,768 4 9	99,203 15 10	
No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.		By Receipts $j \pounds$ s. Shares, per Account No. 2, $62,389$ 12	Loans and Debenture Stock, 33,045 18	Profits on Revenue Account Capitalized by Resolution of a General Meeting of the Com- pany on 1st April, 1869	Balance,	
EXPENDITU	Total.	£ s. d. 86,359 11 1	13,560 0 0	16		99,919 11 1
CEIPTS AND	Amount Expended during Half-Year.	£ s. d.	:			
Dr. No. 4-REC	Amount Expended to 30th June, 1889.	To Expenditure : £ 8. d. On Line opened for Traffic (No. 5), 86,359 11 1	Subscription to Share Capital of West Donegal Railway,			99,919 11 1

			9		_	_				
£ s. d.			<u>ы</u>	Brake Vans.	None.	2	5 5	· · · · · · · · · · · · · · · · · · ·		
			MERCHANDIZE.	Open Wagons.	4	33	2	· · · · · · · · · · · · · · · · · · ·	lley Line.	
			M	Covered Grods and Cattle Wagons.	23	40	63 63	· · · · · · · · · · · · · · · · · · ·	for Finn Va.	
				Carriage Trucks.	1	2	ကက	· · · · · · · · · · · · · · · · · · ·	ve Power	
				Horse Boxes.	1	1	22	· · · · · · · · · · · · · · · · · · ·	Locomoti	
	1	STOCK.	COACHING.	3rd Class with Brake Vans.	2	33	5	· · · · · · · · · · · · · · · · · · ·	r supply of . ay.	
6.1		ORKING		3rd Class.	1	2	99	0 0 0 0 0 0 0 0 0 0	reland) fo 7. Compai	
. HN		No. 6RETURN OF WORKING STOCK.		1st, 2nd, and 3rd Class Composites.	2	3	21 22	· · · · · · · · · · · · · · · · · · ·	Railway Company (Ireland) for s t Maintained by F. V. Company.	
ÿ		RETU	4		Tank Engines.	None.	3	69 69 J	· · · · · · · · · · · · · · · · · · ·	Railway ‡ Mainta
-		No. 6	+ Locomotive.	Tenders.	None.	None.	None. None.		Northern	
ARE ST			+	Engines.	None.	None.	None. None.		ith Great	
					F. V. Co.'s Stock (5 feet 3 inch gauge),	W. D. Co.'s Stock (3 feet gauge) ‡	Stock on 30th June, 1889. , 31st December, 1889.	Increase, Decrease,	 † F. V. Company contracts with Great Northern Railway Company (Ireland) for supply of Locomotive Power for Finn Valley Line. ‡ Maintained by F. V. Company. 	

No..5.-DETAILS OF CAPITAL EXPENDITURE, PER STATEMENT No. 4.

10	11
	Cr. 2 8. d. 2 8. d. 3 11 7 5 3 11 7 5 3 11 7 5 1,235 1 5 10 1,645 13 7 1,645 13 7 1,645 13 7 1,645 13 7 1,645 13 7 1,645 13 7 1,577 7 10 3 04 7 4 1,577 7 10
No. 7-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. None Determined.	T. T. Receipts. First Class, Receipts. First Class, 3,675 Second , 25,829 Excess Fares, 3,675 25,829 Third , 25,829 Third , 25,829 Third , 25,829 Third , 25,829 Third , 10,262 Third , 10,262 Third , 10,262 Third , 10,262 Third , 10,262 Third , 10,262 Third , 10,10 Third ,
	ACCOUNT In-Year Inded 470 107 440 1148 1148 1148 1148 1148 1148 1148
No. 8-CAPITAL POWERS AND OTHER ASSETS AVAILABLE	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
TO MEET FURTHER EXPENDITURE, AS PER No. 7. 1,502 £10 Ordinary Shares, forfeited and unsold (nominal value),,,,,,	Dr. Mo. Expenditure. No. No. To Maintenance of Way, Works, and Stations (Abstract A), Expenditure. To Maintenance of Way, Works, and Stations (Abstract B), (Abstract B), Corriage and Wagon Repirs (Abstract C), General Charges (Abstract B), General Charges (Abstract B), Compensation : Personal Injury, £ Mileage to Goods, 2 Mileage and Demurage Mileage and Demurage Mileage and Demurage Mileage and Demurage Mileage and Demurage Mileage and Demurage
	Half-Year ended 31st Dec., 1888. 920 926 9214 6 762 214 6 752 3 3 2,958 1,312 1,312 1,646 1,660 3,506

Cr.	Half-Year ended 31st Dec., 1889.	£ s. d. 1,577 16 2 2,741 15 8	4,333 5 5
0		By Balance from Revenue Account No. 9 (page 11), 11 By General Interest Account, By Balance at Debit of Revenue Account for Half-Year ended 31st December, 1889, 22	4
JOUNT.	Half-Year ended 31st Dec., 1888.	£ 1,860 2,844	4,714
VENUE ACC	Half-Year ended 31st Dec., 1889.	£ s. d. 79 8 1 742 10 3 197 10 0 487 5 2	2,826 11 11 4,333 5 5
NA 10 NET REVENUE ACCOUNT.	Dr. Maria and Andrea	To Interest on Mortgage Loan (proportion of Annuity of £1,300, as per Statement No. 3, charged to Revenue £1,300, as per Statement No. 3, charged to Revenue for Account),	To Balance at Debit of Kevenue Account for the second softh June, 1889,
		198 198 198 438	3,257 4,714

	No. 12-ABSTRACTS.				
A	MAINTENANCE OF WAY, WO	RKS, &c.			7
Half-Year ended 31st Dec., 1888.	112			Half-Ye ended 31st Dec 1889.	
£ 920	Materials and Wages for Maintena newal of Permanent Way and othe for Working Signals,	nce and r Works,	and	£ s	d 6
В	LOCOMOTIVE POWE	R.			
Half-Year ended 31st Dec., 1888.		-		Half-Ye ended 31st De 1889	l c.,
£ 542	Finn Valley Line—For each of the amount is that payable to G Railway Company (Ireland) in term	reat Nort	hern		d 8
362	West Donegal Line,			515 5	6
904	Total,	••	-	1104 17	-
C REPA	IRS AND RENEWALS OF CARRIA	GES AN	DW		
Half-Year ended 31st Dec., 1888.				Half-Y ende 31st D 1889	ed ec.
£	Carriages—	£		£s	d
32 24	Wages, Materials,	47 10 50 5		- 98 2	0
41 29	Wagons— Wages, Materials,	69 1 89		158 19	10
126	Total,			. 257 1	10

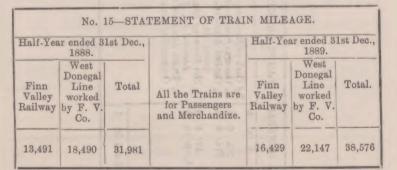
	No. 12ABSTRACTS.							
D	D TRAFFIC EXPENSES.							
Half-Year ended 31st Dec., 1888.		Half-Year ended 31st Dec., 1889.						
£ 539	Salaries and Wages,	£ s. d. 569 1 2						
60	Fuel, Lighting, Grease, and General Stores,	116 6 7						
16	Clothing,	13 9 6						
78	Books, Printing, Stationery, Tickets, Advertising, and Postage,	97 3 11						
65	Joint Station Expenses,	54 11 10						
4	Wagon Covers, Ropes, Truck Barrows, &c	2 3 4						
762	Total,	852 16 4						

Е	GENERAL CHARGES.			
Half-Year ended 31st Dec., 1888.		e 31s	lf-Y nde t De	d ec.,
£ 	Directors,	£	s.	d.
5	Auditors,	5	0	0
150	Secretary and General Manager,	150	0	0
21	Books, Stationery, Printing, Advertising, Stamps, Telegrams, and other Office Expenses,	10	10	2
23	Railway Clearing House Expenses,		19	7
10 5	Fire Insurance,		17 13	5 9
214	Total,	219	0	11

	15	
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6,486 10 1
Cr.	£ 1,431 71(71(2,74] 195 195 186	6,48(
No. 13GENERAL BALANCE SHEET.	By Cash at Bankers-Current Account, $\begin{pmatrix} \pounds & 1, \\ ., & 0 \end{pmatrix}$, General Stores-Estimated Value of Materials on hands, $\begin{pmatrix} \pounds & 1, \\ ., & 1, \\ ., & 0 \end{pmatrix}$, Gaptial Account-Balance at Debit thereof, as per Account No. 4, $1, 220$ 15 , Net Revenue Account-Balance at Debit thereof, as per $1, 220$ 15 , $1, 200$ 15	
ENERAI	2 8. d. 274 6 1 274 6 1 47 5 0 5,600 16 6	6,486 10 1
8G.		6,48
Dr. 13	To Unpaid Dividends and Debenture Stock Interest, acoruing till 31st December, '89,	

		For the .	Half-Year e	nded 31st Dec	., 1889.
Half-Year ended 31st Dec., 1888.		Miles Autho- rized.	Miles Con- structed.	Miles con- structing or to be constructed	Miles Worked by Engines.
131	Line owned by Company	13‡	131		131
14	Line worked by Company,	18	14 *		14 *
Ŧ	Foreign Line worked over	7	1		1
273	1	313	273		273*

Only 14 Miles of West Donegal Line were in operation from 1st July till 15th September, 1889.



S. H. HAYES, 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.

ABRAHAM M'C. STEWART, Engineer pro tem. 14th February, 1890.

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.

3rd February, 1890.

D. LAVERTY, Locomotive Superintendent.

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.

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

The Grand Canal.

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS,

FOB

SIX MONTHS ENDED 31st DECEMBER, 1889,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT

THE GRAND CANAL HOUSE,

JAMES'S-STREET HARBOUR, DUBLIN,

AT TWELVE O'CLOCK, NOON,

On SATURDAY, 22nd FEBRUARY, 1890.

Grand Canal Company.

NOTICE IS HEREBY GIVEN, that a HALF-YEARLY GENERAL MEETING OF THE PROPRIETORS will be held at the GRAND CANAL HOUSE, JAMES'S-STREET HARBOUR, DUBLIN, on SATURDAY, 22ND FEBRUARY, 1890, at Twelve o'clock, noon, for the purpose of receiving a Statement of the Accounts of the Company for the Half-year ended 31st December last, and the Report of the Auditors thereon, together with the Report of the Directors and of the Company's Engineer, and for the purpose of declaring a Dividend. Also to elect three Directors and one Auditor in the room of those retiring by rotation.

The following Resolutions will be moved :-

"1st.—That the number of the Directors shall, from henceforth, be reduced from nine to six, and that, therefore, no election shall take place to fill the vacancies on the Board which will be caused by the retirement of the three Directors who will then go out by rotation."

"2nd_That one of the Company's Auditors shall, in future, be a qualified Public Accountant."

The Books for the Transfer of Stock will be closed from the 15th to the 22nd instant, both days inclusive.

Copies of the Half-yearly Account will be distributed to the Proprietors, and ready for delivery on application at the Company's Offices, James's-street Harbour, on and after Saturday, 15th inst.

> By Order, WM. DIGBY COOKE, Secretary.

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GRAND CANAL HOUSE, JAMES'S-STREET HARBOUR, DUBLIN, 6th February, 1890.

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ER,	G	27,074	782		314		2,258 459 394	21	68						
(BE OP)		27,	3		31,614	1	2,2	60	3,468						
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IVI IVI							Rents Receivable Corporation Wate Rathmines								
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OR ACH RES		Freights	Dock Dues				Rents Rece Corporation Rathmines	vide							
F(EA	10-	HE	Ă				Rack	AF							
SUS OF RECEIPTS AND EXPENDITURE FOR SIX MONTHS ENDING 31ST DECEMBER, 1889, SHOWING THE PROPORTION OF EACH APPLICABLE TO THE CANAL PROPER AND THE OTHER SOURCES OF INCOME RESPECTIVELY.	d.	10	10	10 4	0		16.00	1001	00		4 67	0	4	100	
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PEN ORJ	1 20	4,178	2,058	277 5,318	31,614		$1,065\\120\\140$	1,325 2,142	3,468		5,318 2,142	7,461	272	7,188	
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PR PR	1		1.4									9 4	9	1	
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AND THE OTHER SOURCES OF INCOME RESPECTIVELY. OF THE CANAL PROPER, AND THE OTHER SOURCES OF INCOME RESPECTIVELY.		nce	radv				Ta.				6	-New Boat Jetty	H	per	
2		enal	ng'	0 0			and	I CD			ADC	Jetty	IOONI	3.5	
Cr.		Maintenance of Way Lock-keepers' Wages	Salaries, &c. Carrying Trade Expenses Printing. Advertising Taxidante	Balance			Rents and Taxes . Flooding - Percentage and Law Costs	Balance -			Bal			Ince	
0		IL o	Cau Pri	Ba			Flo Per	Bal			Cr. Balance—Freights and Tolls Rents	Less		Balance as per Account -	

Half-yearly Meeting, Saturday, 22nd February, 1890. Dividend Payable, 10th March, 1890. The Transfer Books will be closed on and after Saturday, 15th instant, until after the meeting.

Grand Canal Company.

DIRECTORS' REPORT,

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For Half-year ended 31st December, 1889.

Directors.

WM. FRANCIS DE VISMES KANE, J.P., Chairman.
WILLIAM FINDLATER, J.P., D.L., Deputy Chairman.
RICHARD JOHN CORBALLIS, J.P.
BRINDLEY HONE.
WILLIAM MOONEY, J.P.
JOSEPH EDWARD PALMER.
WILLIAM JAMES PERRY, J.P.
HARRY SAMUEL SANKEY.
GRAVES S. WARREN.

The annexed Statement of Accounts (duly

Leaving net balance of			
We recommend that a dividend be declared at			
e rate of £2 per cent. per annum, free of Income			
ax, payable on the 10th March next, which will			
nount to	6,659	7	9
			_

Leaving to be carried forward a balance of - £1,284 14 9

The tonnage carried by the Company's boats outwards from Dublin shows an increase of 2,157 tons; the total tonnage from the country into Dublin shows an increase of 5,109 tons. The gross cash receipts of the Company's own carrying trade show an increase of $\pounds,2755$ 14s. 2d.

The tonnage carried by Traders' Boats shows an increase of 2,761 tons, resulting in an increase of toll receipts of £295 17s. 4d.

We have purchased 29 additional horses in consequence of the adoption of the system of two-horse haulage. This has increased the amount to the debit of the Horsing Establishment to $\pounds 1,320$ 1s. 4d.

6

There has been an increased expenditure under various heads, amounting to £3,013 3s. 4., during the past Half-year. It is quite impossible to give the details of this sum within the limits of the present Report, but the Chairman will, at the Half-yearly Meeting, give them to the Shareholders, and explain to them that the extra expenditure was under the circumstances necessary, and expended to the advantage of the Company.

The two Bills dealing with the drainage of the Rivers Shannon and Barrow will, as the Board is informed, be re-introduced by the Government during the coming session of Parliament.

Their progress will be carefully watched, and we shall take the necessary steps at the proper time to preserve the Company's *locus standi*, and shall endeavour to procure the insertion of clauses to provide for the maintenance of a sufficient navigation depth for conducting the Company's trade on these important waterways.

In connection with this subject we have addressed a letter to the Right Hon. A. J. Balfour, the Chief Secretary to the Lord Lieutenant, pointing out the importance of maintaining and improving the Navigation of the River Shannon and Lough Derg.

A Sub-Committee, consisting of Messrs. W. Findlater, Wm. Mooney, J. E. Palmer, and Wm. F. de V. Kane, Chairman, has been appointed to investigate the details of the Company's management and mode of conducting business.

This Committee has had several lengthened sittings, and has made numerous important suggestions, which have been approved of by the Board.

At their instance one of the most experienced English canal authorities has been requested to make a full examination of the Canal and its working arrangement, and to report thereon.

On the subject of the Railway and Canal Traffic Act, 1888, we have had a communication from the Board of Trade, dated the 8th

of August last, directing "that the period within which the classification and schedule shall be submitted by the Grand Canal Company shall be extended to the 10th day of August, 1890."

The Board regret to announce that three of its Members, Messrs. Warren, Corballis, and Perry, who retire by rotation at the Halfyearly Meeting, have intimated that they will not seek re-election. They have throughout devoted themselves most assiduously to the interests of the Company, and their retirement will be a great loss to the Shareholders.

Notice has been given by certain Shareholders of their intention to move at the Meeting that the number of Directors shall be reduced to the old standard of six. The Board intends to maintain its neutral attitude on the subject, the increase having been made entirely at the instance of the Shareholders.

The retiring Auditor is Mr. Rowland Hill Scovell, J.P.

A synopsis of Receipts and Expenditure during the last Halfyear is annexed to the Directors' Report for the information of the Proprietors.

The Report of the Company's Engineer is appended.

(Signed),

WM. FRANCIS DE VISMES KANE,

Chairman.

JAMES'S-STREET HARBOUR, Dublin, 7th February, 1890.

ENGINEER'S REPORT.

To the Directors of the Grand Canal Company.

GENTLEMEN,

The works of the Canal and its supply courses are in good order. The repair of the embankments is very carefully attended to, particularly the high bog embankments between Robertstown and Edenderry.

During the past Half-year new deep gates were hung at Portobello Lock and at the 37th Lock, Ballinasloe Canal, and many of the gates received substantial repairs.

A new wooden jetty has been erected at Dromineer, one of the stations at Lough Derg. New boat sheds have been put up at Ballinasloe and James's-street Harbour, and a new shed over the whole of the yard at No. 7 Store, Shannon Harbour. Extensive repairs to some houses at these stations have been done, and some entirely new and indispensable work besides.

Four of the working boats received extensive repairs. One of them has been fitted up as a dredge boat, to be used on the Ballinasloe Canal.

The quay walls, stables, and boundary wall at Tullamore Station have been repaired.

A new stable has been built at Ballycommon, and another at Vicarstown. The Derrybrock supply embankment and culvert have been repaired, and the parapet walls of the Courtwood and Derrybrock aqueducts have been for a considerable extent rebuilt.

Some few works of repair, which I expected might have been done during the past Half-year, had to remain over and give place to other work for want of time to reach them before the winter set in. They can be done during the coming season.

The supply of water was abundant, and the Canal was kept fairly clear of weeds.

The largest work of renewal contemplated to be done this year is

the making and hanging of new gates for the middle Graving Dock at Ringsend, the present gates being worn out; the sill may require repair.

There is no work out of the ordinary course of renewal contemplated to be done during the current Half-year to which I should direct attention.

The works have escaped well from the effects of the late severe gales and floods.

I have the honour to be, Gentlemen, Your obedient servant, CHRISTOPHER MULVANY, C.E.

GRAND CANAL HOUSE, JAMES'S-STREET HARBOUR, 3rd February, 1890. Certificate respecting the Company's Boats.

I HEREBY CERTIFY that the Company's Trade Boats, Gravel Boats, Dredge Boats, and Ice Boats have, during the past half year, been maintained in good working repair and condition.

(Signed),

FREDERICK SHARPE.

7th February, 1890.

Certificate respecting the Company's Steamers.

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I HEREBY CERTIFY that the Company's Steamers trading on the River Shannon, and the Steamers plying on the River Liffey, have been maintained in good working order and repair.

(Signed),

WM. JOHNSON, Superintendent Engineer.

7th February, 1890.

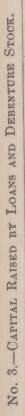
• COMPANY HALF-YEAR ENDED 31sT DECEMBER 1889. CANAL GRAND

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

|                    | Total           | भ                                                                                            | 1                                        | 1                         |
|--------------------|-----------------|----------------------------------------------------------------------------------------------|------------------------------------------|---------------------------|
| BALANCE            | Stock Loans     | 4                                                                                            | 1                                        | 1                         |
|                    | Stock           | 4                                                                                            | 1                                        | 1                         |
|                    |                 | d.                                                                                           | 9                                        | 9                         |
|                    | al              | â                                                                                            | 14                                       | 14                        |
| TKD                | Total           | £ 8. d.                                                                                      | 665,938 14 6 665,938 14 6 - 665,938 14 6 | 665,938 14 6              |
| REAT               | 21              |                                                                                              |                                          |                           |
| CAPITAL CREATED    | New Stock Loans | A                                                                                            | 1                                        | 4                         |
| CAF                |                 | d.                                                                                           | 9                                        | 9                         |
|                    | Stoel           | ΰů                                                                                           | 14                                       | 14                        |
|                    | New             | £ 8. d.                                                                                      | 665,938                                  | 665,938 14 6 665,938 14 6 |
|                    |                 | d.                                                                                           | 9                                        | 9                         |
|                    | al              | ບບຶ                                                                                          | ]4                                       | 14                        |
| RISED              | Total           | £ 8. d.                                                                                      | 665,938                                  | 665,938                   |
| CAPITAL AUTHORISED | Loans           | 48                                                                                           | I                                        | 1                         |
| CAPI               |                 | d.                                                                                           | 9                                        | 9                         |
|                    | Stoc            | 20                                                                                           | 14                                       | 14                        |
|                    | New Stock       | æ å,                                                                                         | 665,938 14 6                             | 665,938 14 6              |
| ACTS OF FARLIAMENT |                 | 11 & 12 Geo. III., c. 31<br>31 Geo. III., c. 42<br>7 & 8 Vic., c. 98<br>11 & 12 Vic. c. 124. | New Stock registered<br>1848             |                           |

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

|                                 | _       |                                                                                                 |                           |
|---------------------------------|---------|-------------------------------------------------------------------------------------------------|---------------------------|
| A mount<br>Cancelled            | £ 8. d. | 1                                                                                               | I                         |
| A mount<br>Uncalled             | £ 8. d. | 1                                                                                               | I                         |
| Calls<br>in Arrear              | £ 8, d. | . Í                                                                                             | 1                         |
| A mount<br>Received             | £ 8. d. | 665,938 14 6                                                                                    | 665,938 14 6              |
| Amount<br>Created—<br>New Stock | & s. d. | 665,938 14 6 665,938 14                                                                         | 665,938 14 6 665,938 14 6 |
| DESCRIPTION                     |         | New General Capital Stock, all issued (Registered,<br>pursuant to 11 & 12 Vic., cap. 124), 1848 |                           |



|                                       |      | $C_{P_n}$                                         | Total                                     |
|---------------------------------------|------|---------------------------------------------------|-------------------------------------------|
| Raised by Loan and<br>Debenture Stock | Nil. | DUNT.                                             | Amount<br>Received during<br>Half-year    |
| Total Raised by P<br>Debenture Stock  | Nil. | APITAL ACC                                        | Amount<br>Received to<br>81st Dec., 1889  |
| Total I<br>Debenti                    |      | URE ON C.                                         | 1                                         |
| Raised by Loan                        | 'HN  | No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | Total                                     |
|                                       |      | -RECEIPTS                                         | Amount<br>Expended during<br>Half-year    |
| 1                                     | IIN  | No. 4.                                            | A mount<br>Expended to<br>31st Dec., 1889 |
|                                       |      | Dr.                                               | I                                         |

13

The whole Capital of the Company, as created on its re-construction by Act 11 & 12 Vic., cap. 124 (1848), consisting of the sum of £665,938 14s. 6d., has been received and expended.

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665,938 14

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665,938 14

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665,938 14

Nil.

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665,938 14

665,938 14 6

Nil.

To EXPENDITURE: On Lines of Canal open for Traffic 665,938 14 6

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q.

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48

q.

£ 8.

d.

£ 8.

£ B. d.

8. d.

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No. 5.—DETAILS OF CAPITAL EXPENDITURE, for Half-year ended 31st December, 1889.

### No. 6.-RETURN OF WORKING STOCK.

|                                         | Steamers | Iron<br>Trade<br>Boats | Timber-<br>built<br>Trade<br>Boats | Gravel<br>Boats | Dredge<br>Boats | Ice<br>Boats | Total |
|-----------------------------------------|----------|------------------------|------------------------------------|-----------------|-----------------|--------------|-------|
| Stock on June 30, 1889                  | 9        | 20                     | 23                                 | 9               | 2               | 3            | 66    |
| " Dec. 31, 1889                         | 9        | 20                     | 23                                 | 8               | 3               | 3            | 66    |
| Increase during Half-year<br>Decrease " |          | Ξ                      |                                    | 1               | 1               | =            | 1     |

# No. 7.—Estimate of Further Expenditure on Capital Account.

| Further Expenditure<br>during Half-year<br>ended 31st Dec., 1889 | In subsequent Half-<br>years | Total |
|------------------------------------------------------------------|------------------------------|-------|
| Nil.                                                             | Nil.                         |       |

### No. 8.—Capital Powers and other Assets available to meet Further Expenditure.

### No further Capital powers.

Other assets consist of £10,000 Consols, available under conditions of Act 11 & 12 Vic., cap. 124, and of Reserve Fund No. 2 (created out of Revenue), set forth in Form No. 13 (B).

| 689             | -    | 00                      | 0                                 |                           |                                 |                                          | 3       |                                         |                               | 6                                  |            | 3                         |                                      |                             | 10                             |                              |                             |            | -                             |                             | -                              |                                   | 3        |                                          | -                             |   | 7 7                 |                                |              |                             |        | 1 0               |                                |      |                            |     |   | 1 2                  |   | 0 0                         |        |        | 0.0 |                                |                 |                                | -      | 0      | 2           |
|-----------------|------|-------------------------|-----------------------------------|---------------------------|---------------------------------|------------------------------------------|---------|-----------------------------------------|-------------------------------|------------------------------------|------------|---------------------------|--------------------------------------|-----------------------------|--------------------------------|------------------------------|-----------------------------|------------|-------------------------------|-----------------------------|--------------------------------|-----------------------------------|----------|------------------------------------------|-------------------------------|---|---------------------|--------------------------------|--------------|-----------------------------|--------|-------------------|--------------------------------|------|----------------------------|-----|---|----------------------|---|-----------------------------|--------|--------|-----|--------------------------------|-----------------|--------------------------------|--------|--------|-------------|
| BIRL Dec., 1950 |      | 27.074 11               | 9 7 29 1                          |                           | 355 13                          |                                          | 7 111.1 |                                         |                               | 47 9                               | 3          | /1 /10                    |                                      |                             | 0 I 0                          |                              | T L'AL                      | 1 101      |                               |                             |                                |                                   | 459 16   |                                          |                               |   | 904 18              | T ICO                          |              |                             | 1 19.4 |                   | 3                              |      |                            | 0   |   | 32 18                |   | 19 10                       | 121 17 |        |     | 17                             | 21 12           | 0                              |        | 00 000 | 130,082     |
|                 |      | D. T. Linhte and Toward |                                   | SII0 T "                  | Dant of Stored anndry Tonanta . | " TREND OF MOTOD'S SALAR TO THE PARTY IS |         | 16 66 · · · · · · · · · · · · · · · · · | Grazing and Tillage .         |                                    | 30 11 TAR  | Mill Sites and Water -    |                                      | 1) 39 PULLER CONTRIBUTION T | Passage                        | Dingond Floating and Graving | 9                           | Docks Dues | Dublin Cornoration - Rent for | 11 Luminol to Decension and | water supplieu to prevers and  | Distillers, 6 months, to Dec. 31, | 1880     | 1000 · · · · · · · · · · · · · · · · · · | Pipe Water supplied the Kath- |   | UOUL 10 1 10 1 1001 | I year, to December 31, 1008 - | Interest on- | #10.000 Consols six months' |        | (IESS THCOHA TAY) | £2,000 Royal Bank Depositacct. | Divi | 1 29 14 11d Dangit Acount. | -   | - | Z &1,350 Pref. Stock | - | > / £1.000 Original Stock - | -      | _      | -   | £1,100 4 per cent. Frei. Diock | " Transfer Fees | ". Sundries-3 old hoats sold - |        |        |             |
|                 | d. 1 |                         |                                   | 2                         | 0                               | 0                                        | F       | -                                       | 101                           | -                                  | T          | 101                       |                                      |                             | 4                              | -                            |                             | -          |                               | -                           | _                              | -                                 | Y        |                                          |                               | - |                     | 2                              | -            | -                           |        |                   | 0                              | -    |                            | 0   |   | 00                   |   |                             | Y      |        |     |                                |                 |                                | 00     |        | 2           |
| SISt Dec., 1888 | £ 8. | 71 010 10               |                                   | 3,486 3                   | 0 000                           | O RRO                                    | 1 007 0 |                                         | 19.4 16                       |                                    | 4/4        | 608 7                     |                                      |                             | 9. 9                           |                              |                             | 671 13     |                               |                             |                                |                                   | 40K 10   | 01 COF                                   |                               |   |                     | 394 18                         |              |                             |        | 146 D             | 1 12                           |      |                            | 0 0 |   | 32 16                |   | 9 76                        | 101 10 | 8T 17T |     | 21 8                           | 9 2             | -                              | 9 00 V | 0 7.0  | 8 32,016 15 |
| Bist Dec., 1889 |      |                         | 1                                 | 6 10                      |                                 |                                          | 0 11    | 0 - TT                                  |                               |                                    | 14 I       |                           |                                      | 2 3                         |                                |                              | 0 0                         |            | UL U                          | INT O                       |                                | 6 P                               |          |                                          |                               |   |                     |                                |              |                             |        |                   |                                |      |                            |     |   |                      |   |                             |        |        |     |                                |                 |                                |        |        | 7 8         |
| BIRL Dec        |      |                         |                                   | 4.178                     |                                 |                                          |         | . Tee                                   |                               | Cac o                              | 2,008      |                           | - 100                                | 1,403                       |                                | 0 27                         | 214                         |            | 10 010                        | TO'OTS                      |                                | 7 1 88                            | 1000     |                                          |                               |   |                     |                                |              |                             |        |                   |                                |      |                            |     |   |                      |   |                             |        | ,      |     |                                |                 |                                |        |        | 35,082      |
|                 |      | 1 1 1 1 1 1 1 1 1 1 1 1 | To Maintenance of Way, WOTKB, and | Stations-See Abstract A . |                                 | Tork-keeners' Wares-See AD-              |         | stract b                                | Calarian and Allowonnas - San | " Natalica anu anter anter anter a | Abstract U | D Wanna and Minaallananna | "" Theires' Tayes' und MI BATISATIMA | See Abstract U .            | Mallastian of Danta I am Prata | " OULCOULD UT TOTAL "        | and Sundries—See Abstract E | Co         | 39 Cartyline Line of the      | A DSUTACU F                 | Balance carried to Net Revenue | A accurate                        | TTDOODT  |                                          |                               |   |                     |                                |              |                             |        |                   |                                |      |                            |     |   |                      |   |                             |        |        |     |                                |                 |                                |        |        |             |
| 1888            |      | 8. d.                   |                                   | 11 0                      |                                 |                                          |         | 4 0                                     | ,                             |                                    | 15 0       |                           |                                      | 2 2                         |                                |                              | 3 1-1                       |            |                               | 0 4                         |                                |                                   | 5 01     |                                          |                               |   |                     |                                |              |                             |        |                   |                                |      |                            |     |   |                      |   |                             |        |        |     |                                |                 |                                |        |        | 15 5        |
| Blat Dec., 1888 | ~    | +                       |                                   | 01 214 0                  | 0,140 L                         |                                          |         | 99.5                                    |                               |                                    | 1 059 1    |                           |                                      | 1 207                       |                                |                              | 405                         | 2          |                               | 16.544                      |                                |                                   | 7,135 15 |                                          |                               |   |                     |                                |              |                             |        |                   |                                |      |                            |     |   |                      |   |                             |        |        |     |                                |                 |                                |        |        | 32.016 15   |

No. 10.-NET REVENUE ACCOUNT.

Cr.

| Dr.                                | No.                                                                                           | No. 10NET KEVENUE ACCOUNT.         | EVENUE AC                                       | SOUNT.                                               | Ur.                                |
|------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------------|------------------------------------------------------|------------------------------------|
| Half-year ended<br>31st Dec., 1888 |                                                                                               | Half-year ended<br>31st Dec., 1889 | Half-year ended Half-year ended Sist Dec., 1889 |                                                      | Half year ended<br>31st Dec., 1889 |
| £ 8. d.<br>7,936 1 4               | £         s. d.           To Balance available for dividend         8,101         2         6 | £ 8. d.<br>8,101 2 6               | £ s. d.<br>800 6 1                              | By Balance from last half-year's<br>Account          | £ 8. d.<br>912 18 4                |
|                                    |                                                                                               |                                    | 7,135 15 3                                      | 7,135 15 3 " Balance Revenue Account No. 9 7,188 4 2 | 7,188 4 2                          |
| 7,936 1 4                          |                                                                                               | 8,101 2 6 7,936 1 4                | 7,936 1 4                                       |                                                      | 8,101 2 6                          |

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

| Half-year ended<br>31st Dec., 1889 | \$ 8° d.                                                                                                         | 7,944 2 6                                          |                                                                   | 6,659 7 9           | 1,284 14 9                      |
|------------------------------------|------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------------------------------------|---------------------|---------------------------------|
|                                    | Available for dividend, as per Account No. 10 - £8,101 2 6<br>Townshood to be written off the cost of Iron Trade | Boats as in General Balance Sheet No. 13 - 157 0 0 | Dividend on Canital Stock. £665,938 14s. 6d., at £2 per cent. Per | annum · · · · · · · | Balance to next half-year - • • |
| Half-year ended<br>31st Dec., 1888 | £ 8. d.<br>7,936 1 4                                                                                             | 157 0 0                                            | 7,779 1 4                                                         | 6,659 7 9           | 1,119 13 7                      |

.

| OUS.                             | Malf-year        | 31 Dec., 1889      | . 00          | 209 12 3                        | 12                             | 2                          | 34 15 4                 | 4 10                          | -                   | c                                   | 0 01 001           | D.T                              | 1.463 2 3     |                                   |                             | Half-vear          | ended                              | 31 Dec., 1889 | £ 8. d.    | 0 0 011                            |                                     | 1                        | 99 14 6                            | 49 5 4         | 2                                | 130 19 6            |                                     |                | 413 8 0   |
|----------------------------------|------------------|--------------------|---------------|---------------------------------|--------------------------------|----------------------------|-------------------------|-------------------------------|---------------------|-------------------------------------|--------------------|----------------------------------|---------------|-----------------------------------|-----------------------------|--------------------|------------------------------------|---------------|------------|------------------------------------|-------------------------------------|--------------------------|------------------------------------|----------------|----------------------------------|---------------------|-------------------------------------|----------------|-----------|
| RENTS, TAXES, AND MISCELLANEOUS. |                  |                    |               | Income Tax                      | Toyon                          | Poors' Rate                | Printing and Stationery | Advertising                   | Ice Boat Repairs    | Postage and Receipt Stamps, propor- | tion of            | Compensation for flooding :      |               |                                   | SUNDRIES.                   |                    |                                    |               |            | Percentage to Land Agent, from 1st | Duly to 31st December Devicements - | New Boat, No. 52         | New Boat, No. 5                    | New Hay Store  | New Roof over Coal Yard at Shan- | non Harbour         |                                     |                |           |
| D. RENT                          | Half-year        | a1 Dec. 1888       | £ 8. d.       | 0 8 0                           | ZUO 10 0                       | -                          | 3                       | 16                            | 57 15 5             |                                     | 45 0 11            |                                  | 1 207 2 2     | 2                                 | R                           | 1 10 11            | naur-year                          | 81 Dec. 1888  | f a d.     |                                    | 101 18.7                            | -                        | 1                                  | 81 3 1         | 1                                |                     |                                     |                | 405 3 11  |
| AND MAIN.                        |                  | Half-year<br>ended | 31 Dec., 1889 | £ 8. d.                         | 0 01 411                       |                            | 65 1 2                  | ;                             | 190 11 3<br>31 13 9 | 15                                  | 3                  | <                                | 138 0 10      | 215 17 9                          | 1                           | 7 1                |                                    | 491 13 1      |            | 559 8 9                            | -                                   | 703 9 8                  | 2                                  | 52 0 0         | 10 10 11                         | 15 12 6             |                                     | 204 12 0       | 4178 810  |
| LABOURERS' WAGES,                | TENANCE OF LINE. |                    |               | Repairs of Banks and Trackways- | Circular and Main Lines-Dublin | Time Time Tomboun to River | Barrow                  | Shannon Line-Lowtown to River | Shannon             | Rallinashoe Canal                   | Mountmellick Canal | Repair and Strengthening Embank- | ments - · · · | Cleansing, Care, and Extension of | Cleansing Boundary Drains - | Dredging the Canal | Repairs of Company's Working Boats | ", Lock Gates | ", Bridges | ), Derfalls, and Quays -           | " Collectors' Houses, Lock          | Houses, Stores, Stables, | Messenger and Vard Clerk. James's- | street Harbour | Conveyance of Stores and Workmen | Turnnikas care of . | Repairs, Salaries, and Wages-Docks, | Ringsend - • • |           |
| REPAIRS,                         |                  | year               | 31 Dec., 1888 | s. d.                           |                                | 52                         | 17 6                    |                               | 2 2                 |                                     |                    |                                  | 19 7          | L                                 | 15 5                        | 13 1               | 0 2                                |               | 17 9       | 17 5                               |                                     | 01 41                    |                                    | 0 0            |                                  | 10 61               |                                     | 4 1            |           |
| A.                               |                  | Half-year          | Dec., 1       | 48                              |                                | III                        | 61                      |                               | 140                 | 13                                  | 30                 |                                  | 293           | 000                               |                             | 424                | 72                                 |               | 80         | 463                                |                                     | 042                      | JT DIO                             | 52             | 1                                | 30                  |                                     | 112            | 01 21 4 0 |

17

Agency and Labourage—Dublin, and at all Stations - -Shannon and Barrow Tolls - -Compensation for Losses - -

3 2 10 10 5 6

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SALARIES AND ALLOWANCES.

3,285

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10 10 4 4 7 7 7 1 0 10 2

53

16 14 11 11 11 18

Postage and Receipt Stamps—pro-portion of . . . . Books, Stationery, and Advertising -Car-hire and Travelling . . . Benefit Society . . . . Insurance . . . . . .

6 5 4 6 9

14 5 12 12 18 0 0

59 154 15 15 15 15 14 15 15

Half-year ended 31 Dec., 1889 & s. d.

Half-year ended 31 Dec., 1888 £ s. d.

20 56 138

 Half-year

 ended

 31 Dec., 1889

 £ s. d.

 4,746 18 6

 120 0 0

 3,269 8 7

 431 5 5

 1,411 16 4

1 1 1 1 1

Haulage of Boats - - -Towage of do. on River Liffey Wages of Crews of Boats -Repairs of Boats - - -Hire of Boats chartered by the Co

 F.
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 Half-year
 ended

 ended
 31 Dec., 1888

 £ s. d.
 3,957 11 11

 103 5 0
 3,203 0 1

 3,203 0 1
 3,203 0 1

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 1,044 2 5

Half year ended 31 Dec., 1889 261 14 0 261 14 0 261 14 0 266 14 0 266 0 0 266 0 0 266 0 0 266 0 0

Lock-keepers on Circular Line . ,, Main Line . ,, Barrow Line and Mountmellick Canal ,, Shannon Line and Ballinasloe Canal . Drawbridge-keepers at Monasterevan and Portarlington . . .

 $\begin{array}{c|c} \textbf{B.} \\ \hline \textbf{Half year} \\ \hline \textbf{Half year} \\ \hline \textbf{alf year} \\ \hline \textbf{alf year} \\ \textbf{a$ 

Co.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  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---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 138     18     10       16     3     2       285     8     6       415     13     8       304     8     7       1,977     17     7       18,849     0     10       12,849     0     10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Cr.<br>Half-year ended<br>Dec. 31, 1889<br>Cosr.<br>£8 1 11<br>372 8 1<br>1,709 17 6<br>1,335 5 0<br>6,469 15 6<br>1,218 17 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 0       10       4       Deneme bound       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       < | counts and<br>(due 31st)<br>Account<br>water Rent, six months to<br>ent, one year to 31st Dec.<br>and<br>mt (85 Horees),<br>ers for keepairs<br>or 2, 12, 13, and 14<br>Account<br>or S.S. Nigel for injury to<br>es and Colgan's Bridge, &c.<br>11th & 12th Vic., cap.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul> <li>Resolution, 22nd August, 1863).</li> <li>1 11 Royal Bank, Deposit Account</li> <li>Purchase of fee simple head rent on<br/>Greenhow'sholding, Dolphin's-barn<br/>Midland Gt. West. Ry. 5 per Cent.</li> <li>Preference Stock</li> <li>O Gt. Northern of Ireland Ry. Stock</li> <li>O Gt. Northern of Ireland Ry. Stock</li> <li>O 4 per Cent. Preference Stock</li> <li>O 4 per Cent. Preference Stock</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 2,748 18 6 Cash at 2,748 18 6 Cash at 2,748 18 6 Cash at Decer Do. To the contract of the cont | FUND NO. 2 (per<br>Half-year ended<br>Des. 31, 1888<br>Cosr<br>6,250<br>1,000<br>6,250<br>1,100                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| st i i i i                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | £8,101 2 6<br>157 0 0<br>VED FUND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | No. 13 (B).—RESERVED FUT<br>Half-gear Half-gear<br>$\left  \begin{array}{c} Half-gear \\ Half-gear \\ ended \\ Dec. 31, 1889 \\ Dec. 31, 1889 \\ Dec. 31, 1889 \\ Dec. 31, 109 \\ Dec. 31, 100 \\ Dec. 3$ |
| I V O O                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | No. 13 (B)<br>Balance of Reserve<br>Fund * -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| ended<br>31 Dec., 1888<br><i>£</i> s. d.<br>375 0 0<br>1,347 14 8<br>1,347 14 8<br>1,247 14 8<br>1,347 14 8<br>1,347 14 8<br>1,347 14 8<br>1,347 14 8<br>1,252 15 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Unpaid Dividend<br>Net Revenue Ac<br>Credit thereof,<br>No. 10 - cont<br>Less 10 per cont<br>Iron Boats, per<br>RO. 13<br>&10,000 23 per Ce                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Dr.<br>Half year<br>ended<br>Dec. 31, 1888<br>£11,109 5 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

-continued. No. 12-

LOCK-KEEPERS' WAGES.

CARRYING TRADE ACCOUNT.

19

000 000

0

10

£11,109

0

20

£11,109

0

10

£11.109

10

£11,109

### No. 14.-MILEAGE STATEMENT.

|                       |         |          |          |        |         |     | Miles worked<br>by Boat |
|-----------------------|---------|----------|----------|--------|---------|-----|-------------------------|
| Circular and Main Lin | es — Ri | ngsend I | Docks, D | ublin, | to Lowt | own | 293                     |
| Barrow Line-Lowton    |         |          |          | -      |         | -   | 281                     |
| Shannon Line-Lowto    |         |          |          |        | -       | -   | 53 <del>]</del>         |
| Kilbeggan Canal       |         | -        | -        |        | -       | -   | 81                      |
| Ballinasloe Canal     |         | -        |          | -      | -       |     | 14                      |
| Mountmellick Canal    | -       |          | -        | -      |         | 1-  | 111                     |
| Kildare Canal (Naas a | and Co  | rbally)  |          |        |         |     | 71                      |
| Blackwood Canal       | -       |          | -        |        |         |     | 4                       |
| Miltown Canal -       | -       | -        | -        |        | (a)     | -   | 64                      |
| Edenderry Canal       |         | -        |          | -      | 14      | -   | 1                       |
| Lateral Canal -       |         | -        | -        |        | -       | 2   | 11                      |
| Lauciai Vallat        |         |          |          |        |         |     | 165 <u>3</u> miles.     |

WM. FRANCIS DE VISMES KANE, Chairman of Company.

W. DIGBY COOKE, Secretary of Company.

JOHN A. CAMPION, Accountant of Company.

WE have examined the Accounts of the Grand Canal Company for the half-year ended 31st December, 1889, which are proposed to be issued to the Proprietors of said Company, and hereby certify that said Accounts contain a full and true statement of the Financial condition of the Company, and that the Dividend at the rate of £2 per cent. per annum, proposed to be declared on the Capital Stock, is *bona fide* due thereon, after charging the revenue of the half-year with all the expenses which ought to be paid thereout in our judgment.

(Signed)

W. J. GEOGHEGAN, Auditors. R. H. SCOVELL,

February 10th, 1890.

Great Southern & Mestern Railway.

# REPORT OF DIRECTORS,

# STATEMENT OF ACCOUNTS,

AND

FOR SIX MONTHS ENDED

## 31st DECEMBER, 1889,

TO BE

## SUBMITTED TO THE PROPRIETORS

AT THE

### NINETY-SECOND

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT

KINGSBRIDGE TERMINUS, DUBLIN,

AT TWELVE O'CLOCK, NOON,

ON SATURDAY, 15TH FEBRUARY, 1890.

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

## GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, IRELAND.

Notice is hereby given that the next Half-yearly General Meeting of the Shareholders of this Company will be held at the Kingsbridge Terminus, Dublin, on Saturday, the 15th day of February, 1890, at Twelve o'clock, noon, for the purpose of receiving the Report and Statement of Accounts from the Directors, for the Half-year ended 31st December, 1889, 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, and if so determined, of approving of the following Bill now pending in Parliament, that is to say :--

"A Bill for enabling the Great Southern and Western Railway Company to execute certain works, to acquire additional lands, to purchase or use a portion of the railway of the Dublin, Wicklow, and Wexford Railway Company, to enter into working agreements with that Company and with the Mitchelstown and Fermoy Light Railway Company, to purchase a portion of the Deep Water Quay at Queenstown, to raise further capital, and for other purposes."

> By order of the Board, FRANCIS B. ORMSBY, Secretary.

KINGSBRIDGE TERMINUS, DUBLIN, 27th January, 1890.

Great Southern and Western Kailway.

## DIRECTORS' REPORT

For the Half-year ended 31st December, 1889.

## Birectors.

JAMES C. COLVILL, Chairman. JAMES W. MURLAND, Deputy Chairman.

SAMUEL H. CLOSE. LUKE J. M'DONNELL. JOSHUA J. PIM. COLONEL JOHN BONHAM. WILLIAM ROBERTSON. CHARLES P. COOTE. WILLIAM J. GOULDING. GEORGE JAMESON. The following are the details of the Receipts of your Line for the past Half-year, viz. :--

| Description      | L.   |      | Halt-<br>end<br>31st Dec | ed |    | Half-<br>end<br>31st Dec | ed | 88. | Increase. |     | Deere | 5250. |
|------------------|------|------|--------------------------|----|----|--------------------------|----|-----|-----------|-----|-------|-------|
|                  |      |      | £                        | 8. | d. | £                        | 8. | d.  | £ 8.      | d.  | £     | 8. 0  |
| PASSENGERS,      |      |      | 162,882                  | 3  | 3  | 155,545                  | 18 | 8   | 7,336 4   | 7   | -     | -     |
| MILITARY,        |      |      | 5,707                    | 8  | 2  | 5,264                    | 16 | 3   | 442 11    | 11  | -     | -     |
| PARCELS, &C.,    |      |      | 23,440                   | 8  | 8  | 21,161                   | 16 | 5   | 2,278 12  | 3   | -     | -     |
| MAILS, .         |      |      | 20,370                   | 0  | 0  | 20,338                   | 11 | 0   | 31 9      | 0   | -     | -     |
| Goods, .         |      |      | 142,743                  | 8  | 3  | 128,908                  | 7  | 0   | 13,835 1  | 3   | -     | -     |
| COALS, .         |      |      | 16,652                   | 13 | 4  | 16,372                   | 15 | 1   | 279 18    | 3   | -     | -     |
| LIVE STOCK,      |      |      | 37,375                   | 7  | 1  | 40,546                   | 10 | 8   | -         |     | 3,171 | 3     |
| BARONIAL GUAP    | ANT  | TEES | 2,454                    | 17 | 2  | 2,454                    | 17 | 2   | _         |     |       | -     |
| Total Traffic Re | eeir | pts, | 411,626                  | 5  | 11 | 390,593                  | 12 | 3   | 21,032 13 | 8 8 |       | -     |

The Abstract of Accounts which we now lay before you shows the balance available for Dividend to be  $\pounds 176,151$  7s. 6d., out of which we recommend that a Dividend at the rate of Four per Cent. per annum be paid to the Proprietors of the Four per Cent. Perpetual Preferential

Stock, amounting to £26,582, and that a Dividend at the rate of Five per Cent. per annum, amounting to £124,251 7s. 6d., be paid to the Proprietors of the Consolidated Stock of the Company, which will leave a balance of £25,318 Os. Od. to be carried forward to the next account.

The Traffic Receipts show an increase of £21,032 13s. 8d., as compared with the corresponding period last year.

The Working Expenses show an increase of £9,316 10s. 3d.

The Permanent Way has been efficiently maintained, 1,826 tons of Steel Rails and 45,957 Creosoted Sleepers having been used in relaying  $15\frac{3}{4}$  miles of Line, the entire cost of which has been charged to Revenue ; the whole of the Main Line and 80.11 per cent. of the Branches is now laid with steel.

Preliminary arrangements have been made with the Clyde Steam Ship Company to provide two new and suitable Tenders to attend on the Transatlantic Steam Ships at Queenstown, one to be on the Station on 1st August and one on the 1st September next, and the Company's Solicitors are now engaged in preparing the necessary legal agreement. Your Directors have considered it for the interest of the Great Southern and Western Company to undertake a limited annual risk for the carrying out of this essential object. They are happy to state that the London and North-Western Company, who are largely interested in the American traffic passing through Ireland to their system, have promised to give an annual contribution to this Company towards making up a portion of any loss incurred.

A Memorial has been presented to the Board from a number of Shareholders from the City and County of Cork (still, however, forming only about one-half the Proprietors from that district, and 7

representing a very small percentage of the Capital of the general body of Shareholders of the Company) asking the Board to appoint two additional Directors, selected from amongst the local Traders of Cork.

The number of Directors was reduced under the powers of the Company's Act obtained in the Session of 1878, with the sanction and approval of the Shareholders, and the Company have no power, without fresh Parliamentary authority, to increase the present number of Directors. Your Board do not recommend any increase in the number of Directors, as they consider it would not tend to the better administration of the affairs of the Company.

A strike for higher wages recently took place in the Goods Store in Cork, and subsequently extended to the Traffic Department generally. The question has now been settled by some increase in wages and shortening the hours of work.

After the transaction of the ordinary business the meeting of Shareholders will be made special, for the purpose of considering the Company's Bill for additional powers, of which notice has been given.

During the half-year  $\pounds$ 7,553 Debenture Stock has been issued, and the premiums thereon have been carried to the credit of the Capital account.

One of your Auditors, Mr. Lucius O. Hutton, retires by rotation and offers himself for re-election.

JAMES C. COLVILL, Chairman.

KINGSBRIDGE TERMINUS, Dublin, 31st January, 1890.

# GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, IRELAND.

HALF-YEAR ENDING 31ST DECEMBER, 1889. STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COM Z

|                                  |           |      | CAPITAL AUTHORIZED. |               |    |                  |
|----------------------------------|-----------|------|---------------------|---------------|----|------------------|
| ACTS OF PARLIAMENT.              | Stock.    |      | Debenture Stock.    | Total.        | Ī  | CAPITAL CREATED. |
|                                  | 3         | . d. | 00                  |               | d. |                  |
| 24th and 25th Vic., Cap. 148,    | 4,840,635 | 0    | 0 0                 | 0 5,173,600 0 | 0  |                  |
| Ditto,                           | 210.000   | 00   | 70.000 0 0          | 0 280.000 0   | 00 |                  |
| 2411 and zoth vic, Cap 187.      | 56,305    | 0    | 0                   |               | 0  |                  |
| 99th and 30th Vie. Cap. 144.     | 310,000   | 0 (  | 90,000 0 0          | 400,000 0     | 0  |                  |
| 29th Vic., Cap. 57.              | 13,000 (  | 0 (  | 1                   | 13,000 0      | 0  |                  |
| 34th and 35th Vic., Cap. 103,    | 80,000    | 0 (  | 63,000 0 0          | 153,000 0     | 0  |                  |
| 35th and 36th Vic., Cap. 134,    | 150,000   | 0 (  | 50,000 0 0          | 200,000 0     | 0  | A11              |
| 37th and 38th Vic., Cap. 43,     | 860,000   | 0 0  |                     | 480,000 0     | 0  | ****             |
| h and 40th Vic., Cap. 142,       | 1         |      | 0                   | -             | 0  |                  |
| h and 40th Vic., Cap. 98,        | I         |      | 0                   |               | 0  |                  |
| and 43rd Vic., Cap. 94,          | 1         |      | 0                   |               | 0  |                  |
| 44th and 45th Vic., Cap. 126,    | I         |      | 0                   | 0 200,000 0   | 0  |                  |
| h and 45th Vic., Cap. 181, · · · | 1         |      |                     | 0 000'06 0    | 0  |                  |
| h and 48th Vic., Cap. 126,       | 1         |      | 0                   |               | 0  |                  |
| 47th and 48th Vic., Cap. 143,    | 1         |      | 400,000 0 (         | 0 400,000 0   | 0  |                  |
|                                  | 6,309,940 | 0 0  | 1,873,965 0 (       | 0 8,183,905 0 | 0  |                  |

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

| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | DRSCRIPTION.                                   | Created.      |                                       | Received. | Unissued. |   |
|--------------------------------------------------------|------------------------------------------------|---------------|---------------------------------------|-----------|-----------|---|
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  |                                                | £ 8. d.       |                                       | £ 8. d.   | £ 8.      | a |
|                                                        | Ordinary Stock,                                | 0             | Received to 30th June, 4,970,055 0 0) |           | 10,785 0  | 0 |
|                                                        | Four per Cent. Perpetual Preferential Stock, . | 1,329,100 0 0 |                                       |           | 1         |   |
|                                                        | Total,                                         | 6,309,940 0 0 |                                       |           | 10,785 0  | 0 |

No. 3.-CAPITAL RAISED BY DEBENTURE STOCK.

RAISED BY IASUE OF DEBENTURE STOCK. At 4 per

|                                                                 |           |                                                                                                                                                                                  |                                                                         |                                                     | 1                                                                  | ıl.             | 0                                                | 0                                                               | 9                                 |
|-----------------------------------------------------------------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------------|--------------------------------------------------------------------|-----------------|--------------------------------------------------|-----------------------------------------------------------------|-----------------------------------|
|                                                                 |           |                                                                                                                                                                                  |                                                                         |                                                     | Total amount<br>received.                                          | vi              | 0                                                | 0                                                               | 11                                |
|                                                                 |           |                                                                                                                                                                                  |                                                                         | Or.                                                 | otal amou<br>received.                                             |                 | 155                                              | 379                                                             | 969                               |
|                                                                 |           |                                                                                                                                                                                  |                                                                         |                                                     | otal                                                               | 4               | 6,299,155                                        | 336,5                                                           | 54,(                              |
|                                                                 | -         |                                                                                                                                                                                  | -                                                                       |                                                     | H                                                                  |                 | 6,2                                              | 1,6                                                             | 1                                 |
| 000                                                             | 0         | 00                                                                                                                                                                               | 0                                                                       |                                                     | to to                                                              | ď.              |                                                  | 0                                                               | 11                                |
| 8.0                                                             | 0         | 00                                                                                                                                                                               | 0                                                                       |                                                     | Amount re-<br>oeived during<br>Half-year to<br>31st Dec.,<br>1889. | 00              | 1                                                | 0                                                               | 64                                |
| £<br>,826<br>3,379                                              | 7,553     | 965                                                                                                                                                                              | 35,586                                                                  |                                                     | nount<br>ed dui<br>lf-yea<br>st De<br>1889.                        | 42              |                                                  | 53                                                              | 03                                |
| £<br>1,830,826<br>1,838,379                                     | 7,        | 1,873,965                                                                                                                                                                        | 35,                                                                     |                                                     | An<br>Oceiv<br>Ha<br>31                                            |                 |                                                  | 7,5                                                             | 1,7                               |
| 1,                                                              |           | п,                                                                                                                                                                               |                                                                         |                                                     |                                                                    | d.              | 0                                                | ebenture Stock,<br>No. 3, , 1,830,526 0 0 7,553 0 0 1,838,379 0 | 152,993 8 7 1,703 2 11 154,096 11 |
|                                                                 |           |                                                                                                                                                                                  |                                                                         | .T.                                                 | nt<br>1 to<br>me,                                                  | 00              | 0                                                | 0                                                               | 00                                |
| • •                                                             | •         | ed,                                                                                                                                                                              |                                                                         | 5                                                   | A mount<br>received to<br>30th June,<br>1889.                      |                 | 55                                               | 26                                                              | 93                                |
|                                                                 | 60        | eat.                                                                                                                                                                             | 889                                                                     | 300                                                 | An<br>ece<br>30th                                                  | 4               | 99,1                                             | 30,5                                                            | 52,9                              |
|                                                                 | eas       | al ci                                                                                                                                                                            | r, 1                                                                    | Ac                                                  | F                                                                  |                 | 6,2                                              | 1,8                                                             | 1                                 |
|                                                                 | Increase, | upits                                                                                                                                                                            | mbe                                                                     | F                                                   |                                                                    | 1               | Capital Stock, per<br>Account No. 2, 6,299,155 0 | ck,                                                             | stock Sold, .                     |
|                                                                 |           | f C.                                                                                                                                                                             | ecel                                                                    | TA                                                  |                                                                    | 22              | No.                                              | Debenture Stock,<br>No. 3,                                      | on ld,                            |
|                                                                 |           | et o                                                                                                                                                                             | t D                                                                     | III                                                 |                                                                    | Lais            | Sto                                              | ure                                                             | Premium<br>Stock Sold             |
|                                                                 |           | spec                                                                                                                                                                             | 318                                                                     | 0                                                   |                                                                    | ECI             | ital                                             | ent<br>o. 3                                                     | miu                               |
|                                                                 |           | I Te                                                                                                                                                                             | 8 at                                                                    | N                                                   |                                                                    | Y R             | Cap                                              | Deb                                                             | Pre                               |
|                                                                 |           | ok ii                                                                                                                                                                            | Wer                                                                     | 0                                                   |                                                                    | d. BY RECEIPTS- |                                                  |                                                                 |                                   |
|                                                                 |           | Sto                                                                                                                                                                              | Po                                                                      | IRI                                                 |                                                                    | d.              | 9 9                                              | 0                                                               |                                   |
|                                                                 |           | ure                                                                                                                                                                              | ling                                                                    | DI                                                  | 4                                                                  | 0               | 12                                               | 87,805 17                                                       |                                   |
| · •                                                             |           | enti                                                                                                                                                                             | LOW                                                                     | IQN                                                 | Total.                                                             |                 | 7,277,680 1<br>1,002,149 12                      | 805                                                             |                                   |
|                                                                 |           | Deb .                                                                                                                                                                            | Bor                                                                     | EE                                                  |                                                                    | લ               | 277, 02,                                         | 87,                                                             |                                   |
|                                                                 |           | nd l                                                                                                                                                                             | ble                                                                     | [X]                                                 |                                                                    |                 | 7,:                                              |                                                                 |                                   |
| • •                                                             |           | Total Amount authorized to be raised by Loans and Debenture Stock in respect of Capital created,<br>as per Statement No. 1,<br>Total Amount raised by Debenture Stock, as above, | Balance, being available Borrowing Powers at 31st December, $1889, \ .$ | No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | d<br>lí-<br>st<br>9.                                               | d.              | 4,329 0 9 7,277,680 1<br>1,002,149 12            | 01                                                              |                                   |
|                                                                 |           | Loa:                                                                                                                                                                             | S av                                                                    | NI                                                  | Amount<br>Expended<br>Inring Half-<br>year to 31st<br>Dec., 1889.  | .0              | 0                                                | 12,339 14                                                       |                                   |
|                                                                 |           | d by Loa                                                                                                                                                                         | eing                                                                    | A                                                   | wpe<br>ing<br>ar t                                                 |                 | 329                                              | 339                                                             |                                   |
|                                                                 |           | Sto                                                                                                                                                                              | e, b                                                                    | STG                                                 | E dur ye                                                           | 43              | 4                                                | 12,                                                             |                                   |
| ·                                                               |           | rais<br>.ure                                                                                                                                                                     | anc                                                                     | EII                                                 |                                                                    | d,              | 0 2                                              | 0                                                               |                                   |
| 1889                                                            |           | be be                                                                                                                                                                            | Bal                                                                     | EO                                                  | Amount<br>Expended to<br>30th June,<br>1889.                       |                 |                                                  | 75,466 2 10                                                     |                                   |
| 389.<br>er,                                                     |           | Del                                                                                                                                                                              |                                                                         | 19                                                  | Amount<br>ixpended t<br>30th June,<br>1889.                        |                 | 1 61                                             | 9                                                               |                                   |
| e, 1<br>emb                                                     |           | by<br>by                                                                                                                                                                         |                                                                         |                                                     | Am<br>cper<br>0th<br>18                                            | 42              | 2,14                                             | 5,46                                                            |                                   |
| U III                                                           |           | thoi                                                                                                                                                                             |                                                                         | 0                                                   | B3                                                                 |                 | . 7,273,351 1<br>. 1,002,149 12                  | 2                                                               |                                   |
| Existing at 30th J me, 1889<br>Existing at 31st D coember, 1889 |           | al Amount authorized to b<br>as per Statement No. 1,<br>al Amount raised by Debei                                                                                                |                                                                         | Z                                                   |                                                                    |                 |                                                  |                                                                 |                                   |
| ut 30<br>ut 31                                                  |           | Sta                                                                                                                                                                              |                                                                         |                                                     |                                                                    |                 |                                                  |                                                                 |                                   |
| 20 20                                                           |           | Am                                                                                                                                                                               |                                                                         |                                                     |                                                                    |                 | 5                                                |                                                                 |                                   |
| isti                                                            |           | tal<br>as<br>tal                                                                                                                                                                 |                                                                         |                                                     |                                                                    |                 | affi                                             | orks                                                            |                                   |
| Ex                                                              |           | To                                                                                                                                                                               |                                                                         |                                                     |                                                                    |                 | Ê .                                              | W                                                               |                                   |
|                                                                 |           |                                                                                                                                                                                  |                                                                         |                                                     |                                                                    | BE              | k,                                               | Vew                                                             |                                   |
|                                                                 |           |                                                                                                                                                                                  |                                                                         |                                                     |                                                                    | ITU             | On Lines open for Traffic, .<br>Working Stock,   | Queenstown New Works,                                           |                                   |
|                                                                 |           |                                                                                                                                                                                  |                                                                         | J.                                                  |                                                                    | END             | ng S                                             | tow                                                             |                                   |
|                                                                 |           |                                                                                                                                                                                  |                                                                         | $D^{\gamma}$ .                                      |                                                                    | XPI             | Lin                                              | eens                                                            |                                   |
|                                                                 |           |                                                                                                                                                                                  |                                                                         |                                                     |                                                                    | TO EXPENDITURE- | On<br>Wo                                         | Qui                                                             |                                   |
|                                                                 |           |                                                                                                                                                                                  |                                                                         | 1.0.1                                               |                                                                    | E               |                                                  |                                                                 |                                   |

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9,256 2 11

8,282,974 8 7

Balance,

4

6,367,685 11 4

No. 5.-DETAILS OF CAPITAL FXPENDITURE FOR HALF-YEAR ENDING 31ST DECEMBER, 1889.

| æ 3. U. | 12,339 14 2          | 355 1 0           | 1,025 11 2              | 414 19 6                              | 320 13 10                   | 258 6 5                                                       | 156 0 0                                                      | 776 12 3                             | 636 16 7                            | 325 0 0                  | 16,668 14 11               |
|---------|----------------------|-------------------|-------------------------|---------------------------------------|-----------------------------|---------------------------------------------------------------|--------------------------------------------------------------|--------------------------------------|-------------------------------------|--------------------------|----------------------------|
|         | • •                  | •                 | • •                     | • •                                   |                             |                                                               | • •                                                          |                                      | d.),                                | •                        | •                          |
|         |                      |                   |                         | • • •                                 | In. &c                      | ttleisland, .                                                 |                                                              |                                      | 2. (£618 168. 11                    | • • •                    | Account No. 4,             |
|         | • •                  | • • •             |                         |                                       | oro'. Monasterevan, d       | m. &c., at Lit                                                |                                                              |                                      | Dridge. Mountrath. &c. (£618 1      | • • •                    | or Half-year, as per Accou |
|         |                      |                   |                         |                                       | -Marvhoro'.                 | Lamp Roo                                                      | 8. 1890 (£54)                                                |                                      | t Newbridge. A                      |                          | ure for Half.              |
|         |                      |                   |                         | k R.c.                                | Platform extensions-Marvho  | on at Foaty.                                                  | nentary Plan                                                 |                                      | ttages a                            |                          | al Expendit                |
|         |                      |                   |                         | ow Limeric                            | v Platform                  | commodatio                                                    | 12) Parlian                                                  | and Gidinaa                          | Rd New                              |                          | Tot                        |
|         | meenstown New Works. | ow Carriage Shed. | Wallow Vard-Renodelling | Pautne Cattle Ranka_Carlow Limerick & | "ntarlocking at Rallybronhy | Increased Waiting Room accommodation at Fouty. Lump Room, &c. | Carlow Platform Roof (£102) Parliamentary Plans. 1890 (£54). | Cundry Worke of Stations and Sidings | Additional Landa (217 19° 8d) New C | Miscellaneous Law Costs, |                            |
|         | Incornet             | Tork No           | Mallow                  | Paulne                                | Gutarloc                    | nereas                                                        | arlow                                                        | Sundarr                              | Additio                             | Miscell                  |                            |

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| TOTAL.                              | 3,521 3,521                                                          | •••                                               |
|-------------------------------------|----------------------------------------------------------------------|---------------------------------------------------|
| Boilor Truck.                       |                                                                      | • •                                               |
| Iron Conl Wu-                       | 30                                                                   | • • •                                             |
| Rail Wagons.                        | 40                                                                   | • •                                               |
| anoyaW redmiT                       | 134                                                                  | • •                                               |
| Ballast Wagons.                     | 142                                                                  | ·                                                 |
| Cattle Wagons.                      | 700                                                                  | • •                                               |
| Open Goods Wa-<br>gons.             | 1026                                                                 |                                                   |
| Wagons.                             | 1,340 1(1,340 1)                                                     |                                                   |
| Ballast Train<br>Brake Vans.        | 10                                                                   | • •                                               |
| Goods Train<br>Brake Vans.          | 98<br>98                                                             |                                                   |
| Torat.                              | 525                                                                  | • •                                               |
| Fish and Milk.                      | 3 ± 5                                                                |                                                   |
| Incline Brake                       | 66                                                                   |                                                   |
| Саттаке Ттиска.                     | 32                                                                   |                                                   |
| Horse Boxes.                        | 52                                                                   |                                                   |
| Post Office Sort-<br>ing Carriages. | 18                                                                   |                                                   |
| Store Vans.                         | 67 67                                                                |                                                   |
| Passonger Train<br>Brake Vans.      | 74                                                                   |                                                   |
| Composite Car-                      | 62<br>66                                                             | 4 .                                               |
| Third Class Oar-<br>riages.         | 143                                                                  | ∞.                                                |
| Becond Class Car-<br>riages.        | 44 36                                                                | . 00                                              |
| First Class Car-<br>riages.         | 54<br>50                                                             | . 4                                               |
| Btate Carriage.                     |                                                                      |                                                   |
| Tenders.                            | 143                                                                  |                                                   |
| Engines.                            | 176                                                                  |                                                   |
| 3                                   | Stock on the 30th June, 1889, .<br>Stock on the 31st December, 1889, | norease during the Half-year, . ecrease do., do., |

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

|                      |                                                 |         |                  |                  |                               |                                 |                       |               |                                                                                 | 1                                                 |
|----------------------|-------------------------------------------------|---------|------------------|------------------|-------------------------------|---------------------------------|-----------------------|---------------|---------------------------------------------------------------------------------|---------------------------------------------------|
|                      |                                                 | s. d.   | 0 0              | 0 0              | 0 0                           | 0 0                             | 0 0                   | 0 0           | 0 0                                                                             | 0                                                 |
|                      | Total.                                          | 8 8     | 18,200 (         | 7,000 (          | 50,000 (                      | 40,000 (                        | 3,000 (               | 1,000 (       | 5,000 (                                                                         | 124,200 0 0                                       |
| Further Expenditure. | In subsequent<br>Half-years.                    | £ 8. d. | 13,200 0 0       | 5,000 0 0        | 40,000 0 0                    | 30,000 0 0                      | 1                     | 1             | 1                                                                               | 88,200 0 0                                        |
| ther Ex              | f-year<br>, 1890.                               | d.      | 0                | 0                | 0                             | 0                               | 0                     | 0             | 0                                                                               | 0                                                 |
| F un                 | Hall                                            | 90      | 0                | 0                | 0                             | 0                               | 0                     | 0             | 0                                                                               | 0                                                 |
|                      | During the Half-year<br>ending 30th June, 1890. | ş       | 5,000            | 2,000            | 10,000                        | 10,000                          | 3,000                 | 1,000         | 5,000                                                                           | 36,000 0                                          |
|                      |                                                 |         | •                |                  | •                             |                                 |                       | •             | Works at Stations and Sidings connected with Interlocking and Block<br>Working, | •                                                 |
|                      |                                                 |         |                  |                  | •                             | •                               |                       | •             | 1 B                                                                             | •                                                 |
|                      |                                                 |         | •                | •                | •                             |                                 |                       | •             | an(                                                                             | oital                                             |
|                      |                                                 |         | •                |                  |                               |                                 |                       |               | king.                                                                           | f Cal                                             |
|                      |                                                 |         |                  |                  |                               |                                 |                       |               | rloci                                                                           | re of                                             |
|                      |                                                 |         |                  |                  |                               |                                 |                       |               | Inte                                                                            | iditu                                             |
|                      |                                                 |         |                  |                  |                               |                                 |                       |               | ith                                                                             | xpen                                              |
|                      |                                                 |         |                  |                  |                               |                                 |                       | -             | M p                                                                             | er E                                              |
|                      | 1                                               |         |                  |                  | •                             |                                 |                       | •             | ecte.                                                                           | urth                                              |
|                      |                                                 |         | •                | •                | •                             | •                               | 1                     | •             | conn.                                                                           | ted f                                             |
|                      | 0.4                                             |         | •                | •                | у,                            | ing.                            |                       |               | 108                                                                             | tima                                              |
|                      |                                                 |         |                  | •                | ilwa                          | Vork                            |                       |               | sidin.                                                                          | Total Estimated further Expenditure of Capital, . |
|                      |                                                 |         |                  |                  | d Ra                          | ck W                            | rks,                  |               | nd .                                                                            | Tota                                              |
|                      |                                                 |         |                  |                  | n an                          | Blo                             | Wo.                   |               | ns a                                                                            |                                                   |
|                      |                                                 |         | Working Stock, . | Automatic Brake, | Cork New Station and Railway, | Interlocking and Block Working. | Queenstown New Works, | 8             | tatio<br>g,                                                                     |                                                   |
|                      |                                                 |         | sto              | ic B             | w St                          | king                            | ume                   | tage          | at Sirking                                                                      |                                                   |
|                      |                                                 |         | king             | omat             | k Ne                          | rloci                           | enste                 | New Cottages, | rks at Stati<br>Working,                                                        |                                                   |
|                      |                                                 |         | 01               | ut               | orl                           | ite                             | ne                    | ew            | 0                                                                               |                                                   |

11

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

 $\pounds$  8. d, 75,404 19 10 46,371 0 0

 Balance, per Account No. 4,
 £ s. d.

 Less Stock and Loan Capital authorized and created, (Ordinary Stock, 10,785 0 0)

 but not yet received,

 Balance, or

29,033 19 10

No. 9.—REVENUE ACCOUNT.

Dr.

Cr.

411,626 5 11 1,445 9 9 40 £ 8. 6 24,567 13 1 40,482 11 1 95,560 13 5,707 8 1,236 17 1,236 17 1,236 17 168,589 11 23,440 8 20,370 0 142,743 8 16,652 13 37,375 7 100 6 -Half-year ended 31st Dec., 1889. 413,856 1,445 400 1,500 554 663 85,557 198,643 1,071,639 29,882 3111,386,032 1 1 11 No. 11111 111 co co 50 392,330 9 11 ď. 663 14 130 0 390,593 12 943 3 \$ Half-year ended 31st Lec., 1888. 42 83,525 195,890 1,001,431 26,597 403 1,307,846 IIII III 1 1 11 1 No. " Rents, ... Railway " Ronta, Southern Railway Company, ... Parcels and Miscellaneous, Malls, Goods, Goods, Live Stock, Live Stock, Live Stock, Castleisland Railway, Killorgin do, Tullow Exten. do, Total Traffic Receipts RECEIPTS. . . . . . . 
 695
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 8

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 17
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 614
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 207,906
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 3,545
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 204,360
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 11

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 6
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 14,950
 11
 10
 209,495 12 1 413,856 5 0 £ 8. d. 47,041 5 5 58,962 1 0 19,043 17 5 56,559 4 5 8,348 12 10 Half-year ended 31st Dcc., 1889. 198,180 18 10 3,186 16 2 195,044 2 8 
 608
 17
 0

 947
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 672
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 9 11 
 19,984
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 0

 55,021
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 4

 8,188
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 197,286 7 3 4 00 00 a. 9 Half-year ended 31st Dec., 188 £ 3. 45,064 18 51,664 2 103 16 15,423 8 502 10 392,330 To Maintenance of Way, Works, and Stationa (see Abstract A.) .. Locomotive Power (see Abstract B.) .. Carriage and Wagon Repairs (see Abstract G.) .. Traffic Expenses (see Abstract E.) .. General Charges (see Abstract E.) .. Compensation (Accidents and Losses). Less received for Working other Lines, To Balance carried to Net Revenue Account, . . . . . Rents, Waterford & Limerick Co., Miscellaneous Law Costs, Compensation (Personal Injury), Total, EXPENDITURE. . . . 11

Half-year ended 31st Dec., 1889. 6 1 6 d £ 8. 4,256 11 1,166 15 209,495 12 214,918 19 Cr. By Balance brought from last half-year's Account, . . "Do. Revenue Account, No. 9, . "General Interest Account, . No. 10.-NET REVENUE ACCOUNT. 197,286 7 3 1,204 14 5 £ s. d. 3,048 13 11 Half-year ended Half-year ended 31st Dec., 1889. 10 201,539 15 2,000 0 0 176,151 7 6 a. 7 214,918 19 1 £ 8. 0 36,767 11 Interest on Debenture Stock (£1,838,379 at 4 per cent. per annum). Reserve Fund-Personal Injury. Balance available for Dividend. (See No. 13.) To 11 164,923 5 2 201,539 15 7 £ 8. d. 36,616 10 5 Half-year ended 31st Dec., 1888. Dr.

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

13

| Half-year ended             | Half-year ended 31st Dec., 1888. |                                                                       | Half-year ended | Half-year ended 31st Dec., 1889. |
|-----------------------------|----------------------------------|-----------------------------------------------------------------------|-----------------|----------------------------------|
| -                           |                                  |                                                                       |                 |                                  |
|                             |                                  |                                                                       | £ 8. d.         | s. d. £ s. d.                    |
| £ 3. d. £ 3.<br>- 164,923 5 | £ 8. d.<br>164,923 5 2           | 2 Balance available for Dividend, as per Account No. 10,              | 1               | 176,151 7 6                      |
| 26.582 0 0                  |                                  | Dividend on Preferential Stock, £1,329,100, at 4 per cent. per annum, | . 26,582 0 0    |                                  |
| 118.038 16 2                |                                  | Dividend on Ordinary Stock, £4,970,055, at 5 per cent. per annum,     | . 124,251 7 6   | 150 833 7 6                      |
|                             | 144,620 16 2                     |                                                                       |                 |                                  |
| 1                           | 20,302 9 0                       | Balance to next Half-year,                                            | 1               | 25,318 0 0                       |
|                             |                                  |                                                                       |                 |                                  |

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| DTLANG LW WILLOWS              | MARGES AND WAGONS.                            | Half-year<br>ended 31st | Dec., 1889           | neral Superintendence, $152$ 1 7<br>13,457 12 1<br>7,452 18 10 8,880 10 11 | eral Superintendence, 152 1 8                                                                         |                        | 19,043 17 5 | (SRS.             | Half-year<br>ended 31st<br>Theo 1880                         | 29,705 9               | Stores, 10,477<br>1,311<br>2,573                                                                                | 387 17                                                         | 1,248 2 1                          |             | GRS.             | Half-year<br>ended 31at                                                    | Dec., 1889.           | 1,500 0 50 0                         | I Clerks, 3,576                    |                | 558 16                           |
|--------------------------------|-----------------------------------------------|-------------------------|----------------------|----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|------------------------|-------------|-------------------|--------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|------------------------------------|-------------|------------------|----------------------------------------------------------------------------|-----------------------|--------------------------------------|------------------------------------|----------------|----------------------------------|
| IRS AND RENEWATS OF CAR        | THE ALL AND ABLEWALS OF CARALAGES AND WAGONS. |                         | Carriages :          | fice Expenses, and Go                                                      | Gei                                                                                                   | •••                    | Total,      | TRAFFIC EXPENSES. |                                                              | Salaries, Wages, &c.,  | Pruet, Ligurang, Waver, Hydraulics, and General<br>Clothing,<br>Printing, Stationery, Tickets, and Advertising, | Horses, Harness, Vans, Provender,<br>Wagon Covers, Ropes, &c., | Annuity to late Traffic Manager, . | 101a1,      | GENERAL CHARGES. |                                                                            |                       | Directore,                           | f Secretar<br>enses,<br>ig. Print  | Miscellaneous, | Telegraph Expenses,              |
| C REPAI                        |                                               | Half-year<br>ended 31st | £ 8. d.              | 3,465 6 2<br>5,010 10 2                                                    | 145 4 2<br>3550 7 10                                                                                  | 7,658 18 7             | 0 11 196,61 | D.                | Hulf-year<br>ended 31st<br>Dec., 1888.                       | £ 8. d.<br>38,688 16 6 |                                                                                                                 | 00.                                                            | 0 0                                |             | E.               | Half-year<br>ended 31st                                                    | Dec., 1888.           | 1,500 0 0                            | 3,501 17 0<br>309 9 11<br>268 17 7 | 10             | 921 17 7<br>921 17 7<br>515 16 4 |
|                                | Half-year                                     |                         | 1,560 16 10          | 34,536 11 6                                                                | 6,302 7 8                                                                                             | c                      | 4,04L 9 0   |                   |                                                              |                        | 47,041 5 5                                                                                                      |                                                                | Half-year<br>ended 31st            | Dec., 1889. | £ 8. d.          | 1,188 1 1                                                                  |                       | 38,387 8 2                           | 17.727 12 6                        | -              |                                  |
| MAINTENANCE OF WAY, WORKS, &c. |                                               |                         | 0.5                  | Mantenance and Kenevat of Fermanent Way:                                   | teputrs of itoaus, isruges, Signals, and Works<br>Wasses, mages, 9,022 5 8,<br>Materials, 2,290 2 0,1 | ttions and Buildings : | s, 1,516    |                   | Miles maintained-<br>Double, 204<br>Single, 338 <sup>2</sup> | Total, 542#            | Total,                                                                                                          | LOCOMOTIVE POWER.                                              |                                    |             |                  | Salaries, Unice Expenses, and General Superintendence,<br>Running Expenses | e Engines, £14,597 11 | Waters                               | 9,061 7                            | · · · ·        |                                  |
| Α.                             | Half-year                                     | 318                     | z 8. u.<br>1,544 8 3 | 20,209 18 0<br>13,517 9 2                                                  | 3,381 12 2<br>1,946 3 8                                                                               | 3,171 6 7              |             |                   |                                                              |                        | 15,064 18 8                                                                                                     | B.                                                             | Half-year<br>ended 31st            | Dec., 1888. | £ 8. d.          |                                                                            | prest,                | 1,480 9 5<br>1,480 9 5<br>2.068 17 1 |                                    |                |                                  |

14

| 1        | Dr. No. 13                                                             | Geni                 | ERAI       | BALANCE SHEET.                                                                              | 0                | yr.        |    |
|----------|------------------------------------------------------------------------|----------------------|------------|---------------------------------------------------------------------------------------------|------------------|------------|----|
| То       | Net Revenue Account—<br>Balance at Credit<br>thereof, as per Account   | £ s.                 | d.         | By Capital Account—<br>Balance at Debit there-<br>of, as per Account,                       | £                | <i>s</i> . | d. |
| 37       | No. 10,<br>Unpaid Dividends, .<br>Guaranteed Dividends                 | 176,151 7<br>6,568 7 | 7 G<br>7 9 | No. 4,                                                                                      | 75,404<br>97,626 |            |    |
| 39       | payable or accruing<br>and provided for, .<br>Debts due to other Com-  | 35,848               |            | " Cash at Bankers—cur-<br>rent Account : and<br>Cash on hands,                              |                  |            |    |
|          | panies,<br>Sundry outstanding Ac-<br>counts,<br>Compensation, Personal | 1,888                |            | " Deposit & Loan Account,<br>" Traffic Accounts due to<br>Company,<br>" Amounts due to Com- | 54,277<br>8,314  |            |    |
| 99<br>93 | Injury—Reserve Fund<br>Superannuation Funds:                           | 8,000                | 0 0        | ,, Amounts due to Com-<br>pany, .<br>,, Amounts due by Clear-<br>ing House, .               | 24,552<br>684    |            |    |
|          | Officers,                                                              | \$ 42,249            | 2 1        | " Amounts due by Post<br>Office,                                                            | 10,255           |            |    |
|          |                                                                        | 295,781 1            | 2 3        |                                                                                             | 295,781          | 12         | 3  |

### No. 14.—MILEAGE STATEMENT.

| -                                                                           |   | Miles<br>authorized. | Miles<br>constructed.                                   | Miles<br>constructing<br>or to be<br>constructed. | Miles<br>worked by<br>Engines. |
|-----------------------------------------------------------------------------|---|----------------------|---------------------------------------------------------|---------------------------------------------------|--------------------------------|
| Lines owned by Company, .<br>Lines partly owned,<br>Lines leased or rented, |   | 5091<br>27<br>73     | 509 <sup>3</sup><br>24<br>7 <sup>1</sup> / <sub>3</sub> |                                                   | 50984<br>240<br>71             |
|                                                                             |   | 520                  | 520                                                     |                                                   | 520                            |
| Lines worked,<br>Foreign lines worked over, .                               | : | 33                   | 33                                                      | -                                                 | 33<br>2                        |
| Total,                                                                      |   | 553                  | 553                                                     |                                                   | 555                            |

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

| Half-year en                       | ding 31st Dece                               | mber, 1888.                     |                                                     | Half-year onding 31st December, 1889.        |                                              |                      |  |
|------------------------------------|----------------------------------------------|---------------------------------|-----------------------------------------------------|----------------------------------------------|----------------------------------------------|----------------------|--|
| Great<br>Southern &<br>Weinern Ly. | Lines<br>worked by<br>G. S. & W.<br>Railway. | Total.                          | -                                                   | Great<br>Routhern &<br>Western Ey.           | Lines<br>worked by<br>G. S. & W.<br>Railway. | Total.               |  |
| 920,051]                           | 33,2991                                      | 953,351<br>585,424 <del>1</del> | Passenger Trains, .<br>Goods and Mineral<br>Trains, | 956,290 <sup>3</sup><br>614,037 <sup>3</sup> | 33,572½<br>5,781Å                            | 989,863]<br>619,819] |  |
| 579,734                            | 5,6901                                       | 585,4243                        | Tramo, · ·                                          | 1,570,328                                    | 39,354                                       | 1,609,6823           |  |

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, 22nd January, 1890.

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.

> HENRY A. IVATT, Locomotive Engineer.

INCHICORE, DUBLIN, 22nd January, 1890.

### AUDITORS' CERTIFICATE.

We, the Auditors of the GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, do hereby certify that we have examined the Half-yearly Accounts of the Company for the Half-year ended 31st December, 1889, which are proposed to be issued to the Shareholders of said Company; and we hereby certify that said Half-yearly Accounts contain a full and true Statement of the Financial Condition of the Company; and we further certify that the Dividend of 5 per cent., proposed to be declared on the Original Stock of the said Company, is *bona fide* due thereon, after charging the Revenue of the Half-year with all expenses which ought to be paid thereout in our judgment.

### LUCIUS O. HUTTON, JAMES R. STEWART,

Auditors.

DUBLIN, 31st January, 1890.

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

### Ilen Valley Railway Company.

### REPORT OF DIRECTORS

### STATEMENT OF ACCOUNT

AND

SIX MONTHS ENDING 31st DECEMBER, 1889,

### TO BE

FOR

### SUBMITTED TO THE PROPRIETORS

AT THE

Twenty-Ninth Half-Yearly General Meeting,

### TO BE HELD AT THE

OFFICES OF THE COMPANY,

ALBERT QUAY, CORK,

ON WEDNESDAY, 26th FEBRUARY 1890,

At 1.30 o'clock, p.m.

PURCELL AND CO. PRINTERS, CORK.

### turning a fighting darress said

### NOT THE TO TO THE PERSON

### pirectors.

JOHN WARREN PAYNE, Esq., J.P., Chairman.
E. COLLINS, Esq., Deputy Chairman.
JOHN EDWARD BARRETT, Esq., J.P.
EDWARD RICHARD TOWNSEND, Esq., M.D.
REV. SOMERS H. PAYNE.

E. H. DORMAN, Secretary.

### Øffices.

ALBERT QUAY, 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, 1889.

The Traffic returns for the Half-year, as rendered by the Cork Bandon and South Coast Railway Company, and duly audited, show the gross total receipts to be  $\pounds4,151$  16s. 2d., viz.:—

|                          | d                  | 0. | a. |
|--------------------------|--------------------|----|----|
| Passengers, Parcels, &c. | <br>2,306          | 2  | 10 |
| Goods, Cattle, &c        | <br>2 <b>,2</b> 98 | 2  | 0  |
|                          |                    |    |    |

£4,604 4 10

£4,151 16 2

The gross total receipts for the corresponding period in 1888 were £4,151 16s. 2d. viz :--

|                          |   | t     | s. | a. |  |
|--------------------------|---|-------|----|----|--|
| Passengers, Parcels, &c. |   | 2,216 | 14 | 10 |  |
| Goods, Cattle, &c        |   | 1,935 | 1  | 4  |  |
|                          | - |       |    |    |  |

.

Showing an Increase of £452 8s. 8d.

This increase in the Receipts is most satisfactory, extending, as it does, over every branch of the traffic, and being the largest amount ever received in any one Half-year.

After paying Working Expenses and all other charges there remains a balance of £1,331 5s. 7d. at the credit of the Net Revenue Account, which is sufficient to pay the interest in full on the Guaranteed Stock, and this is the first time in which this has been met without calling on the Guaranteeing Baronies.

It is proposed to pay the Dividend on the Guaranteed Stock in future on the 15th March and 15th September, instead of as formerly on the 1st June and 1st December.

During the Half-year £2,850 of 4% Debenture Stock has been issued, and a similar amount repaid to the Board of Works on account of their Loan.

A Line is now being projected under the Light Railways' Act of 1889, from your Terminus at Skibbereen to Baltimore, and if this is carried out, as seems probable, it should add considerably to your receipts.

One of your Directors, the Rev. Somers H. Payne, and one of your Auditors, Mr. Francis Sargent, retire by rotation, both are eligible, and offer themselves for re-election.

> J. W. PAYNE, Chairman.

E. H. DORMAN, Secretary.

COMPANY 31st December, 1889. THE BΥ CREATED ending AND AUTHORISED Accounts for Half-year CAPITAL OF Statement of STATEMENT

COMPANY.

RAILWAY

VALLEY

ILEN

| Acres on Dunnanterio                           | CAPI                 | Capital Authorised. | (SED.          | CAPITAL CR           | CAPITAL CREATED AND SANCTIONED. | A NCTIONED. | 19                   | BALANCE. |        |
|------------------------------------------------|----------------------|---------------------|----------------|----------------------|---------------------------------|-------------|----------------------|----------|--------|
| AVIS OF LANMARIA .                             | Stock and<br>Shares. | Loans.              | Total.         | Stock and<br>Shares. | Loans.                          | Total.      | Stock and<br>Shares. | Loans.   | Total. |
|                                                | £                    | £                   | æ              | æ                    | £                               | 3           | £                    | £        | 33     |
| Dummanway and Skibbereen Italiway<br>Act, 1872 | 80,000               | 40,000              | 40,000 120,000 | 80,000               | 40,000 120,000                  | 120,000     | 1                    | 1        | 1      |
|                                                |                      |                     |                |                      |                                 |             |                      |          |        |

RECEIVED. PROPORTION THE SHOWING CREATED, CAPITAL SHARE AND STOUK OF 2.-STATEMENT No.

| Amount Unissued.                                                                     | £<br>Nil.<br>Nil.        | Nil.    |
|--------------------------------------------------------------------------------------|--------------------------|---------|
| Amount Uncalled.                                                                     | æ<br>Nil.<br>Nil.        | Nil.    |
| Calls in Arrears.                                                                    | £<br>Nil.<br>Nil         | NII.    |
| Amount Created. Amount Received. Calls in Arrears. Amount Uncalled. Amount Unissued. | £<br>53,000<br>27,000    | £80,000 |
| Amount Created.                                                                      | £<br>53,000<br>27,000    | £80,000 |
| Description.                                                                         | Baronial Guarantee Stock |         |

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

| TOTAL.                         | £ 3. d.<br>40,000 0 0<br>40,000 0 0   | 40.000 0 0          |
|--------------------------------|---------------------------------------|---------------------|
| Debenture Stock at 4 per Cent. | £ s. d.<br>27,150 0 0<br>30,000 0 0   | 2,850 0 0 2,850 0 0 |
| Loans at 4 per Cent.           | £ 8. d.<br>12,850 0 0 +<br>10,000 0 0 | 2 850 0 0           |
| Existing.                      | June 80th, 1889                       |                     |

0 40,000 0 Nil. :: . : : Total Amount authorised to be raised by Loans and Debenture Sto Total Amount raised by Loans and Debenture Stock .... Balance, being available borrowing powers at 30th June, 1889 ...

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

二頁

Cr.

0 0 0 s. 0 0 TOTAL. £ 80,000 40,000 120,000 Amount Received during Half-year to 31st Dec., 1889. ď. s. 43 d. 0 Amount Received to 30th June, 1839. S. 0 0 £ 80,000 40,000 0 0 d. 0 0 ŝ TOTAL. 120,000 120,000 43 Amount Ex-pended during Half-ycar to 31st Dec., 1889. d. £ s. Nil. 0 Amount Ex-pended to 30th June, 1889. d. 0 ŝ 120,000 48 :

No. 5.-DETAILS OF CAPITAL EXPENDITURE FOR HALF YEAR ENDING 31st DECEMBER, 1889.

Nil. : : : \* : Traffic for Line open

No. 6.- LINE WORKED BY CORK, BANDON AND SOUTH COAST RAILWAY COMPANY.

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

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

j' °. 4

Nil.

d. 00 42

| JAR ENDING 31st DECEMBER, 1889.      | s.<br>4 1<br>12                                                                                                                                                                                                                                                                                                                                                                   | TO 31st DECEMBER, 1889.<br>By Balance from last Half year $\dots$ $g_{118}$ 1 $g_{118}$ 7<br>$\dots$ Balance from Revenue Account No. 9 $\dots$ $g_{2,736}$ 11 8<br>2,736 11 8<br>2,736 11 8<br>2,736 11 8<br>2,736 11 8<br>2,736 11 8<br>M<br>TOCK.<br>M<br>M<br>M<br>M<br>M<br>M<br>M<br>M                                                                              | AVAILABLE FOR DIVIDEND ON ORDINARY STOCK.<br>L.<br>SSTRACTS.<br>BSB.<br>E General Charges-<br>BSB.<br>E General Charges-<br>E General Charges-<br>BSB.<br>E General Ch |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| No. 9.—REVENUE ACCOUNT FOR HALF-YEAR | To Cork, Bandon and South Coast Railway       \$ s. d.         Company—       \$ 0         Ompany—       \$ 9, 394         , Working Expenses as per agreement (52 per cent. of Gross Traffic Receipts)       \$ 9, 394       4         , General Charges Account No. 12       \$ 9, 317       1         ,, Balance to Net Revenue Account No. 12       \$ 9,118       16       1 | 4,153No. 10NET REVENUE ACCOUNT TO 31st814To Baronial Guarantee Interest Account $\begin{bmatrix} x & x & x & x & z \\ 0 & 1 & 15 & 7 & 15 & 7 \\ 0 & 1,896 & 0 & 1,881 & 5 & 7 & 1,896 & 0 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 2,710 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 &$ | No. 11PROPOSED APPROPRIATION OF BALANCE AVAILABI<br>No. 11PROPOSED APPROPRIATION OF BALANCE AVAILABI<br>No. 12ABSTRACTS<br>No. 12ABSTRACTS<br>No. 12ABSTRACTS<br>No. 12ABSTRACTS<br>No. 12ABSTRACTS<br>In the worked of and<br>the byte and Wargons in the second static<br>term is and Renewals of Carriages and Waggons in the Const Rail-<br>Bepairs and Renewals of Carriages and Waggons in the Const Rail-<br>Bepairs and Renewals of Carriages and Waggons in the Const Rail-<br>Bepairs and Renewals of Carriages and Waggons in the Const Rail-<br>Bepairs and Renewals of Carriages and Waggons in the Const Rail-<br>Bepairs and Renewals of Carriages and Waggons in the Const Rail-<br>Bepairs and Renewals of Carriages and Waggons in the term is the te                                                                                                                                                                                                                                                                                          |

s. d. 5 11. 2 0 8 5 0 8 Er. 0 2,070 13 £ 24 1,186 707 153 SHEET, 31st DECEMBER, 1889. -GENERAL BALANCE 4 7 - 2 0 2,070 13 s. 17 13 £ 654 1,331 84 No. 13.-To Interest on Loans and Debeuture Stock ,, Net Revenue as per Account No. 10... ,, Sundry Outstanding Accounts ... Ðr.

| No. 15STATEMENT OF TRAIN MILEAGE. |                             | Return made by Cork, Bandon and South Coast Railway Company. | J. W. PAYNF, <i>Chairmen</i> .<br>E. H. DORMAN, <i>Secretary</i> and <i>Accountant</i> .<br>AUDITORS' CERTIFICATE.<br>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<br>the Half-year has been charged with all expenses which in our judgment ought to be paid thereout.<br>Alsern QuAY,<br>Alsern QuAY,<br>Conx, February 3rd, 1890. |                |
|-----------------------------------|-----------------------------|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
|                                   | Miles worked<br>by Engines. | 1                                                            | AUDITORS <sup>4</sup> (<br>ts contain a full<br>judgment ought                                                                                                                                                                                                                                                                                                                                                                            |                |
| STATEMENT.                        | Miles to be<br>Constructed. | . 1                                                          | f-yearly Accountes which in our                                                                                                                                                                                                                                                                                                                                                                                                           |                |
| -MILEAGE STA                      | Miles<br>Constructed.       | 152                                                          | at the above Hal<br>l with all expens<br>1890,                                                                                                                                                                                                                                                                                                                                                                                            |                |
| No. 14M                           | Miles<br>Authorised.        | 154                                                          | We hereby certify that the<br>e Half-year has been charged with<br>ALBERT QUAY,<br>CORK, February 3rd, 1890,                                                                                                                                                                                                                                                                                                                              | Alino in usins |
|                                   |                             | Lines owned }                                                | We he<br>the Half-year h<br>AlbERT QUA<br>CORK, F                                                                                                                                                                                                                                                                                                                                                                                         |                |

### ILEN VALLEY RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN that the TWENTY-NINTH HALF-YEARLY ORDINARY GENERAL MEETING of the Proprietors of the ILEN VALLEY RAILWAY COMPANY will be held at the Offices of the Company, Albert Quay, in the City of Cork, on WEDNESDAY, the 26th day of February, 1890, at 1.30 o'clock, p.m., to receive the Directors' Report and Statement of Accounts for the Half-year ending 31st Dec., 1889, and for the transaction of such business as is incidental to a Half-yearly Ordinary General Meeting of the Company.

The Transfer Books will be closed from the 17th day of February, 1890, until after the Meeting.

Dated this 8th day of February, 1890.

OFFICES :---

By Order, EDWARD H. DORMAN, Secretary. ALBERT QUAY, CORK.

THE

Vimerick and Kerry Railway Company.

### **REPORT OF DIRECTORS**

AND

Statement of Accounts to 31st December, 1889,

TO BE SUBMITTED

### AT THE GENERAL MEETING OF THE SHAREHOLDERS

TO BE HELD AT THE OFFICES OF THE COMPANY,

Westminster Chambers, Ro. 11, Victoria Street,

IN THE COUNTY OF MIDDLESEX,

On TUESDAY, the 18th day of FEBRUARY, 1890,

AT TWELVE O'CLOCK NOON.

### Directors.

FALKINER S. COLLIS SANDES, J.P., Chairman, 7, Southwell Gardens, South Kensington, London.

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

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

J. W. HUME WILLIAMS, I, Essex Court, Temple, London.

SIR WYNDHAM KNATCHBULL, BART., Mersham Hatch, near Ashford, Kent.

EDMOND RONAYNE MAHONY, 3, Camden Quay, Cork,

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

EDWARD WILLIAM O'BRIEN, D.L., 24, Roland Gardens, South Kensington, London,

GEORGE SANDES, J.P., Listowel,

EDMUND COOKE, Church Street, Listowel, Director for the Co. Limerick.

The Waterford and

Limerick Directors.

Director for the Co. Kerry.

Examining Director.

### LIMERICK & KERRY RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF YEARLY MEETING of the Proprietors of the Limerick and Kerry Railway Company will be held at the Company's Offices. Westminster Chambers, No. 11, Victoria Street, Westminster, in the County of Middlesex, on Tuesday, the 18th day of February, 1890, at 12 o'clock noon, for the purpose of receiving the Directors' Report, with Statement of Accounts for the half-year ending 31st December, 1889, for the re-election of Directors and Auditor, and for the General Business of the Company.

The Transfer Books of the Company will be closed from the 11th day of February, 1890, until after the Meeting.

Dated this 1st day of February, 1890.

By Order,

CHARLES HENRY BINGHAM, Secretary

Westminster Chambers, 11, Victoria Street, London, S.W.

### LIMERICK AND KERRY RAILWAY COMPANY.

### DIRECTORS' REPORT

### For the Half-year ending 31st December, 1889

In submitting the Twenty-third Report with Statement of Accounts for the Half-year ending 31st December, 1889, the Directors are glad to be able to state that the increase in the traffic of the Railway which was reported at the Shareholders' Meeting held in August last has, during the past six months, further developed, the earnings for the past half-year being greater than those of any similar period since the open;ng of the line for public traffic.

The gross receipts during the half-year amount to  $\pounds 9,478$  5s. 7d.; the net receipts, after deducting working expenses, to  $\pounds 3,791$  6s. 3d. as against  $\pounds 8,606$  7s. 3d. and  $\pounds 3,442$  10s. 11d. respectively, in the corresponding period last year, representing a gross increase of  $\pounds 871$  18s. 4d.

Passengers show an increase in the number carried of 5,296, representing  $\pounds_{220\ 11s.}$  6d.; the Goods and Minerals an increase of 3,063 tons, representing  $\pounds_{467\ 5s.}$  8d.; Cattle, the number carried show an increase of 3,161 head, representing  $\pounds_{137\ 18s.}$ 

The following table gives the result of the working of the Railway since the opening of the line in December 1880 :---

| Half-year ending                                                            | Gross<br>Receipts.                                   | Net<br>Receipts.                                                                                                                                                                                                                                                          | Earnings per<br>Mile per<br>Week.                                                                                                                                                                                                               | Number of<br>Passengers.                                                                                                                                                         |                                                                                                                                                                                         | Cattle.                                                                                                                                                                         |
|-----------------------------------------------------------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 30th June, 1881 31st December, 1881 31st December, 1882 31st December, 1883 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\pounds$ t. d.<br>2,501 16 10<br>2,689 7 10<br>2,710 4 11<br>3,236 17 4<br>2,986 2 9<br>3,453 16 9<br>2,811 2 6<br>3,369 15 11<br>2,670 19 2<br>3,095 6 1<br>2,603 4 0<br>3,120 0 6<br>2,826 15 10<br>3,435 19 11<br>2,753 15 5<br>3,442 10 11<br>3,222 3 7<br>3,791 6 3 | $\begin{array}{c} \pounds & s. & d. \\ 5 & 11 & 10 \\ 6 & 0 & 3 \\ 6 & 1 & 2 \\ 7 & 4 & 9 \\ 6 & 13 & 6 \\ 7 & 14 & 5 \\ 7 & 13 & 6 \\ 7 & 14 & 5 \\ 7 & 13 & 6 \\ 7 & 13 & 8 \\ 6 & 3 & 2 \\ 7 & 14 & 0 \\ 7 & 4 & 1 \\ 8 & 9 & 7 \end{array}$ | 46,805<br>60,452<br>55,133<br>71,453<br>61,564<br>73,603<br>62,156<br>68,517<br>55,196<br>61,062<br>45,505<br>61,637<br>52,579<br>63,250<br>55,780<br>69,833<br>60,606<br>75,129 | Tons.<br>8,899<br>9,308<br>11,351<br>14,448<br>13,910<br>13,143<br>12,921<br>12,388<br>12,633<br>12,633<br>12,683<br>13,500<br>13,593<br>14,959<br>14,319<br>13,928<br>15,969<br>16,991 | 9,567<br>22,684<br>19,567<br>37,080<br>19,404<br>34,680<br>23,755<br>36,560<br>19,473<br>31,194<br>17,999<br>32,486<br>22,739<br>34,465<br>32,607<br>32,876<br>31,243<br>36,037 |

With reference to the improvement in the traffic already referred to, the Directors subjoin an extract from the recent Report of the Examining Director, which no doubt will be as gratifying to the Shareholders as it has been to themselves : —

"The Receipts of the Railway have steadily advanced during

" the half-year, and the advance has been sustained from the

' beginning to the end; our traffic has been all along very good,

" and this can be said of every kind of it."

The Directors, though much pleased with the progress which has been made, are most anxious to see the Train Service increased. They feel satisfied that the augmented traffic can only be properly dealt with by extending the number of Through Trains, and they will do all in their power to bring about this result.

The traffic upon the Tralee and Fenit Railway for the past six months also shows an increase, which has materially contributed to the improved condition of the Company.

The Listowel and Ballybunion Railway traffic, which to a considerable extent comes on this Company's system, is also steadily developing.

Your Directors also beg to submit the Engineer's Report upon the present state of the Railway, pointing out certain works which require attention and which have been brought under the notice of the Working Company.

The Directors who retire by rotation on the present occasion are Sir Wyndham Knatchbull, Bart., and Edmund Cooke, Esq., who, being eligible, offer themselves for re-election.

Mr. John S. Chappelow is the retiring Auditor, who, being eligible, offers himself for re-election.

### F. COLLIS SANDES, Chairman.

### CHARLES HENRY BINGHAM, Secretary.

WESTMINSTER CHAMBERS,

II, VICTORIA STREET, LONDON,

11th February, 1890.

| Description.                                                              | AMOUNT CREATED. | Amount created. Amount received. Calls in arrear. Amount uncalled. Amount un | CALLS IN ARREAR. | AMOUNT UNCALLED. | AMOUNT UNISSUED. |
|---------------------------------------------------------------------------|-----------------|------------------------------------------------------------------------------|------------------|------------------|------------------|
| Limerick and Kerry Railway Guaranteed (Limerick)                          | k               | £                                                                            | ę                | 8                | <i>k</i>         |
| Snares & Io each<br>Limerick and Kerry Railway Guaranteed (Kerry) Shares. | I,380           | I,380                                                                        |                  |                  | :                |
| Lo each                                                                   | 16,070          | 16,070                                                                       |                  | :                | :                |
| Ordinary Stock<br>Rebate on Issue £ 66.648                                | I I 0,000       | I I 0,000                                                                    | •••              |                  | :                |
|                                                                           | 127,450         | 127,450                                                                      |                  |                  |                  |

to the 31st December, 1889. ock Statement of Stock and Share Capital, showing the proportion received accordance with Section 2.--.u No.

By th Ordin \* into

Total. 5,432 42 5,432 Loans. 42 Stock and Shares. 404,568 Total. 2 277,118 Loans. Stock and Total. 2,550 T.O. tock and Shares. 127,450 The Limerick and Kerry Railway \*\* • • • • HO. CTS 66 - 0° ° ·

BALANCE.

CAPITAL CREATED OR SANCTIONED.

created by the Company

and

of Capital authorised

Statement

1º

No.

CAPI

# HALF-YEAR

# ENDED 31ST DECEMBER, 1889.

RAILWAY COMPANY

2, QUEEN SQUARE PLACE,

To the Chairman and Directors of the Limerick and

KERRY RAILWAY.

and Kerry Railway has been made by my representative, and I have

PERMANENT WAY.

castle to Abbeyfeale, and from Listowel to Abbeydorney-where

the old iron rails are very much worn. These rails should be

replaced with new steel ones with the least possible delay.

There are several places-notably on the sections from New-

Attention is now required to the ballasting and resleepering of

The stations, accommodation works, and fencing have been

I am, Gentlemen,

Yours faithfully,

JOHN FOWLER.

the line at several places. Near to Listowel the proportion of

defective sleepers appears to be as high as 15 per cent, while on the Newcastle and Abbeyfeale section the ballast is deficient in quantity, and the road is suffering from insufficient drainage in consequence.

Defective drainage is also to be noticed at other points on the line.

I beg to inform you that a careful inspection of the Limerick

GENTLEMEN

to report as follows : --

generally well maintained.

WESTMINSTER, S.W.,

29th January, 1890.

LIMERICK AND KERRY

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

|                                 |   |   | Raised by      | taised by Loans. | Raised by      | taised by issue of Debenture Stock. | ure Stock.    | Total raised by |
|---------------------------------|---|---|----------------|------------------|----------------|-------------------------------------|---------------|-----------------|
|                                 |   |   |                |                  | At a mar cant  | At a ner cant                       | At a ner cent | Debenture       |
|                                 |   |   | At 6 per cent. | Total Loans.     | At 4 per cente | the A per cente                     | B* C†         | Stock.          |
|                                 |   |   | ý              | F.               | f              | F.                                  | £ 5. d.       | £ 5. d.         |
| Existing at 30th June, 1889     |   |   | 15,800         | I 5,800          | 103,250        | 17,500                              | 73,767 19 7   | 210,317 19 7    |
| Ditto, at 31st December, 1889 . |   | • | 15,800         | I 5,800          | 170,050        | 17,500                              | 73,767 19 7   | 277,117 19 7    |
| Increase .                      | • |   |                |                  | 66,800         |                                     |               | 66,800 0 0      |
| Decrease                        |   | • |                | ::               | :              |                                     |               |                 |

|   | £ 5, 5, d, 282,550 0 0 277,117 19 7                                                                                                                     | 2                                                                  |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
|   | s.<br>0 0                                                                                                                                               | 5,432 0                                                            |
|   | 550                                                                                                                                                     | ,432                                                               |
|   | 282                                                                                                                                                     | 10                                                                 |
|   |                                                                                                                                                         |                                                                    |
|   |                                                                                                                                                         |                                                                    |
|   | 1.00                                                                                                                                                    |                                                                    |
|   |                                                                                                                                                         |                                                                    |
|   |                                                                                                                                                         |                                                                    |
|   | • •                                                                                                                                                     |                                                                    |
|   |                                                                                                                                                         |                                                                    |
| - | H                                                                                                                                                       | Balance, being available borrowing powers at 31st December, 1889 . |
|   | No.                                                                                                                                                     | er,                                                                |
| : | ent .                                                                                                                                                   | mb                                                                 |
|   | tem                                                                                                                                                     | )ece                                                               |
| - | Stal                                                                                                                                                    | stI                                                                |
|   | per                                                                                                                                                     | t 31                                                               |
|   | as                                                                                                                                                      | rs a                                                               |
|   | ock .                                                                                                                                                   | owe                                                                |
|   | St                                                                                                                                                      | d bo                                                               |
|   | ture<br>ve .                                                                                                                                            | win                                                                |
|   | ben<br>abo                                                                                                                                              | orro                                                               |
|   | De                                                                                                                                                      | le b                                                               |
| - | and                                                                                                                                                     | ilab                                                               |
|   | ns a                                                                                                                                                    | avai                                                               |
|   | Loa                                                                                                                                                     | ing                                                                |
|   | by<br>eber                                                                                                                                              | be                                                                 |
|   | sed<br>D                                                                                                                                                | nce,                                                               |
|   | rai                                                                                                                                                     | sala                                                               |
|   | o be<br>ans                                                                                                                                             | щ                                                                  |
|   | Lo                                                                                                                                                      |                                                                    |
|   | d by                                                                                                                                                    |                                                                    |
|   | Total amount authorised to be raised by Loans and Debenture Stock as per Statement No. 1<br>Total amount raised by Loans and Debenture Stock as above . |                                                                    |
|   | nt a                                                                                                                                                    |                                                                    |
| 2 | nour                                                                                                                                                    |                                                                    |
|   | am                                                                                                                                                      |                                                                    |
|   | otal                                                                                                                                                    |                                                                    |
|   | EF                                                                                                                                                      |                                                                    |

Norte.—Li5,984 of this Debenture Stock has been issued as security for temporary Loan.
 , Li,500 of this Debenture Stock has been issued at a discount of 50 per cent. (subject to future redemption) in satisfaction of a long outstanding claim for costs in connection with Land Purchases.

No. 4.-Receipts and Expenditure on Capital Account.

Dr.

Or.

| Total.                                    | £ 5. d.<br>7,450 0 0                                   | 1,317 19 7            |                                            |
|-------------------------------------------|--------------------------------------------------------|-----------------------|--------------------------------------------|
| Amount<br>Received this<br>Half-year.     | L 5. d.<br>,800 0 0 12                                 | ,800 0 0 26           | :                                          |
| Amount<br>Received to<br>30th June, 1889. | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$  | 94,517 19 7 66        | 404,567 I9 7                               |
|                                           | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | , Debenture Stock do. | 4                                          |
| Total.                                    | £ 5. d.<br>389,227 19 1                                |                       | 15,340 0 6                                 |
| Amount<br>Expended this<br>Half-year.     | £ s. d.                                                |                       |                                            |
| -                                         |                                                        |                       |                                            |
| Amount<br>Expended to<br>30th June, 1889. | £ 5. d.<br>389,227 I9 I                                |                       | To Balance to General Balance Sheet No. 13 |

No. 5.-Details of the Capital Expenditure.

No. 6 .- Return of Working Stock. NIL.

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

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

.

On Lines open for traffic . On Lines in course of construction

. } Nil.

. .

k s. d. Nil.

Half-year ended 31st Dec., 1889.

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

| Share and Loan Capital authorised, not yet created, Account No. 1<br>Balance at Credit of Capital Account (No. 4) |
|-------------------------------------------------------------------------------------------------------------------|
|-------------------------------------------------------------------------------------------------------------------|

| Or.                   | Half-year<br>ended<br>31st Dec., 1889- | ξ, 5. d,<br>4,214 14 3<br>2214 14 3<br>3,299 18 5<br>3,299 18 5<br>3,299 18 5<br>1,426 1<br>1,426 1<br>6 7 4<br>1 12 6                                                                                                                        | £9,478 18 1                               |
|-----------------------|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
|                       | RECEIPTS.                              | By Mails                                                                                                                                                                                                                                      | 2                                         |
| nue Account.          | Half-year<br>ended<br>31st Dec., 1888. | <i>k s</i> , <i>d</i>                                                                                                                                            | £8,607 4 9                                |
| No. 9Revenue Account. | Half-year<br>ended<br>3rst Dec., 1889. | 5,686 19 4<br>5,686 19 4<br>422 18 5<br>83 17 0<br>83 17 0<br>68 19 6<br>30 15 2<br>6,318 9 5<br>6,318 9 5                                                                                                                                    | L9,478 18 1 L8,607 4 9                    |
|                       | Expenditure.                           | To Working Expenses, 60 per cent. of Re-<br>ceipts paid to Waterford and Limerick<br>Railway Company.<br>,, General Charges (E).<br>,, Engineering<br>,, Law Expenses<br>,, Arbitration Expenses<br>,, Balance carried to Net Revenue Account | AT IN A A A A A A A A A A A A A A A A A A |
| Dr.                   | Half-year<br>ended<br>3rst Dec., 1888. | 5, 164 8 4.<br>5, 164 8 4<br>420 8 7<br>126 0 7<br>5, 800 15<br>5, 800 15 6<br>2,797 9 3                                                                                                                                                      | £8,607 4 9                                |

| ount. Or.                  | RacElPrs. Half.year ended 31st Dec., 189. | 5 3.F                                           | <ul> <li>9 ,, Amount due by Counties of Limerick and Kerry.</li> <li>0 ,, Interest specially provided .</li> <li>8 ,, BalancetoGeneral Balance Sheet, No.13 30</li> </ul> |                                     | 34,706 11 5            |   |              |
|----------------------------|-------------------------------------------|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------|---|--------------|
| evenue Accor               | Half-year<br>ended<br>31st Dec., 1888.    | <i>£</i> 5. <i>d</i> .<br>2,797 9 3<br>248 10 5 | 952 10 9<br>421 5 0<br>25,806 5 8                                                                                                                                         |                                     | 34,706 II 5 30,226 I I |   | 8 7.7        |
| No. 10Net Revenue Account. | Half-year<br>ended<br>31st Dec., 1889.    | 2,8158 6 5<br>141 10 3                          | 1,724 7 9<br>113 16 2<br>474 0 0                                                                                                                                          | 2,269 4 10<br>350 0 0<br>1,475 6 0  | 34,706 11 5            |   | 1.7.8 6.4 TF |
| P                          | Expenditure.                              | To Balance from last half-year                  | ,, Interest on Limerick and Kerry<br>Guaranteed (Kerry) Shares.                                                                                                           | ", Interest on A Debenture Stock B  |                        | - |              |
| Dr.                        | Half-year<br>ended<br>31st Dec., 1868.    | 23,689 1 7<br>159 10 0                          | 1,946 15 0<br>82 15 8<br>474 0 0                                                                                                                                          | 2,065 0 0<br>350 0 0<br>1,458 18 10 | 30,226 I I             |   |              |

£ s. d. 100 0 0 25 0 0 204 0 0 93 18 5 Half-year ended 31st Dec., 1889. . . . . . . . . . . . . 
 K
 5.
 d.

 IO6
 0
 0
 0

 25
 0
 0
 0

 25
 0
 0
 0

 420
 8
 7
 Half-year ended 31st Dec., 1888.

No. 12.-General Oharges (Abstract E).

| Or,               | ξ 5. d.<br>2,999 11 10<br>2,858 6 6<br>16,379 0 9<br>16,379 0 9                                                                                                                                                                             | 52,954 12 11 |                   | , Miles worked by Engines. | Miles. Chains.<br>42 40 |                   | Half-year ended<br>31st Dec., 1889. | Miles.<br>52,852<br>3,5472                                    | 56,3992       | F. COLLIS SANDES, Chairman of the Company.<br>CHAS. H. BINGHAM, Secretary of the Company. | ial condition of the Company.<br>JNO. S. CHAPPELOW, F.C.A.<br>HERRY HOLDER, LINCOLN'S TIM Fields, Auditors. |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------------------|----------------------------|-------------------------|-------------------|-------------------------------------|---------------------------------------------------------------|---------------|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
|                   | ilway Company<br>Limerick and Kerry<br>10, Balance at Debit                                                                                                                                                                                 |              |                   | Miles to be Constructed,   | Miles. Chains.<br>Nil.  |                   |                                     | 1                                                             |               | OLLIS SANDES, C. H. BINGHAM, Sect                                                         | condition of the Comp<br>o. S. CHAPPLOW, F                                                                  |
| e Sheet.          | Cash at Bankers' Cash at Bankers' Vateriok Railway Company Materiod and Limerick Railway Company Cannount due by Counties of Limerick and Kerry Outstanding Accounts No. 10, Balance at Debit Net Revenue Account, No. 10, Balance at Debit | 1000         | Statement.        | Miles Constructed.         | Miles. Chains.<br>42 40 | Train Mileage.    |                                     | ••                                                            |               | F. CO<br>CHAS                                                                             | ICATE.<br>ement of the financial of JNG                                                                     |
| 13General Balance | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                       | 52,954 12 11 | No. 14Mileage Sta | Miles Authorised.          | Miles, Chains.<br>42 40 | 15Statement of T1 |                                     | • •                                                           | and the state |                                                                                           | AUDITORS' CERTIFICATE<br>mtain a full and true statement of                                                 |
| No.               | s Accounts al Account (No. 4)                                                                                                                                                                                                               | 5            | A                 |                            | npany                   | No. 1             |                                     | Passengers and Goods Trains mixed<br>Special Cattle and Goods |               |                                                                                           | oy certify that the foregoing Accounts co                                                                   |
| Dr.               | o unpaid Interest                                                                                                                                                                                                                           |              |                   |                            | Lines owned by Company  |                   | Half-year ended<br>31st Dec., 1888. | Miles.<br>52,313<br>3,432                                     | 55,745        |                                                                                           | We do hereb                                                                                                 |

Londonderry and Lough Swilly Railway.

# Report of Directors

AND

STATEMENT OF ACCOUNTS

FOR

Half-Year ending 31st December, 1889,

TO BE SUBMITTED TO THE SHAREHOLDERS

AT

### THE HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

OFFICES, SHIPQUAY STREET BUILDINGS, LONDONDERRY,

AT TWELVE O'CLOCK NOON,

On MONDAY, the 3rd day of February, 1890.

Londonderry : PRINTED AT THE "SENTINEL" OFFICE, PUMP STREET.

1890.

### Londonderry and Lough Swilly Railway Company.

### Directors.

1. JOSEPH COOKE, Esq., CHAIRMAN, St. Columb's, Derry.
2. THOMAS COLQUHOUN, Esq., Rockfort, Buncrana.
3. DAVID M. COLQUHOUN, Esq., Fahan.
4. ALEXANDER BLACK, Esq., Queen Street, Derry.
5. JOHN M'FARLAND, Esq., Belfast and Londonderry.
5. MAJOR HENRY J. M'CORKELL, Glengallaugh, Derry.

## \* Retire February, 1890. † ,, ,, 1891. ‡ ,, ,, 1892.

Londonderry and Lough Swilly Railway Company.

### NOTICE TO SHAREHOLDERS.

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, Derry, on MONDAY, the 3rd day of FEBRUARY, prox., at TWELVE o'clock, noon, to transact the Ordinary Business of the Company.

AND NOTICE IS HEREBY FURTHER GIVEN, that at the conclusion of the foregoing Business the Meeting will be made Special—

> "To approve and undertake the promotion of a Light Railway under the Tramways Acts from Buncrana to Carndonagh (in continuation of the Company's Line), being a Railway scheduled and gazetted under the Light Railways (Ireland) Act, 1889."

The Transfer Books will be Closed from the 18th January until the 4th February, both days inclusive.

(By Order),

FREDERICK DAWSON, Secretary.

Offices-Shipquay Street Buildings, Londonderry, 13th January, 1890.

### Directors' Report.

Statement of the Receipts for Half-year ending 31st December, 1889, compared with the corresponding period of 1888 :---

|             |   | 188                          | 38. |        | 18                           | 89.    |         |     |    |   |           |
|-------------|---|------------------------------|-----|--------|------------------------------|--------|---------|-----|----|---|-----------|
| Live Stock, |   | £3,193<br>1,581<br>335<br>23 | 3   | 7<br>1 | £3,374<br>1,663<br>259<br>31 | 1<br>2 | 2<br>10 | 76  | 17 |   | increase. |
|             | 1 | 5,133                        | 13  | 9      | 5,328                        | 17     | 9       | 195 | 4  | 0 | increase. |

The Directors, in presenting the Statement of Accounts for the Half-year ending 31st December, have again to congratulate the Shareholders on the continued prosperity of the Company, and improved condition of the Line and Works.

The renewal of the Line referred to in former Reports has gone on, and the entire Permanent Way has either been relaid with new Steel Rails and Sleepers, or they are in stock for that purpose, and the completion of the renewals will take place during the current Half-year. Whilst these renewals have been going forward, the strictest economy and supervision, consistent with the right working of the Railway, has been exercised by your Directors over every department.

The Directors are taking advantage of the Light Railways (Ireland) Act, 1889, and are promoting an extension of your Railway from Buncrana to Carndonagh. You will be asked to pass a Resolution approving of this, and to sanction an increase of the Capital of the Company to equip the proposed extension. The Directors are satisfied that, if this Line be constructed, it will be an advantage not only to the district through which it passes, but also to the City of Derry, and in time to the Shareholders of this Company.

JOHN M'FARLAND, Esq., Director, and GEORGE H. MITCHELL, Esq., Auditor, retire by rotation, but are eligible, and offer themselves for re-election.

(By Order,)

JOSEPH COOKE, Chairman. FREDERICK DAWSON, Secretary. LONDONDERRY AND LOUGH SWILLY RAILWAY CO.-HALF-YEAR ENDING 31st DECEMBER, 1889.

|                                                                                                                                                        | CAPITA                                                                                                                                                        | CAPITAL AUTHORISED.                                                                                                  | USED.                                                          | CAPIT                                                                                                                        | CAPITAL CREATED                    | CED                                            |                                                   | BALANCE.                     |                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------------------------------------------|---------------------------------------------------|------------------------------|---------------------------------------------------|
| Dimension on Commenced and with                                                                                                                        |                                                                                                                                                               |                                                                                                                      |                                                                |                                                                                                                              | DANCTIONED                         |                                                |                                                   |                              |                                                   |
| ACTS OF FARMAMENT, OR CERTIFICALES OF ARE<br>BOARD OF TRADE.                                                                                           | Stock<br>and<br>Shares.                                                                                                                                       | Loans                                                                                                                | Total                                                          | Stock<br>and<br>Shares                                                                                                       | Loans                              | Total                                          | Stock<br>and<br>Shares                            | Loans                        | Total                                             |
| 16 and 17 Vic., cap. 54, secs. 4 and 9, 24 and 25 Vic., cap. 161, secs. 19 and 20, 26 and 27 Vic., cap. sec. 33, 45 and 28 Vic., cap. secs. 21 and 26, | $\begin{array}{c} \pounds \\ 40,000\\ 20,000\\ 25,000\\ 50,000\\ 50,000\\ 50,000\\ 20,000\\ 20,000\\ 20,000\\ 00\\ 00\\ 00\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\$ | $\begin{array}{c} \pounds \\ 13,000 \\ 6,600 \\ \dot{6},600 \\ \dot{6},600 \\ 10,000 \\ 36,200 \\ 6,600 \end{array}$ | £<br>53,000<br>26,600<br>26,600<br>60,000<br>191,200<br>26,600 | $\begin{array}{c} \pounds \\ 40,000 \\ 20,000 \\ \hline & \ddots \\ 50,000 \\ \hline 110,000 \\ \hline & \ddots \end{array}$ | £<br>6,600<br><br>10,000<br>29,600 | £<br>53,000<br>26,600<br><br>60,000<br>139,600 | £<br><br>25,000<br>20,000<br><br>45,000<br>20,000 | £<br>6,600<br>6,600<br>6,600 | £<br><br>25,000<br>26,600<br><br>51,600<br>26,600 |
|                                                                                                                                                        |                                                                                                                                                               |                                                                                                                      |                                                                |                                                                                                                              |                                    |                                                |                                                   |                              |                                                   |
| Total                                                                                                                                                  | 135,000                                                                                                                                                       | 29,600                                                                                                               | 29,600 164,600 110,000                                         | 110,000                                                                                                                      |                                    | 29,600 139,600                                 | 25,000                                            |                              | 25,000                                            |

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

| 00                                    |                                                       |
|---------------------------------------|-------------------------------------------------------|
|                                       | 0                                                     |
| 00                                    | 0                                                     |
| 375                                   | 16,535                                                |
| 16,                                   | 16,                                                   |
| £                                     |                                                       |
| 0                                     | 0                                                     |
| : 10                                  | 10                                                    |
| £02                                   | 20                                                    |
| 2,3.                                  | 2,3                                                   |
| 00                                    | 0 0 91,114 10 0 2,350 10 0                            |
| 10                                    | 10                                                    |
| £ 89.25                               | 14                                                    |
| 1,48                                  | 1,1                                                   |
| 040                                   | 0                                                     |
| 00                                    |                                                       |
| DO F                                  | 110,000 (                                             |
| 0,00                                  | 0,0(                                                  |
| 010                                   | 11                                                    |
| ::                                    |                                                       |
| 1 :                                   | Total,                                                |
|                                       |                                                       |
| 1.033                                 |                                                       |
| Ordinary Shares,<br>Preference Stock, |                                                       |
|                                       | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ |

No. 3-Capital Raised by Loans and Debenture Stock.

RAISED BY LOANS.

RAISED BY ISSUE OF Total DEBENTURE STOCK ruised by LOADS

| 0 41 -    |                | 27                             |                                                                                        |                                    | <br>                         | g powers, at 31st December, 1889,                                                                                                                                                                       | TURE ON (                       | Balance, being available borrowing powers, at 31st December, 1889,<br>Dr. No. 4-RECEIPTS AND EXPENDI<br>Amount   Amount  ,             | sember, 18<br>'s AND E |
|-----------|----------------|--------------------------------|----------------------------------------------------------------------------------------|------------------------------------|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|------------------------|
|           |                | 00 <sup>8</sup> .<br>13 10     | $\begin{array}{c} \pounds & \xi & s. \\ 29,600 & 0 \\ \dots & 29,513 & 10 \end{array}$ | ment No. 1,                        | l, as per State              | Total Amount authorised to be raised by Loans and by Debenture Stocks, in respect of Capital created, as per Statement No. 1, 29,600 0<br>Total Amount raised by Loans and by Debenture Stock as above, | , in respect o                  | Total Amount anthorised to be raised by Loans and by Debenture Stocks<br>Total Amount raised by Loans and by Debenture Stock as above, | by I<br>ock a          |
|           | 0              | 500 0 0                        | 2                                                                                      | ::                                 | ::                           |                                                                                                                                                                                                         | 500                             | ::                                                                                                                                     |                        |
| 1.0 00 00 |                | £ 8.<br>29,013 10<br>29,513 10 | £<br>29,013<br>29,513                                                                  | $\stackrel{\mathcal{E}}{=} 10,000$ | $\stackrel{\pounds}{10,000}$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                                                                                                                                    | $\frac{\pounds}{11,248}$ 11,748 | £ s. d.<br>7,765 10 8<br>7,765 10 8                                                                                                    |                        |
| m         | y<br>ure<br>s. | and by<br>Debenture<br>Stocks. | De                                                                                     | Lotal<br>Debenture<br>Stocks.      | At 5<br>per cent.            | TotalLoans.                                                                                                                                                                                             | At 5<br>per cent.               | 4 per cent.                                                                                                                            |                        |

|                                                    | 105                                           | d.                                                         | 000                                                                                                    | 000                       | 1 20                              |
|----------------------------------------------------|-----------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------|-----------------------------------|
|                                                    | al to<br>Dec                                  |                                                            | 10                                                                                                     | 10                        | 11                                |
| ·                                                  | Total to<br>31st Dec.,<br>1889.               | £ 8. d. £ 8. d.                                            | 19,513 10 8<br>10,000 0 0                                                                              | 120,628 0 8<br>9,227 10 9 | 129,855 11 5 500 0 0 129,855 11 5 |
| 0                                                  | 5                                             | 43 2                                                       | 19,1                                                                                                   | 20,6                      | 29,62                             |
|                                                    |                                               | -                                                          | 0                                                                                                      |                           | 11                                |
|                                                    | ed<br>the<br>the                              |                                                            | 0                                                                                                      |                           |                                   |
|                                                    | Amount<br>received<br>luring th<br>Half-year  | 00                                                         | 500 0 0                                                                                                | ÷                         |                                   |
|                                                    | Amount<br>received<br>during the<br>Half-year | બર                                                         | 500                                                                                                    |                           | 500                               |
|                                                    |                                               |                                                            |                                                                                                        |                           |                                   |
|                                                    | Amount<br>received to<br>0th June,<br>1889.   | £ s. d.                                                    |                                                                                                        | 00 03                     | 50                                |
| ÷                                                  | Amount<br>received to<br>00th June,<br>1889.  |                                                            | 19,013 10<br>10,000 0                                                                                  | 10                        | F                                 |
| ND                                                 | Am<br>Sceiver<br>Sceiver<br>18                | 311                                                        | 013                                                                                                    | 128                       | 855                               |
| ccò                                                | 30<br>30                                      | 0                                                          | 19,10                                                                                                  | 120,128 0<br>9,727 10     | 129,                              |
| A                                                  |                                               |                                                            | : ຕົ ຕົ                                                                                                | 1                         |                                   |
| AL                                                 |                                               | Receipts— £ s. d.<br>Shares and Stock, per Ac- 01 114 10 0 | No.                                                                                                    |                           |                                   |
| LIG                                                |                                               | t, p                                                       | nt<br>ct.                                                                                              | e,                        |                                   |
| CAI                                                |                                               | tock                                                       | cou                                                                                                    | Balance,                  |                                   |
| N                                                  |                                               | 1 S P                                                      | . Ac                                                                                                   | Bal                       |                                   |
| 0                                                  |                                               | ant 7                                                      | per<br>ock,                                                                                            |                           |                                   |
| JRE                                                |                                               | eccipts-<br>ares and Stock, p                              | Sto.                                                                                                   |                           |                                   |
| ITI                                                |                                               | She                                                        | Loa<br>en.                                                                                             |                           |                                   |
| NO. 4-KECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |                                               | £ s. d. £ s. d. £ s. d. By Receipts-                       | 101.663 10 1 Loans, per Account No. 3, 19,013 10<br>28,192 1 4 Deben. Stock, per Acct. No. 3, 10,000 0 |                           |                                   |
| KPE                                                | 6                                             |                                                            | 1 4                                                                                                    |                           | 20                                |
| Ē                                                  | Total to<br>31st Dec.,<br>1889.               |                                                            | 10                                                                                                     |                           | 129,855 11 5                      |
| QN                                                 | otal t<br>st De<br>1889.                      |                                                            | 63                                                                                                     |                           | 22                                |
| A                                                  | 31<br>31                                      | 43                                                         | 01,6                                                                                                   |                           | 9,8                               |
| PTS                                                |                                               |                                                            | 10                                                                                                     |                           | 12                                |
| IEI                                                | Amount<br>expended<br>during the<br>Half-year | 0                                                          |                                                                                                        |                           |                                   |
| (EC                                                | nou<br>ence<br>ng<br>lf-y                     | a                                                          |                                                                                                        |                           |                                   |
| T                                                  | Amount<br>expended<br>during the<br>Half-year | વર                                                         |                                                                                                        |                           |                                   |
| 4                                                  |                                               |                                                            | - 4                                                                                                    |                           | 20                                |
| N0.                                                | Amount<br>expended to<br>30th June,<br>1889.  | g                                                          | 10                                                                                                     |                           | 129,855 11 5                      |
| -                                                  | our<br>ded<br>Jun<br>39.                      | 20                                                         | 2 1                                                                                                    |                           | 5 1                               |
|                                                    | Am<br>pen<br>th<br>18(                        | 3                                                          | 3,19                                                                                                   |                           | .85                               |
|                                                    | ex<br>30                                      |                                                            | 101                                                                                                    |                           | 129                               |
|                                                    |                                               | OT                                                         | Traffic, No. 5, 101,663 10 1<br>Working Stock, No. 5, 28,192 1 4                                       |                           | -                                 |
|                                                    |                                               | đ                                                          | 0.0                                                                                                    |                           | 1                                 |
|                                                    |                                               | ene                                                        | 5. N                                                                                                   |                           |                                   |
|                                                    |                                               | ure-                                                       | No.                                                                                                    |                           |                                   |
| 7.                                                 |                                               | ditt                                                       | so.                                                                                                    |                           |                                   |
| Dr.                                                |                                               | pen                                                        | raft                                                                                                   |                           |                                   |
|                                                    |                                               | o Expenditure-<br>On Lines opened for                      | ToN                                                                                                    |                           |                                   |
|                                                    |                                               | To Expenditure-<br>On Lines open                           | -                                                                                                      |                           |                                   |
|                                                    |                                               |                                                            |                                                                                                        |                           |                                   |

No. 5-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 31ST DECEMBER, 1889.

| Merchandise.     | Comb'd Timber<br>and Car Trucks.<br>Goods Wagons.<br>Goods Wagons,<br>covered. | 2 73 34<br>2 73 34                                   | ::::::::::::::::::::::::::::::::::::::: |
|------------------|--------------------------------------------------------------------------------|------------------------------------------------------|-----------------------------------------|
| -                | Horse Box.                                                                     |                                                      | ::                                      |
| ting.            | Composite.<br>Break Van.                                                       | 01 OL                                                | ::                                      |
| Coaching.        | First and Second                                                               | 13                                                   | · · ·                                   |
| 0                | Third Class.                                                                   |                                                      |                                         |
|                  | Second Class.                                                                  | ::                                                   | ::                                      |
|                  | First Class.                                                                   | ::                                                   |                                         |
| Locomo-<br>tive. | Tenders.                                                                       | ::                                                   |                                         |
| Loc              | Engines.                                                                       | 99                                                   | ::                                      |
|                  |                                                                                | · · · · · · · · · · · · · · · · · · ·                | · · · · · · · · · · · · · · · · · · ·   |
|                  |                                                                                | Stock on 30th June, 1889,<br>Do. 31st December, 1889 | Increase during the Half-year           |

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

|                              | 1                                                |  |
|------------------------------|--------------------------------------------------|--|
| Total.                       |                                                  |  |
| In Subsequent<br>Half-years. |                                                  |  |
| During the<br>Half-year.     |                                                  |  |
|                              | No further Expenditure, at present contemplated. |  |

No. 8-Capital Power and other Assets available to meet Further Expenditure, as per No. 7.

| 4                                                                 | 6                           |  | 2      |
|-------------------------------------------------------------------|-----------------------------|--|--------|
| 19                                                                | 10                          |  | 00     |
| 18,971                                                            | 9,227 10                    |  | 9.744  |
| :                                                                 | :                           |  | :      |
| •                                                                 | :                           |  | :      |
| į                                                                 | :                           |  | 3      |
| 1                                                                 | :                           |  | :      |
| d,                                                                | :                           |  | •      |
| yet receive                                                       | :                           |  | :      |
| sated but not                                                     | :                           |  |        |
| sed or cre                                                        | :                           |  | :      |
| hares and Loan Capital authorised or created but not yet received | Balance of Capital Account, |  | Total, |

|                                           | d.                                                                                                                                                                                                              | 6                                                                                            |                                            | 0                                        |                                                                             | 5              | 0                                         | 6        |
|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------|----------------|-------------------------------------------|----------|
| ed<br>9.                                  | ໝໍ                                                                                                                                                                                                              | 11                                                                                           |                                            | 2 4                                      |                                                                             | 1              | 31 16                                     | 5,328 17 |
| Half-Year ended<br>31st Dec., 1889.       | બ                                                                                                                                                                                                               | 3,374 17                                                                                     |                                            | 1,922                                    |                                                                             | 5,297          | ŝ                                         | 5,32     |
| f-Yea<br>Dec                              | 0584 q.                                                                                                                                                                                                         | 0 1 00                                                                                       | 4                                          |                                          |                                                                             |                |                                           |          |
| Hall<br>31st                              | s.<br>144<br>155<br>144<br>155                                                                                                                                                                                  | 223 2<br>90 19<br>60 16                                                                      | en                                         |                                          |                                                                             |                |                                           |          |
|                                           | £<br>267<br>696<br>2,188<br>2,188                                                                                                                                                                               | 3,228                                                                                        | 1 418                                      | 244 259                                  |                                                                             |                |                                           |          |
|                                           | No.<br>4,722<br>17,785<br>93,931                                                                                                                                                                                | 116,438 3,223<br>60                                                                          | 3                                          | : : :                                    |                                                                             | :              | : :                                       |          |
|                                           | 174<br>174<br>933                                                                                                                                                                                               |                                                                                              |                                            | :::                                      |                                                                             | :              | ::                                        |          |
|                                           |                                                                                                                                                                                                                 | , &c.,                                                                                       |                                            |                                          |                                                                             | ·              | •••                                       |          |
| ŝ                                         | ::::                                                                                                                                                                                                            | Parcels, Horses, Carriages, &c.,.<br>Mails,                                                  |                                            | : : :                                    |                                                                             |                | ::                                        |          |
| RECEIPTS                                  |                                                                                                                                                                                                                 | Carri                                                                                        |                                            |                                          |                                                                             |                |                                           |          |
| ECE                                       | ::::                                                                                                                                                                                                            | 368,                                                                                         |                                            |                                          |                                                                             | Total Traffic, | • 87                                      |          |
| R                                         | Passengers-<br>1st Class,<br>2nd Class,<br>3rd Class,<br>Excess Fares,                                                                                                                                          | Hor                                                                                          | 1:00                                       | Merchandise,<br>Minerals,<br>Live Stock, |                                                                             | alT            | Rents,<br>Transfer Fees                   |          |
|                                           | assengers-<br>1st Class,<br>2nd Class,<br>3rd Class,<br>Ixcess Fark                                                                                                                                             | cels,<br>ls,                                                                                 |                                            | erals<br>erals<br>sto                    |                                                                             | Tot            | nts,<br>nsfe                              |          |
|                                           | By Passengers-<br>1st Class,<br>2nd Class,<br>3rd Class,<br>, Excess Farce                                                                                                                                      | Parcels<br>Mails,                                                                            | AL                                         | Min<br>Live                              |                                                                             |                |                                           |          |
|                                           | By ,,                                                                                                                                                                                                           | 5 6                                                                                          |                                            | 33<br>56<br>56                           |                                                                             |                | 22                                        |          |
| aur<br>I<br>Bc.,                          | d.<br>33.03                                                                                                                                                                                                     | 00 00 00                                                                                     | 1                                          | 1 1 0                                    | 00                                                                          | 6 1            | 2 6                                       | 3 9      |
| Half-Year<br>ended<br>31st Dec.,<br>1888. | £ 8.<br>75 8<br>69 2<br>83 4<br>59 15                                                                                                                                                                           | 37 10<br>94 16<br>60 16                                                                      |                                            | 4 3<br>5 10                              | 6 13                                                                        | 5,109 17       | 23 13<br>0 2                              | 33 13    |
| Ha<br>31s                                 | £<br>275<br>669<br>2,033<br>59                                                                                                                                                                                  | 3,037<br>94<br>60                                                                            | 3,193                                      | 1,317<br>264<br>335                      | 1,916                                                                       | 5,10           | 57                                        | 5,133    |
| 8.r<br>c.,                                |                                                                                                                                                                                                                 | 0000                                                                                         |                                            | 4                                        | 9                                                                           | 10             | 11                                        | 6        |
| Half-Year<br>ended<br>31st Dec.,<br>1889. | s.<br>5 5<br>3 19<br>3 19<br>5 19                                                                                                                                                                               | 8 11<br>8 13<br>8 13<br>8 9                                                                  |                                            | 3 15                                     | 3 15                                                                        | 9 19           | 8 17                                      | 5,328 17 |
| Ha<br>e<br>31s                            | ${\it \pounds}\ {\it \pounds}\ {\it 1,382}\ {\it 1,382}\ {\it 1,293}\ {\it 1,293}\ {\it 1,215}\ {\it 1,215}$                                                                                                    | 408<br>63<br>38<br>38                                                                        |                                            | 4,483 15                                 | ng<br>1,933 15                                                              | 2,549 19 10    | 2,778 17                                  | 5,32     |
| 6.0                                       | £         £           see Abstract A.         1,382           do.         B.         1,392           do.         C.         1,295           do.         C.         1,215           do.         D.         1,215 | E                                                                                            |                                            | Received for Working Letterkenny Railway | eing                                                                        |                | :                                         |          |
| 1. 12                                     | trac                                                                                                                                                                                                            | . : : :                                                                                      | ::                                         | Rai                                      | 89 <b>,</b> p                                                               |                | mt,                                       |          |
|                                           | Abstu<br>do.<br>do.                                                                                                                                                                                             | do.                                                                                          |                                            | nny                                      | , 18,<br>pts,                                                               |                | ccou                                      |          |
| 1                                         |                                                                                                                                                                                                                 |                                                                                              | ::                                         | erke                                     | Dec.                                                                        |                | y en                                      |          |
| EXPENDITURE                               | rks,                                                                                                                                                                                                            | and                                                                                          |                                            | Lett                                     | filst<br>filc I                                                             |                | UĐAĐ                                      |          |
| LIC                                       | , Wo                                                                                                                                                                                                            | ents                                                                                         | .1868,                                     | ing                                      | Tra                                                                         |                | et R                                      |          |
| ENI                                       | Vays<br>er,<br>gon                                                                                                                                                                                              | arges,<br>ges,<br>ion (Acciden<br>Taxes,                                                     | charges,<br>tary Expense                   | Tork                                     | the                                                                         |                | N OS                                      |          |
| TXP                                       | of V<br>ns,<br>Powe<br>Wa                                                                                                                                                                                       | rges,<br>n (A<br>xes,                                                                        | arge                                       | or V                                     | ear<br>t. of                                                                |                | ied 1                                     |          |
| 15.0                                      | ance<br>tatio<br>bive<br>xpe                                                                                                                                                                                    | Cha.<br>rrges<br>satio                                                                       | y Ch                                       | ed f                                     | r cen                                                                       |                | carr                                      |          |
| 190 4                                     | Maintenance of Ways, Works,<br>and Stations,<br>Locomotive Power,<br>Carriage and Wagon Repairs,<br>Traffic Expenses,                                                                                           | General Charges, do.<br>Law Charges, Compensation (Accidents and Losses)<br>Rakes and Taxes, | Tramway Charges,<br>Parliamentary Expenses | ceiv                                     | for Half-Year ending 31st Dec., 18<br>67 per cent. of the Traffic Receipts, |                | ance                                      |          |
|                                           | To Maintenance of Ways, Works,<br>and Stations,<br>Locomotive Power,<br>Traffic Expenses.                                                                                                                       | Gen<br>Law<br>Com<br>Rate                                                                    | Parl                                       | Less Received                            | f.0                                                                         |                | " Balance carried to Net Revenue Account, |          |
|                                           | To the second                                                                                                                                                                                                   |                                                                                              |                                            | Les                                      |                                                                             |                | 4.6                                       |          |
| ear<br>l                                  |                                                                                                                                                                                                                 | 0000                                                                                         |                                            | 0                                        | 2                                                                           | 5              | 4                                         | 0        |
| Half-Year<br>ended<br>31st Dec.,<br>1888. | £ 8.<br>1,299 18<br>1,507 11<br>67 2<br>1,156 5                                                                                                                                                                 |                                                                                              |                                            | 4,522 11                                 | ,843 4                                                                      | 2,673 6        | 2,454 7                                   | 6 133 13 |
|                                           | 2000                                                                                                                                                                                                            | 010 00                                                                                       |                                            | 1 01                                     | -                                                                           | 10             | 10                                        | 1 60     |

|                             | Hulf-year<br>ended<br>31st Dec.,<br>1889. | s. d.<br>17 0<br>17 11                                                                                                                                                                                                                                                                                                                                                                                             |                    | 11,598 14 11          |                                           | Half-year<br>ended<br>31st Dec., |
|-----------------------------|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|-------------------------------------------|----------------------------------|
| Cr.                         | Half-year<br>ended<br>31st Dec.,<br>1889. | £ 8,819 17<br>2,778 17                                                                                                                                                                                                                                                                                                                                                                                             |                    | 11,598                |                                           | Half-year<br>ended<br>31st Dec., |
| UNT.                        |                                           | By Balance from last Half year's Account,<br>,, Balance from Revenue Account, No. 9,                                                                                                                                                                                                                                                                                                                               |                    |                       | No. 11-PROPOSED APPROPRIATION OF BALANCE. |                                  |
| CCOL                        |                                           | 40.<br>40.<br>B                                                                                                                                                                                                                                                                                                                                                                                                    |                    | 4                     | NOI                                       |                                  |
| No. 10-NET REVENUE ACCOUNT. | Half-year<br>ended<br>31st Dec.,<br>1888. | <ul> <li><sup>8.</sup> <sup>4.</sup></li> <li><sup>8.</sup> <sup>4.</sup></li> <li><sup>8.</sup> <sup>4.</sup></li> <li><sup>8.</sup> <sup>4.</sup></li> <li><sup>8.</sup> <sup>4.64</sup></li> <li><sup>8.</sup> <sup>4.64</sup></li> <li><sup>8.</sup> <sup>4.64</sup></li> <li><sup>7</sup> <sup>5.454</sup></li> <li><sup>7</sup> <sup>5.454</sup></li> <li><sup>7</sup> <sup>11</sup> <sup>3</sup></li> </ul> |                    | 11,598 14 11 10,923 5 | UPRIAT)                                   |                                  |
| REV                         | н :                                       | d.<br>0<br>3<br>3<br>0                                                                                                                                                                                                                                                                                                                                                                                             | 14 1<br>0 10       | 11                    | PPR                                       |                                  |
| -NET                        | Half-year<br>ended<br>31st Dec.,<br>1889. | £ 8.<br>445 2<br>250 0<br>257 0<br>81 11                                                                                                                                                                                                                                                                                                                                                                           | 801 14             | 11,598 14             | OSED A                                    |                                  |
| 0. 10-                      |                                           | ::::::                                                                                                                                                                                                                                                                                                                                                                                                             | :                  |                       | -PROF                                     |                                  |
| N                           |                                           | ::::::                                                                                                                                                                                                                                                                                                                                                                                                             | :                  |                       | 11-                                       |                                  |
|                             |                                           | :::::                                                                                                                                                                                                                                                                                                                                                                                                              | :                  |                       | No.                                       |                                  |
|                             |                                           | <ul> <li>d.</li> <li>To Interest on Mortgages,,</li> <li>0, Interest on Debenture Stock,</li> <li>1, Interest on Banking Balances,</li> <li>0, Chief Rental Interest Account,</li> <li>0, Chief Rents,,</li> <li>0, Hire of Rolling Stock,</li> </ul>                                                                                                                                                              | :                  |                       |                                           |                                  |
|                             |                                           | Fo Interest on M<br>Interest on I<br>Interest on F<br>General Inter<br>Chief Rents,<br>Hire of Rolli                                                                                                                                                                                                                                                                                                               | " Balance,         |                       |                                           |                                  |
| Dr.                         | 4                                         | d.<br>                                                                                                                                                                                                                                                                                                                                                                                                             | 1 33               | -                     |                                           | B.r.                             |
| 7                           | Half-year<br>ended<br>31st Dec.,<br>1888. | $\begin{array}{c} {}^{{}^{{}^{{}^{{}^{{}^{{}^{{}^{{}^{{}$                                                                                                                                                                                                                                                                                                                                                          | 1,080 5<br>9,843 0 | 10,923 5              |                                           | Half-year<br>ended<br>31st Dec.  |

| 5                   | d.<br>6                                                                                                                                                                                                              | 4         |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Dec<br>9.           | s.<br>0<br>12                                                                                                                                                                                                        | 00        |
| lst<br>185          | £<br>797<br>240                                                                                                                                                                                                      | 556       |
| 3                   | 10, 1                                                                                                                                                                                                                | 9,        |
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|                     | at                                                                                                                                                                                                                   |           |
|                     | ock,                                                                                                                                                                                                                 |           |
|                     | Sto                                                                                                                                                                                                                  |           |
|                     | 10<br>nce                                                                                                                                                                                                            |           |
|                     | No                                                                                                                                                                                                                   |           |
|                     | Pre                                                                                                                                                                                                                  |           |
|                     | 1000                                                                                                                                                                                                                 |           |
|                     | er A                                                                                                                                                                                                                 |           |
|                     | is p                                                                                                                                                                                                                 |           |
|                     | e, a                                                                                                                                                                                                                 |           |
|                     | Balance, as I<br>Dividend on                                                                                                                                                                                         |           |
|                     | Bal                                                                                                                                                                                                                  |           |
| _                   |                                                                                                                                                                                                                      | _         |
| 31st Dec.,<br>1888. | d.                                                                                                                                                                                                                   | 8,723 9 0 |
| t De                | $\begin{array}{cccc} \pounds & {}^{\mathbf{g}} & {}^{\mathbf{g}} & {}^{\mathbf{g}} & {}^{\mathbf{g}} \\ 9,843 & 0 & {}^{\mathbf{g}} & {}^{\mathbf{g}} & {}^{\mathbf{g}} \\ 1,119 & 11 & {}^{\mathbf{g}} \end{array}$ | 6         |
| 18                  | $\frac{\pounds}{9,843}$ 1,119                                                                                                                                                                                        | 723       |
| 3                   |                                                                                                                                                                                                                      |           |

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No. 12-Abstracts.

| 11-Tear       anded       8. d.       9. leppe       10. lope       11. lope       11. lope       12. d.       13. lope       14. d.       14. d.       15. lope       16. lope       17. lope       18. lope       19. lope       10. lope       11. lope       12. lope       13. lope       14. lope </th <th></th> <th></th> <th></th> <th></th> <th>G</th> <th>REPAIRS AND RENEW</th> <th>RENEWALS OF CARRIAGES AND WAGONS.</th> <th>AND WAGONS</th> <th></th> <th></th> <th></th>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                    |                                                                                                                                                                                                                       |                                        |                                     | G                                                                   | REPAIRS AND RENEW                                                                                                                        | RENEWALS OF CARRIAGES AND WAGONS.                                                  | AND WAGONS                                                    |                                                           |                                        |         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------------|----------------------------------------|---------|
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | A                                  | MAINTENANCE OF WAY, WORKS, O                                                                                                                                                                                          | cc.                                    |                                     | Half-Year<br>ended                                                  |                                                                                                                                          | 13.4                                                                               | Half-<br>31st                                                 | Year e<br>Dec., 1                                         | nded<br>889.                           |         |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | alf-Year<br>ended<br>ec. 31, 1888. |                                                                                                                                                                                                                       |                                        | 1                                   | £ 8. d.                                                             | Carriages-                                                                                                                               | bus soon                                                                           | £ 8.                                                          |                                                           | ai                                     |         |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 0                                  | Salaries, Office Expenses, and General<br>Superintendence,<br>Maintenance and Renewal of Permanent                                                                                                                    | œ                                      |                                     | 3 11<br>5 1                                                         | Salarres, Unce F<br>Superintendenc<br>Wages,<br>Materials,                                                                               | SDS69, &IIU                                                                        | 24 7<br>17 16                                                 |                                                           | 60                                     |         |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 13                                 | Way- Wages,                                                                                                                                                                                                           | 10                                     | 13                                  |                                                                     | Wagons-<br>Salaries, Office I<br>Superintendenc                                                                                          | and                                                                                | 00 19                                                         |                                                           |                                        | _       |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 8 8                                |                                                                                                                                                                                                                       | 10 00                                  | 10                                  |                                                                     | Wages,<br>Materials,                                                                                                                     | <br>al,                                                                            | 14 18                                                         |                                                           | 35 11 6<br>77 14 11                    |         |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | C-1                                | Special Expenditure,<br>Miles Maintained-                                                                                                                                                                             |                                        | 0.0                                 |                                                                     | 11                                                                                                                                       | AFFIC EXPENSES.                                                                    |                                                               |                                                           |                                        | ,       |
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| Interference     I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                    | LOCOMOTIVE POWER.                                                                                                                                                                                                     |                                        |                                     | . d.<br>6 6 0.<br>11 9 6 0.                                         | Salaries and Wages,<br>Fuel, Lighting, Wat<br>Clothing,<br>Printing, Stationery                                                          | &c.,<br>er, and General Stores,<br>and Tickets,                                    |                                                               |                                                           | 8.<br>44<br>113<br>113<br>116<br>116   |         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | alf-Year<br>ended<br>c. 31, 1885   |                                                                                                                                                                                                                       | Half-Ye<br>31st De                     | ar ended<br>c., 1889.               | 10 6 4 0 10 4 0 10 4 10 10 4 10 10 10 10 10 10 10 10 10 10 10 10 10 | Horses, narness, va<br>Wagon Covers, Rop<br>Miscellaneous Expe<br>Special Expenditure                                                    | 118, 1 10 Youture, 000,<br>38, etc.,<br>1868,                                      |                                                               |                                                           | 6                                      | 00      |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | s d.                               | Salaries, Office Expenses, and General                                                                                                                                                                                | ъ<br>в<br>З                            | £ 8. d.<br>78 19 11                 | 10                                                                  |                                                                                                                                          | Constant of the second                                                             |                                                               | -                                                         | 6                                      | 00      |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | N 64 0                             | Running Expenses-<br>Wages connected with the working<br>of Locomotive Engines,                                                                                                                                       | 198 17<br>546 17                       |                                     | E<br>Half-Year<br>ended                                             |                                                                                                                                          | ENERAL CHARGES.                                                                    |                                                               | -                                                         | Half-Yeau<br>ended                     | H 0     |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 4 3                                | Water,                                                                                                                                                                                                                | 88 19                                  |                                     | Dec. 31, 1888<br>£ 8. d.                                            |                                                                                                                                          |                                                                                    |                                                               | - 1                                                       | £ 8.                                   | d. b    |
| A. DefinitionA. DefinitionDefinitionDefinitionDefinitionDefinitionB-GENERALBALANCER SHERET.Cr.B-GENERALBALANCER SHERET.Cr.Half-yearE s. d.Field 31stBy Capital Account, Balance at debit thereof, as per<br>to 10, 797 0 10By Capital Account, Balance at debit thereof, as per<br>0, 793 0 10 $\mathcal{L}$ S. d.By Capital Account, Balance at debit thereof, as per<br>(281 19 4)9,227 10 9 $\mathcal{L}$ 9.81Cash at Bankers-Current Account,9,227 10 9 $\mathcal{L}$ 1, 251 9 4Cash at Bankers-Current Account,1,265 4 7 7 $\mathcal{L}$ 1, 251 9 4Cash at Bankers-Current Account,1,265 4 7 7 $\mathcal{L}$ 1, 251 9 4Cash at Bankers-Current Account,1,265 4 7 7 $\mathcal{L}$ 1, 251 9 4Cash at Bankers-Current Account,1,265 4 7 7 $\mathcal{L}$ 1, 251 9 4Cash at Bankers-Current Account,1,265 4 7 7 $\mathcal{L}$ 1, 251 9 4Cash at Bankers-Current Account,1,265 4 7 7 $\mathcal{L}$ 1, 251 7 7Sundry Outstanding Accounts,1,265 4 7 7 $\mathcal{L}$ 1, 251 9 4Cash at Bankers-Current Account,1,265 4 7 7 $\mathcal{L}$ 1, 251 7 7Sundry Outstanding Accounts,1,2457 7 7 $\mathcal{L}$ 1, 251 7 71,441,44 $\mathcal{L}$ 1, 241,44 $\mathcal{L}$ 1, 241,44 $\mathcal{L}$ 1,441,44 <td>9 10<br/>10 10<br/>12 2</td> <td>Repairs and Renewals</td> <td>213 9<br/>105 2</td> <td>318 11 11<br/>61 13 6</td> <td>0 4 2 2 2 2 2 3</td> <td>Directors,<br/>Auditors and Publi<br/>Salaries of Secretar<br/>Office Expenses, d<br/>Fire Insurance,<br/>Minoral</td> <td>, Accountants (if any)<br/>, General Manager, ar<br/>o.</td> <td><br/>nd Clerks,<br/></td> <td></td> <td>0<br/>14<br/>14<br/>12<br/>12</td> <td>0000010</td>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 9 10<br>10 10<br>12 2              | Repairs and Renewals                                                                                                                                                                                                  | 213 9<br>105 2                         | 318 11 11<br>61 13 6                | 0 4 2 2 2 2 2 3                                                     | Directors,<br>Auditors and Publi<br>Salaries of Secretar<br>Office Expenses, d<br>Fire Insurance,<br>Minoral                             | , Accountants (if any)<br>, General Manager, ar<br>o.                              | <br>nd Clerks,<br>                                            |                                                           | 0<br>14<br>14<br>12<br>12              | 0000010 |
| B-GENERAL BALANCE SHERT.         Cr.           Half year<br>ended 31st<br>bec., 1889.         Half year<br>ended 31st<br>bec., 1889.         All f year<br>ended 31st<br>bec., 1880.         All f year<br>ended 31st<br>bec., 1880.         All f year<br>ended 31st<br>bec., 1880.         All f year<br>f year<br>ended 31st<br>bec., 1880.         All f year<br>f year                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                    |                                                                                                                                                                                                                       |                                        | 7 01 0000 1                         | 10                                                                  | precial Expenditur                                                                                                                       |                                                                                    |                                                               |                                                           | = -                                    | 8       |
| Half year<br>befor, 1889.<br>$\pounds$ s. d.<br>By Capital Account, Balance at debit thereof, as per<br>befor, 1889.<br>$\pounds$ s. d.<br>By Capital Account, No. 4,,,,,,,,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1                                  | Dr.                                                                                                                                                                                                                   | N                                      | 13-                                 | 2                                                                   |                                                                                                                                          |                                                                                    |                                                               |                                                           | 3r.                                    |         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 76                                 |                                                                                                                                                                                                                       |                                        | Half-ye<br>ended 31<br>Dec., 186    | ar<br>Ist<br>39.                                                    |                                                                                                                                          |                                                                                    | T                                                             | Hal<br>ende<br>Dec.                                       | f-year<br>d 31st<br>, 1889.            | -12     |
| 7     7     7     12,457     7       MILEAGE STATEMENT.     I13,457     7     12,457     7       MILEAGE STATEMENT.     Miles Worked     13,457     7          14,4     14,4         16,4     16,4          16,4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | E                                  | <ul> <li>Net Revenue Account, Balance at cr<br/>per Account No. 10,</li> <li>Unpuid Dividends and Interest,</li> <li>Debts due to other Companies,</li> <li>Sundry Outstanding Accounts,</li> <li>Bankers,</li> </ul> | edit thereof.                          | $\pounds$<br>10,797<br>408<br>1,251 | By By                                                               | tal Account, Bala<br>count No. 4,<br>at Bankers—Curr<br>ral Stores—Stock<br>c Accounts due to<br>ints due by Post O<br>ry Outstanding Ac | nce at debit there<br>ant Account,<br>f Materials on han<br>the Company,<br>flice, | , as per                                                      | $\pounds$<br>9,227<br>654<br>1,265<br>1,265<br>884<br>884 | s.<br>10<br>13<br>13<br>11<br>11<br>11 |         |
| MILEAGE STATEMENT.<br>Miles Miles Miles Miles $14\frac{4}{5}$ $16\frac{4}{5}$ $16\frac{5}{5}$ |                                    |                                                                                                                                                                                                                       | 2                                      |                                     |                                                                     |                                                                                                                                          |                                                                                    | 1=                                                            | 2,457                                                     | 2                                      | 4       |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                    |                                                                                                                                                                                                                       |                                        | 14                                  |                                                                     | EMENT.                                                                                                                                   |                                                                                    |                                                               |                                                           |                                        |         |
| 31 31                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                    | Lines owned by C<br>Lines Worked by C<br>Foreign Lines W                                                                                                                                                              | Jompany,<br>the Compar<br>orked over ( | ıy,<br>Tramway),                    |                                                                     |                                                                                                                                          | Miles<br>constructed.<br>144<br>163                                                | Miles Work<br>by Engine<br>14 <sup>4</sup><br>16 <sup>4</sup> | ed.                                                       |                                        |         |
| 31 31                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                    |                                                                                                                                                                                                                       |                                        |                                     |                                                                     |                                                                                                                                          |                                                                                    |                                                               |                                                           |                                        |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                    |                                                                                                                                                                                                                       |                                        | Total,                              | :                                                                   | 31                                                                                                                                       | 31                                                                                 | 31                                                            |                                                           |                                        |         |

JOSEPH COUKE, Chairman of Company. FREDK. DAWSON, Secretary of Company.

48,365 17,822 30,543 Mixed Passengers and Goods Train.

Total. Letterkenny Railway worked by L. & L. S. Railway Co. L:Derry and Lough Swilly Railway.

Half-year ended 31st Dec., 1888.

43,343

STATEMENT OF No.

TRAIN MILEAGE

### 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 maint ined in good working Condition and Repair.

EDMUND MOORE.

13th January, 1890.

### 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.

PHILIP ELLIS, Locomotive Superintendent. 13th January, 1890.

### AUDITORS' CERTIFICATE.

We, the Auditors of the Londonderry and Lough Swilly Railway Company, have examined the Accounts of the Company for the halfvear ended 31st Dec., 1889, 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 judgment, ought to be paid thereout.

RICHARD WALLER.

13th January, 1890.

AUDITORS. GEORGE H. MITCHELL.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY.

## REPORT OF THE DIRECTORS STATEMENT OF ACCOUNTS

HALF-YEAR ENDED 31ST DECEMBER, 1889,

SUBMITTED TO THE PROPRIETORS

TO BE

AT THE Eighty-ninth Half-yearly General Meeting

### TO BE HELD AT

Broadstone Terminus, Dublin,

On TUESDAY, 11th day of FEBRUARY, 1890,

AT ONE O'CLOCK.

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

UARY.

| HALF-YEARLY  | MEETING | / |      | 11th FEBRI |
|--------------|---------|---|------|------------|
| DIVIDEND PAY | ABLE    | / | 6.00 | 1st MARCH  |

# ORDER FOR ADMISSION

# Midland Great Western Railway of Ipeland

1890, at Une o'clock precisely the BROADSTONE HALF-YEARLY Y SPECIAL and EXTRAORDINARY GENERAL MEETINGS at STATION, DUBLIN, ON TUESDAY, the 11th day of February,

N.B.--If your Name a on entering. Address f you and Address in i n full on this Ticket, and present it at the write door

By Order of the Directors

GEORGE WM. GREENE, Sec

ORDINARY AND PREFERENCE STOCKS OF THE COMPANY.

|                                                        | TRANSFE   | er Books  | DIVIDENDS |
|--------------------------------------------------------|-----------|-----------|-----------|
|                                                        | Close     | Re-open   | PAYABLE   |
| Five per cent. Preference<br>Four per cent. Preference | Jan. 28th | Feb. 11th | March 1st |

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

### 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, D.L., Lough Cutra Castle, Gort ; and St. Helen's, Booterstown.
- GEORGE MORRIS, D.L., 48 Lower Leeson Street, Dublin.

HON. RICHARD A. NUGENT, J.P., Rockfield, Athenry.

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.

### PROXY.

L, the undersigned, being one of the Proprietors of the Midland INSTRUCTIONS. Great Western Railway of Ireland Company, do hereby appoint

(1) Here insert (<sup>1</sup>) the Name and Address of the person to act as Proxy, who must also be a Pro. of prictor.

(2) Namo and and failing his attendance (2)\_record Proxy.

of\_

and each or either of them to be my Proxy in my absence, to vote in my name upon any matter relating to the undertaking proposed at the General Half-yearly Meeting of Proprietors of the Midland Great Western Railway of Ireland Company, to be held at the Company's Office, Broadstone, in the City of Dublin, on Tuesday, the 1ith February next, at One o'Clock in the afternoon, in such manner as the said Proxy doth think proper.

(i) Here insert In witness whereof I have hereunto set my hand the (3)

day of February, 1890.

| I) Here sign<br>our name and<br>ddress across<br>te Stamp, and | Address | Here affix a<br>Postage and   |  |
|----------------------------------------------------------------|---------|-------------------------------|--|
| nite upon it the<br>ate when you so<br>in.                     |         | Inland Revenue<br>Penny Stamp |  |

### INSTRUCTIONS.

This Proxy will be useless unless an ordinary Postage and Inland Revenue Penny Stamp is affixed, and unless you write on or across the same your Name or Initials, together with the true date of your so writing.

When the Proxy is properly filled up according to the above instructions and signed, it must be transmitted to me not less than FORTY-EIGHT HOURS before the time appointed for holding the Meeting.

GEO. WM. GREENE, Socretary, Broadstone, Dublin.

### MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY.

### EIGHTY-NINTH HALF-YEARLY MEETING.

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 TUESDAY, the 11th day of February 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 TUESDAY, the 28th day of January, to TUESDAY, the 11th day of February, both days inclusive.

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

BROADSTONE STATION, DUBLIN. 15th January, 1890.

### MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY.

### SPECIAL MEETING OF PROPRIETORS AND EXTRAORDINARY MEETING OF PROPRIETORS.

NOTICE is hereby given that, pursuant to the Standing Orders of Parliament, a Special General Meeting of the Proprietors of the MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY will be held at the Company's Office, BROADSTONE STATION, Dublin, upon TUESDAY, the 11th day of February next, at the conclusion of the Half-yearly Meeting called for the hour of one o'clock in the afternoon, for the purpose of submitting to the Proprietors for approval, the following Bill, to be promoted in the ensuing session of Parliament, viz. :--

"A Bill to empower the MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY to acquire the undertaking of the Great Northern and Western of Ireland Railway Company; to acquire additional lands; and for other purposes."

AND NOTICE is further hereby given, that at the termination of such Special Meeting, an Extraordinary General Meeting of the Proprietors of the said Company, will be held, for the purpose of considering, and if thought fit, approving of an agreement entered into between the Athenry and Ennis Junction Railway Company and the Company, dated the 17th December, 1889, for the purchase by the Company of the undertaking of the Athenry and Ennis Junction Company, on the terms and conditions set forth in said agreement, or as may be sanctioned and determined by Parliament.

### RALPH S. CUSACK,

Chairman. GEORGE WM. GREENE, Secretary. BROADSTONE STATION, DUBLIN, 22nd January, 1890.

### REPORT OF THE DIRECTORS.

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 :--

| compared with the correspon-     | ung p   | chou or th                            | ic p | icce  | umg   | year    | _     |    |
|----------------------------------|---------|---------------------------------------|------|-------|-------|---------|-------|----|
|                                  | 888     | 1889                                  |      | Incre | ase   | Deci    | rease |    |
| 5                                | s. d.   | £ s. d.                               |      | £     | s. d. | £       | s.    | d. |
|                                  | 51 8 0  | 87,471 17 9                           |      |       | 9 9   | - 6-    | -     |    |
|                                  | 30 14 8 | 15,169 8 2                            | 100  | 1,788 | 13 6  | 1       | -     |    |
|                                  | 35 6 2  | 14,535 6 2                            |      | -     |       | 1       | -     |    |
|                                  | 52 14 8 | 88,293 6 4                            |      | 8,430 | 11 8  | -       | -     |    |
|                                  | 35 10 9 | 38,171 1 8                            |      |       |       | 5,064   | 9     | I  |
| MINERALS 4,40                    | 06 18 8 | 5,215 19 2                            |      | 809   | 0 6   | -       | -     |    |
| 242,87                           | 2 12 11 | 248,856 19 3                          | I    | 1,048 | 15 5  | 5,064   | 9     | I  |
| Showing a Net I                  | ncreas  | se of £5,9                            | 984  | 6     | 4.    |         |       |    |
| Receipts from the Railway        |         | £,248,856                             | 19   | 3     |       |         |       |    |
| Royal Canal                      |         | 2,322                                 |      | -     |       |         |       |    |
| Rents                            |         | 3,172                                 |      | -     |       |         |       |    |
| Transfer Fees                    |         | 129                                   |      |       |       |         |       |    |
| Interest on Government Stock     |         | · · · · · · · · · · · · · · · · · · · | 2    |       |       |         |       |    |
| Great Northern & Western Div     |         | 3,060                                 |      | 0     |       |         |       |    |
| Bankers and General Interest     |         | 463                                   |      | 11    |       |         |       |    |
| Baronial Guarantee               |         | 300                                   |      | 0     | r     | -0 -0-  |       |    |
| Expondituno the Dell             |         | [ (                                   |      |       | £2.   | 58,381  | 5     |    |
| Expenditure on the Railway       |         |                                       |      |       |       |         |       |    |
| " Royal Ča                       | nal     | 2,332                                 | 13   | 7     |       |         |       |    |
|                                  |         | £119,110                              | 3    | II    |       |         |       |    |
| Interest on Debenture Stock      |         |                                       |      |       |       |         |       |    |
| Great Northern & Western I       | Kent    | 54,747                                | 5    | 9     |       |         |       |    |
|                                  |         |                                       |      |       | 17    | 3,857   | 9     | -  |
|                                  |         |                                       |      |       | £     | 34,523  | 15    |    |
| Surplus from last ha             | lf-year |                                       |      |       |       | 7,365   |       |    |
|                                  |         |                                       |      |       | -     |         |       | -  |
|                                  |         |                                       |      |       | fig   | 1,889   | 14    | I  |
| Out of which the Directors r     |         |                                       |      |       | ,,    |         |       |    |
| mend that the following Divi     | dends   |                                       |      |       |       |         |       |    |
| be declared and payable on       | and     |                                       |      |       |       |         |       |    |
| after 1st March                  |         |                                       |      |       |       |         |       |    |
| At the rate of 5 per cent. per a | nnum    |                                       |      |       |       |         |       |    |
| on the Five per cent. Prefe      | erence  |                                       |      |       |       |         |       |    |
| Stock, amounting to              |         | £7,500                                | 0    | 0     |       |         |       |    |
| And of 4 per cent. per annu      |         |                                       |      |       |       |         |       |    |
| the Four per cent. Preference    | Stock,  |                                       |      |       |       |         |       |    |
| amounting to                     |         | / .                                   | 6    | 0     |       |         |       |    |
| And of 5 per cent. per ann       |         |                                       |      |       |       |         |       |    |
| the Consolidated Stock of the    |         |                                       |      |       |       |         |       |    |
| pany, amounting to               |         | 59,250                                | 0    | 0     |       |         |       |    |
|                                  |         |                                       |      |       | 8     | 0,717   | 6     | (  |
|                                  |         | And the B                             | ala  | nce   | 1     | ,11,172 | 8     | L  |
|                                  |         | a allow cores al                      |      |       | 7     | 3       | 0     | -  |

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

### DAY OF MEETING.

6

The half-yearly meeting has been convened for Tuesday, the 11th February, 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 Debenture Stocks, and Rent of Leased Line, shows an available surplus of £91,889 14s. 10d. The dividends on the Preference Stocks amount to £21,467 6s. od., leaving a balance of £70,422 8s. 10d, out of which the Directors recommend that a dividend be paid at the rate of Five per cent. per annum on the Consolidated Stock of the Company, carrying forward the sum of £11,172 8s. 10d. to the credit of next half-year's accounts.

### PERMANENT WAY AND ROLLING STOCK.

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

The ordinary maintenance of the Permanent Way, Works, &c., charged to the half-year, amounted to  $\pounds 26,930$  6s. 2d., being 10.82 per cent. on the receipts, or 6.10d. per train mile.

These figures show a decrease as compared with the corresponding half-year of 1888 in the expenses of the Permanent Way Department amounting to  $\pounds 3,960 \ 3s. \ 1d.$ , resulting from a saving effected in consequence of the relaying of the line with steel rails being now nearly completed.

The Locomotive Expenditure for the half-year includes the renewal of 3 Engines, 10 Carriages and 30 Wagons, the cost of which has been charged to revenue. There have been added to the Stock 25 Cattle Wagons, built in the Company's workshops.

### MEATH BRANCH.

The doubling of the line to Drumree has been completed, and affords greatly increased facilities for carrying on the train service.

### REGULATION OF RAILWAYS ACT.

This measure, which was alluded to in the last Report, was duly sanctioned by Parliament, and its requirements are being steadily complied with by this Company. Automatic Brakes have been fitted to a considerable number of Engines and Carriages, and every exertion is being made to have the entire of the Coaching Stock completed within the time specified in the regulations issued by the Board of Trade.

The same observations may be made as to the requirements relating to the Interlocking of Points and Signals At present only Fourteen Stations remain to be so signalled. The system of Block Signalling has also been extended to a considerable portion of the railway.

### LIGHT RAILWAYS (IRELAND) ACT, 1889.

The Act of Parliament which was passed in the last Session, enabling the Government to make grants towards the construction, maintenance, or working of Light Railways declared to be desirable for the development of fisheries or other industries, has caused several schemes to be scheduled in districts adjoining your line.

Should it be thought advisable to enter into any engagements as to either the construction or working of any of the projected lines, the opinion of the Proprietors will be taken thereon.

GREAT NORTHERN AND WESTERN (OF IRELAND) RAILWAY COMPANY.

Your Directors have entered into an arrangement with the Board of the Great Northern and Western Company for an amalgamation of the two Companies, on terms which provide that the payments to be made for interest on the Debenture and Rentcharge Stocks to be issued in lieu of existing Debenture, Preference, and Consolidated Stocks of Great Northern and Western Company, will be somewhat less than the amount of the fixed and permanent rent of £36,718, as now paid. A Bill to carry into effect this arrangement has been deposited in Parliament, and will be submitted for the approval of the Proprietors at a Special Meeting convened pursuant to the Standing Orders, to be held at the termination of the ordinary half-yearly meeting.

### ATHENRY AND ENNIS JUNCTION RAILWAY.

During the half-year negotiations were renewed with the Board of the Athenry and Ennis Junction Railway Company, with a view to acquiring that undertaking on the termination of the existing lease to the Waterford and Limerick Railway Company, which expires on 1st November, 1892. A further agreement has been entered into between the two Boards, to which the Seal of each Company has been affixed. It will be submitted to the Proprietors for their approval.

### AUDITOR.

Mr. Anthony O'Neill, one of the Auditors of the Company retires by rotation, and offers himself for re-election.

RALPH S. CUSACK. Chairman.

BOARD-ROOM, BROADSTONE STATION, DUBLIN, 22nd January, 1890. MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY. Accounts for the Half-ycar ended 31st December, 1889.

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

| <b>VCTIONED</b>               | Total               | 3,588,000 0 0<br>13,588,000 0 0<br>133,500 0 0<br>480,000 0 0<br>327,615 8 3<br>327,615 8 3<br>323,000 0 0<br>133,300 0 0                                                                                                                                                                                                                                                                                                                                                             | 5,383,215 8 3 |
|-------------------------------|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| CAPITAL CREATED OR SANCTIONED | Loans               | €         5, d.           838,∞∞         ∞           171,∞∞         ∞           33,3∞         ∞           133,3∞         ∞           133,3∞         ∞           333,3∞         ∞           333,3∞         ∞           333,3∞         ∞           333,3∞         ∞           333,3∞         ∞           333,3∞         ∞           333,3∞         ∞           333,3∞         ∞           33,3∞         ∞           33,3∞         ∞           33,3∞         ∞           33,3∞         ∞ | I,883,215 8 3 |
| CAPITA                        | Stock and<br>Shares | 2,755,000<br>100,000<br>300,000<br>250,000<br>100,000                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3,500,000     |
| ED                            | Total               | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                  | 5,383,215 8 3 |
| CAPITAL AUTHORIZED            | Loans               | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1,883,215 8 3 |
| 0                             | Stock and<br>Shares | 2, 756,000<br>100,000<br>303,000<br>256,000<br>100,000                                                                                                                                                                                                                                                                                                                                                                                                                                | 3,500,000     |
| Acts of Parliament            |                     | 28 Vic., cath. 45<br>32 & 33 Vic., cath. 45<br>33 & 38 Vic., cath. 52<br>40 & 41 Vic., cath. 139<br>40 & 41 Vic., cath. 139<br>44 & 42 Vic., cath. 97<br>50 & 51 Vic., cath. 97<br>51 & 52 Vic., cath. 71                                                                                                                                                                                                                                                                             |               |

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

| ed                 | s. d                                              |
|--------------------|---------------------------------------------------|
| Amount<br>Unissued | 635                                               |
| An<br>Uni          | κ s<br>                                           |
|                    | E E                                               |
|                    | s. d.                                             |
| Amount<br>Received | vi 003 0                                          |
| Amo                | 6,3635,365                                        |
| 14                 | £<br>2,370,000<br>300,000<br>698,365<br>3,365,365 |
|                    |                                                   |
| d                  | 0 0 0 0 0                                         |
| Amount<br>Created  | 6 3,500,000 0 0                                   |
| Ar                 | £<br>30,00,0<br>00,0                              |
|                    | 6 5 5 F                                           |
|                    | 111                                               |
|                    | 111                                               |
|                    | 1                                                 |
|                    | 1 + 1                                             |
|                    | 111                                               |
|                    | : 1 1                                             |
| ESCRIPTION         | 111                                               |
| )ESCI              | 80 mm                                             |
| H                  | 111                                               |
|                    | nt                                                |
|                    | STOCK<br>STOCK-Five per cent.<br>Four per cent.   |
|                    | e per                                             |
|                    | Five                                              |
|                    | IK –                                              |
|                    | DCK                                               |
|                    |                                                   |
|                    |                                                   |
|                    | IARY STG<br>RENCE S                               |
|                    |                                                   |

|                                                                                                                                                                                             |                                                            |                                                                                                     |                                     | RA                                        | RAISED BY ISSUE OF DEBENTURE STOCK                | DEBENTURE STOCK         |                             | Total                             | T'otal raised hv                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------|---------------------------------------------------|-------------------------|-----------------------------|-----------------------------------|-------------------------------------|
|                                                                                                                                                                                             |                                                            |                                                                                                     |                                     | At 4<br>per Cent.                         | At 4 <sup>‡</sup><br>per Cent.                    | At 4§<br>per Cent.      | Total<br>Debenture<br>Stock | 11.7                              | Loans and by<br>Debenture<br>Stocks |
| Existing at 30th June, 1889<br>Existing at 31st December, 1899                                                                                                                              |                                                            | 11                                                                                                  | ::                                  | £<br>1,068,684<br>1,068,684               | £<br>493,000<br>493,000                           | £<br>201,700<br>201,700 | К<br>1.763,384<br>1.763.384 | £<br>1,763:384<br>2,763:384       | s. d.<br>84 o o                     |
| Increase<br>Decrease                                                                                                                                                                        |                                                            |                                                                                                     | ::                                  | 11                                        | 11                                                | 11                      | 11                          |                                   | 11                                  |
| Total amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. r<br>Total amount raised by Loans and by Debenture Stock as above | sed by Loans and<br>d by Debenture St<br>Balance, being av | eed by Loans and by Debenture Stocks in respect of Capital created<br>1 by Debenture Stock as above | cks in respect<br><br>Powers at 31s | of Capital create<br><br>t December, 1889 | d, as per Statement<br><br>9                      | t No. 1                 |                             | 1,883,215<br>1,753,384<br>119,831 | 115 8 3<br>84 0 0<br>31 8 3         |
| DR.                                                                                                                                                                                         | No. 4RE                                                    | ECEIPTS AN                                                                                          | D EXPEN                             | IDITURE O                                 | No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | ACCOUNT.                |                             | CR.                               | ~                                   |
|                                                                                                                                                                                             | Amount<br>Expended<br>30th June, 1889                      | Amount<br>Expended<br>during Half-year<br>31st Dec., 1889                                           | Total                               |                                           |                                                   |                         |                             | Total                             | al                                  |
| To Expenditure-                                                                                                                                                                             | <i>б</i> s. d.                                             | ж s. d.                                                                                             | £ 5.                                | d. By Receivrs-                           | TS                                                |                         |                             | R                                 | s. d.                               |
| On Lines open for Traffic-(No. 5) 4,439,986                                                                                                                                                 | 4,439,986 0 9                                              | 22,321 19 7                                                                                         | 4,462,308 0                         | 4 Shares a                                | Shares and Stocks, per Account No.                | ount No. 2              | :                           | 3,368,365                         | 5 0 0                               |
| Working Stock                                                                                                                                                                               | 612,269 17 4                                               | 2,985 2 9                                                                                           | 615,255 c                           | I Debentu                                 | Debenture Stock, per Account No. 3                | unt No. 3               | •••                         | I,763,384                         | 0 0 +                               |
| Subscriptions to other Railways                                                                                                                                                             | 113,350 0 0                                                | I                                                                                                   | I13,350 0                           | o Premiun                                 | Premiums on Stock issued                          | :                       |                             |                                   | 23,768 14 9                         |

5,165,605 18 r 25,307 2 4 5,190,913 0 5

: :

5,190,913 0 5

:

:

BALANCE

No. 5.-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 31ST DECEMBER, 1889.

| I.INES OPEN ROD TRANSIC-                                      |            |           |           |           |     |     |   | _  | 8     | S.     | Ξ.  |
|---------------------------------------------------------------|------------|-----------|-----------|-----------|-----|-----|---|----|-------|--------|-----|
| Doubling Meath Line to Drumree                                |            | :         |           | :         | ••• |     |   |    | 14,03 | 3 15   | 10. |
| Interlocking Signals-Kilfree, Collooney, Killucan             |            |           |           | :         | ••• |     | : | :: | 2,02  | 4 14   | 6   |
| Waiting Sheds-Clonhugh, Collooney                             |            |           |           |           |     | ::  |   |    | 16.   | ‡ 12   | 5   |
| Additional Telegraph Wires at various Stations                |            |           |           |           |     |     |   | :  | 18    | c2     | 0   |
| Goods Store at Navan                                          |            |           |           |           |     | ::  |   | :  | 492   | 00     | 1   |
| Footbridges, Platforms and Sidings at Broadstone, North-Wall, | Mullingar, | Oranmore, | Athenry a | nd Manull | la  |     |   | :  | I,14. | 5      | 4   |
| Remodelling Stations-Broadstone, Ballyhaunis, Collooney       |            |           |           |           |     | :   |   |    | 59    | 1 01 L |     |
| Houses and Cottages-Broadstone, Galway, Drumree               |            |           |           |           |     |     |   | :  | 1,22  | 00     |     |
| Junction at Attymon                                           |            |           |           |           |     |     |   |    | 1,56  | 00     | 6   |
| Cost of Extra Weight 1340 tons of Rails and Fastenings        |            |           | :         | :         | :   |     |   | :  | 89    | 0 14 0 | 0   |
| Working Stock-                                                |            |           |           |           |     |     |   |    | 22,32 | 61 1   | 1   |
| 25 Cattle Wagons, £2,512 10s. ; Vacuum Brakes, £472 12s 9d.   |            | :         |           |           |     | *** | : |    | 2,98  | 2 2    | 6   |
|                                                               |            |           |           |           |     |     |   |    | 06 20 | c .    | -   |

# No.6.-RETURN OF WORKING STOCK FOR HALF-YEAR ENDING 31st DECEMBER, 1889.

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | - in the second                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| латоТ                       | 2,050                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 25                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Brake Vans                  | 430                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 11                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Travelling Cranes           | 19 19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 11                                                            | ck.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Coal Wagons                 | 86                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11                                                            | J Sto                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Ballast Wagons              | 102<br>102                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 11                                                            | led to                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Powder Vans                 | 19 19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 11                                                            | a ada                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Boiler Trucks               | 04 N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 11                                                            | 'ruck                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Timber Trucks               | 42                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11                                                            | as Cattle Trucks added to Stock                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Cattle T'rucks              | 305                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 55                                                            | S Cm                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Magons                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 10                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Covered Goods               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 10                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Open Box Goods              | 151                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 11                                                            | lien.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| LATOT                       | <b>339</b><br>339                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 11                                                            | Covered Gonds Wagons renewed as Cattle Trucks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Post Office Sorting<br>Vans | 44                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11                                                            | Catt                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Luggage Vans                | 36                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 10                                                            | d an                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Fish Vans                   | 30                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11                                                            | a wat                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Cattle Boxes                | 25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11                                                            | is rel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Horse Boxes                 | 56                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11                                                            | ugrun.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Carriage Trucks             | 22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                               | W sh                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| State Carriage              | I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 11                                                            | Goy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Composite                   | 33.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 11                                                            | ured                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Third Class<br>Carriages    | 87<br>81                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 19                                                            | Cov                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Carnages                    | 20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11                                                            | OE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Carriages                   | 20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Tenders                     | 97                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11                                                            | Van                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Engines                     | 104                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 11                                                            | Nage                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                             | ::                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 11                                                            | Curriages renewed as Luggage Vans.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                             | ::                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ::                                                            | n ren                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             | 1889                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                               | riago                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                             | Stock on 30th June, 1889<br>., 31st December, 18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Increase during Half-year<br>Decrease ,,                      | 6 Third Class Carri                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                             | Tenders<br>Frirst Class<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages<br>Carriages | 25.85<br>2.85<br>2.85<br>2.85<br>2.85<br>2.85<br>2.85<br>2.85 | vert     8     8     8       vert     8     8     8       1     8     1     1       1     8     7     1       1     3     7     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     8     1       1     3     9     1       1     3     9     1       1     3     9     1       1     4     1     1 <t< td=""></t<> |

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

| 'L'OTAL             |                                                | (5,000<br>5,000<br>2,125<br>2,650<br>14,775                                                                                     |
|---------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| PENDITURE           | In subsequent<br>Half-years                    | Not ascertained<br>Not ascertained<br>Not ascertained<br>Not ascertained                                                        |
| FURTHER EXPENDITURE | During the Half-year<br>ending 30th June, 1890 | £5 000<br>5,000<br>2,125<br>2,650<br>14,775                                                                                     |
|                     |                                                |                                                                                                                                 |
|                     |                                                | 1:44                                                                                                                            |
|                     |                                                | W orks                                                                                                                          |
|                     |                                                | d other 7                                                                                                                       |
|                     |                                                | Signals and                                                                                                                     |
|                     |                                                | erlocking                                                                                                                       |
|                     |                                                | Lines open for Traffic–Interlocking Signals and other Works<br>50 Cattle Wagons<br>25 Open Box Wagons<br>6 Passenger Brake Vans |

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

| d.      | 0                                                               | 33                                                               | 60          | 00           |
|---------|-----------------------------------------------------------------|------------------------------------------------------------------|-------------|--------------|
| °.      | 0                                                               | 00                                                               | 00          | 10           |
| £ s. d. | 131,635                                                         | 119,831 8 3                                                      | 251,466 8 3 | 35,395 5 8   |
|         | :                                                               |                                                                  |             |              |
|         | :                                                               | :                                                                |             |              |
|         | **                                                              | :                                                                |             |              |
|         | -:                                                              | :                                                                |             |              |
|         |                                                                 |                                                                  |             |              |
|         |                                                                 | -                                                                |             | M            |
|         |                                                                 |                                                                  |             |              |
|         | :                                                               | 18.8                                                             |             |              |
|         |                                                                 |                                                                  |             |              |
|         | :                                                               | ***                                                              |             | · -14 ······ |
|         | share Canital created, but not vet issued, as per Account No. 2 | conn Capital created, but not yet received, as per Account No. 3 |             |              |
|         | d'h                                                             | Ito                                                              |             |              |

11

216,071 2 7

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DR.

| 71.31. Year ended<br>31st Dec. 1838<br>$\tilde{\kappa}$ s. d.<br>30,531 14 7 " Loc<br>9,681 14 0 " Carr                                                                           | EXPENDITIIRE                                                                                                 |                                                    |                                    |                                      |                |                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------|------------------------------------|--------------------------------------|----------------|-----------------|
| x         s.         d.           30,800         9         3         To Mai           30,531         14         7         "Loc           9,681         14         0         "Carr |                                                                                                              | Half-year ended<br>31st Dec., 1889 31st Dec., 1888 | Half-year ended<br>31st Dec., 1888 | RECEIPTS                             |                | Half-year ended |
| r 0                                                                                                                                                                               | <ul> <li>s. d.</li> <li>30,890 9 3</li> <li>To Maintenance of Way, Works, &amp;c.—See Abstract A.</li> </ul> | £ s. d.<br>25,930 6 2                              | λ s. d.<br>15.282 2.11             |                                      | <i>k</i> s. d. |                 |
| 0                                                                                                                                                                                 | " Locomotive Power B.                                                                                        | 34,240 17 4                                        |                                    | - 0                                  |                |                 |
|                                                                                                                                                                                   | " Carriages and Wagon Repairs Do. C.                                                                         | IO,3"9 I3 II                                       | ,<br>191                           | " 452,704 51.676                     |                |                 |
| 16 2                                                                                                                                                                              | uffic Expenses Do, D.                                                                                        | 31,650 4 I                                         | 87,451 8 o                         |                                      |                |                 |
| 6                                                                                                                                                                                 | " General Charges Do. E.                                                                                     | 5,875 18 11                                        | I3,380 I4 8                        |                                      | 11             |                 |
| 263 I 7 3 Law                                                                                                                                                                     | » Law Charges                                                                                                | 619 12 o                                           | I4.425 6 2                         | 1) Larcels, florses, Carriages, &c.  | I5,169 8 2     |                 |
| 58 4 0 / ,, Com                                                                                                                                                                   | " Compensation-Personal Injury                                                                               | 194 I4 0                                           | 1                                  | , Mails                              | I4,535 6 2     |                 |
| 214 16 3 ,, Com                                                                                                                                                                   | " Compensation-Merchandise, &c                                                                               | 286 13 0                                           |                                    |                                      |                | 117,176 12 I    |
| 6 639 I 0 ,, Rate                                                                                                                                                                 | " Rates and Taxes                                                                                            | 6,599 5 II                                         |                                    | še                                   | 88,293 6 4     |                 |
| 113,291 2 7                                                                                                                                                                       |                                                                                                              | 116.777 10 4                                       | 43,235 IO 9                        | " Live Stock                         | 38,171 I 8     |                 |
|                                                                                                                                                                                   |                                                                                                              |                                                    | 4,406 I8 8                         | » Minerals                           | 5,215 19 2     |                 |
|                                                                                                                                                                                   |                                                                                                              |                                                    | 127,505 4 I                        |                                      |                | 131,680 7 2     |
|                                                                                                                                                                                   |                                                                                                              |                                                    | 242,872 12 11                      |                                      |                | 248,856 19 3    |
| 2,318 18 5 ", Royal                                                                                                                                                               | al Canal—Wages, Repairs and Taxes                                                                            | 2,332 13 7                                         | 2,075 4 I                          | " Royal Canal—Tolls and Water Supply | ply            | 2,322 4 9       |
| 115,510 I O                                                                                                                                                                       |                                                                                                              | 11 5 011/611                                       | 3,238 7 10                         | », Rents                             | :              | 3,172 IO 4      |
| 132,703 13 1C ,, Balance                                                                                                                                                          | urce carried to Net Revenue Account                                                                          | 10                                                 | 127 IO 0                           | 3, Transfer Fees                     | :              | 129 0 0         |
| 248,313 14 10                                                                                                                                                                     |                                                                                                              | 254,480 14 4                                       | 248,313 14 10                      |                                      |                | 254,480 14 4    |

| No. 10NET REVENUE ACCOUNT.                         |
|----------------------------------------------------|
| Half-year ended<br>31st Dec., 1889 31st Dec., 1888 |
|                                                    |
| :                                                  |
| " Rent Leased Line-Gt. Northern & West. Railway    |
| :                                                  |
| ;                                                  |
|                                                    |
|                                                    |
| :                                                  |
|                                                    |

-PROPOSED APPROPRIATION OF BALANCE. No. 11.-

| Half-year ended<br>31st Dec., 1888 |                                                                                             |            |           |            |                           |    |   |     |   | Half-year ended<br>31st Dec., 1889 |
|------------------------------------|---------------------------------------------------------------------------------------------|------------|-----------|------------|---------------------------|----|---|-----|---|------------------------------------|
| £ s. d.<br>86,666 I 5              | Balance available or Dividend, as per No. 10                                                | :          | :         | :          | :                         |    | : | :   | : | £ s. d.<br>91,889 14 10            |
| 7,500 0 0                          | Dividend on 5 per Cent Preference Stock                                                     | •••        |           | \$300,000  |                           | :  | : | *** | : | 7,500 0 0                          |
| 13,779 4 0                         | » 4 per Cent », ,                                                                           |            | :         | 698,365    | :                         | :  | : |     | : | 13.967 6 o                         |
| 53,325 0 0                         | Ordinary Stock (being at the rate of $\overline{\mathfrak{D}}$ per cent per annum 2,370,000 | 5 per cent | per annum | 2,370,000  |                           |    | : | :   | : | 59,250 0 0                         |
| 74,604 4 0                         |                                                                                             |            |           |            |                           |    |   |     | - | 80,717 6 0                         |
| 12,061 17 5                        |                                                                                             |            |           | Balance to | Balance to next Half-year | ar | : | :   | : | 11,172 8 10                        |

No. 12.-ABSTRACTS.

|                                               | Half-year ended<br>31st Dec. 1889  | S. 158.0                                                                                                   | 1,448 5 7<br>3,321 I 4                       | 10,379 13 11            |                                    | Half-year ended<br>31st Dec., 1889 |                           | 2,940 12 0<br>852 5 1 |                                  | 31,650 4 1                         |                                                        | Half-year ended<br>31st Dec., 1889 | £ s. d.<br>1,375 0 0               | I,547 IO                    |                                      | 258 17     |             |
|-----------------------------------------------|------------------------------------|------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------|------------------------------------|------------------------------------|---------------------------|-----------------------|----------------------------------|------------------------------------|--------------------------------------------------------|------------------------------------|------------------------------------|-----------------------------|--------------------------------------|------------|-------------|
| KEPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. |                                    | CARRIACES-<br>Salaries, Office Expenses, & General Superintendence<br>Materials                            | Waterials                                    |                         | TRAFFIC EXPENSES.                  |                                    | :                         |                       | Horses, Harness, Vans, Provender |                                    | GENERAL CHARGES.                                       |                                    | Directors                          | anager, Accountant and Cler | <br><br>Inses<br>or House Extremises |            |             |
| C. KI                                         | Half-year ended<br>31st Dec., 1388 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0                                                                      | 1,623 IS 8<br>2,656 II II                    | 9,681 14 0              | D.                                 | Half-year ended<br>31st Dec., 1888 |                           |                       | 730 7 3<br>942 9 1<br>1.452 10 6 | 16                                 | E.                                                     | Half-year ended<br>31st Dec., 1888 | · o                                | 01                          | 279 14 6<br>279 14 6<br>1,158 10 10  | 2          |             |
|                                               | Half-year ended<br>31st Dec., 1889 | £ s. d.<br>1,235 8 11<br>12,017 3 8<br>6,435 8 3                                                           | 19,688 0 10                                  | 1,858 7 4<br>2,787 1 4  | 1,511 11 5<br>1,085 5 3            | 7,242 5 4                          |                           | 26 930 6 2            |                                  | Half-year ended<br>31st Dec., 1889 | £ s. d.<br>440 18 9                                    | 8,576 I 6                          | 1,143 0 8                          | 23,915 I4 2                 | 6,131 4 11<br>4,193 18 3             | 10,325 3 2 |             |
| MAINTENANCE OF WAY, WORKS, &C.                |                                    | Salaries, Office Expenses, and General Superintendence<br>MAINTENCE AND RENEWAL OF PERMANENT WAY-<br>Wages | REPAIRS OF ROADS, BRIDGES SIGNALS AND WORKS- |                         | REPAIRS OF STATIONS AND BUILDINGS- | MILES MAINTAINED-                  | Double 16c<br>Single 2724 | TOTAL 4324            | LOCOMOTIVE POWER.                |                                    | Salaries, Office Expenses, and General Superintendence | th working Locomotive Engin        | Water                              |                             | REPAIRS AND RENEWALS                 |            |             |
| Α.                                            | Half-year ended<br>31st Dec., 1888 | £ s. d.<br>1,113 17 10<br>12,978 16 2<br>8,466 19 0                                                        | 22,559 13 0                                  | 1,612 2 5<br>1.735 11 3 | 2,093 14 0<br>2,880 8 7            | 91                                 | 1                         | 30,890 9 3            | B.                               | Half-year ended<br>31st Dec., 1888 | £ s. d.<br>431 2 10                                    | - 1-0                              | 9,210 0 2<br>490 2 10<br>1,231 1 9 | 19,761 3 2                  | 6,170 11 10<br>4,599 19 7            |            | 00.601 I4 7 |

|   | & s. d. | 25,698 12 4                                                                                                                                          | 40,000 0 0                       | 5,538 9                                             | 37,751 9 3                               | 1,035 C 9                      | 7,267 13 1                  | 7,981 I9 I                    |   | 160,668 9 2 |
|---|---------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------------|--------------------------------|-----------------------------|-------------------------------|---|-------------|
|   |         | *                                                                                                                                                    | :                                | :                                                   | :                                        | :                              |                             | :                             | 2 | 1           |
|   | . N.    | r Account ING<br>hand                                                                                                                                |                                  |                                                     | :                                        |                                |                             | :                             |   |             |
|   |         | hereot, as per<br>and Cash on [                                                                                                                      |                                  | rities                                              | on hand                                  |                                |                             |                               |   |             |
|   |         | t Account.                                                                                                                                           | Cash on Deposit at Interest      | nment Secu                                          | General StoresStock of Materials on hand | Amounts due by other Companies | ffice                       | counts                        |   |             |
|   |         | unt, Balanc                                                                                                                                          | osit at Inter                    | d in Gover                                          | esStock o                                | e by other                     | " Amount due by Post Office | " Sundry Outstanding Accounts |   |             |
|   |         | upital Accou                                                                                                                                         | ish on Depo                      | tsh invested                                        | eneral Store                             | nounts due                     | mount due                   | indry Outsi                   |   |             |
| - |         | By Ca                                                                                                                                                | "Ca                              | Ce                                                  | Ge                                       | Ar                             | Ar Ar                       | " Su                          |   |             |
|   | £ s. d. | To Net Revenue Acct., Balance at Credit thereof, as per Acct. No. 10 91,859 14 10 By Capital Account, Balance at Debit thereol, as per Account No. 4 | 7,450 II 3                       | 21.6ro II II Cash invested in Government Securities | 24.852 11 4                              |                                |                             |                               |   | 160.668 9 2 |
|   |         | No. 10                                                                                                                                               | :                                | :                                                   | :                                        | :                              |                             |                               |   |             |
|   |         | per Acct. 1                                                                                                                                          | :                                | :                                                   | :                                        | :                              |                             |                               |   |             |
|   |         | thereof, as                                                                                                                                          | :                                | :                                                   | :                                        |                                |                             |                               |   |             |
|   |         | ice at Credit                                                                                                                                        | terest                           | :                                                   |                                          | stund                          |                             |                               |   |             |
|   |         | Acct., Balan                                                                                                                                         | nds and In                       | ompanies                                            |                                          | nding Acco                     |                             |                               |   |             |
|   |         | t Revenue A                                                                                                                                          | ", Unpaid Dividends and Interest | ", Due to other Companies                           | ", Bills Payable                         | " Sundry Outstanding Accounts  |                             |                               |   |             |

No. 15.-STATEMENT OF TRAIN MILEAGE.

1,059,285 664,917 391,368 Half-year ended 31st Dec., 1889 Passenger Trains ... Goods and Mineral Trains 660,314 359,335 Half-year ended 31st Dec., 1898 1,029,649 Miles worked by Engines 327 1054 432‡ Miles constructed 327 1054 4324 Miles authorized 327 105‡ 4324 : : : Lines owned by the Company Do. leased or rented ... TOTAL ... Half-year ended 31st Dec., 1883 327 1054 4324

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

| I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canal and other Works, have,<br>during the past Half-year, been maintained in good Working Condition and Repair.<br><i>Dated 22nd January</i> , 1890.<br><i>CERTIFICATE RESPECTING THE ROLLING STOCK.</i><br>I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools,<br>have, during the past Half-year, been maintained in good Working Order and Repair.<br><i>Dated 22nd January</i> , 1890. |
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DIRECTORS' REPORT

AND

STATEMENT OF THE ACCOUNTS

OF THE

## Bathkęalę & Mewçastlę Junqtion Bailway Company,

FOR THE SIX MONTHS ENDING 31st DECEMBER, 1889,

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE

### HALF-YEARLY GENERAL MEETING,

TO BE HELD AT

No. 11, VICTORIA STREET, WESTMINSTER, S.W.,

ON

TUESDAY, 18th FEBRUARY, 1890,

AT ONE O'CLOCK IN THE AFTERNOON.

### RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

### DIRECTORS.

FALKINER S. COLLIS SANDES, J.P., 7, Southwell Gardens, S.W., Chairman.

CHARLES EDWARD CURLING, J.P., Newcastle West, Co. Limerick.

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

SIR WYNDHAM KNATCHBULL, Mersham Hatch, Ashford, Kent, Bart.

JOSEPH WILLIAM HUME WILLIAMS, 1, Essex Court, Temple.

EDMUND COOKE, Listowel, Co. Kerry, Examining Director.

HENRY HOLMES, Secretary.

Offices-11, VICTORIA STREET,

LONDON, S.W.

LONDON PRINTED BY GILBERT AND RIVINGTON, LIMITED, ST. JOHN'S HOUSE, CLERKENWELL BOAD.

### 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. 11, Victoria Street, Westminster, on Tuesday, the 18th February, 1890, at One o'clock p.m. precisely, for the purpose of transacting the ordinary business of the Company, and the Election of Directors and Auditor.

The Transfer Books of the Company will be closed from the 6th instant, and remain closed until after the Meeting.

Dated this 1st February, 1890.

HENRY HOLMES, Secretary.

Offices-11, VICTORIA STREET, LONDON, S.W.

### RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

### REPORT OF THE DIRECTORS TO THE SHAREHOLDERS.

The Directors herewith submit to the Shareholders the Statement of the Accounts of the Company, made up to the close of the Half-Year ending 31st December, 1889.

The Receipts and Expenditure on Revenue Account appear in Statements Nos. 9 and 10. The gross receipts for the Half-Year amount to  $\pounds 3440\ 14s.\ 1d.$ , which, as compared with  $\pounds 3332\ 18s.\ 6d.$ , the gross receipts in the corresponding period of last year, show an increase of  $\pounds 107\ 15s.\ 7d.$ 

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.

The Directors who retire by rotation are Mr. Falkiner S. Collis Sandes and Mr. Joseph William Hume Williams, both of whom are eligible for re-election, and offer themselves accordingly.

Mr. John S. Chappelow, the retiring Auditor, being eligible, offers himself for re-election.

The Report of the Engineer on the state of the Line is appended.

FALKINER S. COLLIS SANDES, Chairman. HENRY HOLMES, Secretary.

11, VICTORIA STREET, LONDON. 8th February, 1890.

## Statement of Traffic Receipts since the Opening of the Line on 1st January, 1867.

| Half       | year                                    | ending  | Receipts.           | Hal                                     | lf-years e | nding    | Receipts.                  |
|------------|-----------------------------------------|---------|---------------------|-----------------------------------------|------------|----------|----------------------------|
| 30th       | June                                    | e, 1867 | £ . d.<br>1024 7 11 | 31st I                                  | Decembe    | er, 1867 | <i>£ e. d.</i><br>1006 1 6 |
| 33         | 33                                      | 1868    | 991 0 11            | 33                                      | > 3        | 1868     | 1134 18 0                  |
| 33         | 3.3                                     | 1869    | 1170 0 8            | 33                                      | 22         | 1869     | 1288 12 2                  |
| ,,,        | 33                                      | 1870    | 1325 19 8           | 33                                      | "          | 1870     | 1435 6 10                  |
| "          | 33                                      | 1871    | 1327 15 1           | 3.9                                     | 2.5        | 1871     | 1618 8 1                   |
| "          | ,,                                      | 1872    | 1523 3 7            | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 23         | 1872     | 1758 18 4                  |
| 33         | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 1873    | 1738 11 4           | 22                                      | 2.2        | 1873     | 2025 15 0                  |
| 33         | "                                       | 1874    | 1748 0 8            | 22                                      | 99         | 1874     | 1912 15 1                  |
| 33         | 33                                      | 1875    | 1694 8 1            | 2.2                                     | 3.3        | 1875     | 1994 17 0                  |
| ,,         | 93                                      | 1876    | 1830 16 8           | 2.2                                     | ,,         | 1876     | 2190 15 3                  |
| "          | 33                                      | 1877    | 1935 6 11           | 2.2                                     | 29         | 1877     | 2245 15 6                  |
| "          | 12                                      | 1878    | 1895 9 1            | 33                                      | 33         | 1878     | 2234 10 11                 |
| ,,         | 22                                      | 1879    | 2586 8 7            | 3.3                                     | 3.3        | 1879     | 2023 16 2                  |
| 33         | 33                                      | 1880    | 1865 14 5           |                                         | 2.2        | 1880     | 1970 0 6                   |
| "          | "                                       | 1881    | 2536 3 10           | 23                                      | ,,,        | 1881     | 3397 16 7                  |
| ,,,        | 39                                      | 1882    | 3158 5 5            | 23                                      | 23         | 1882     | 3132 16 3                  |
| 3.2        | ,,,                                     | 1883    | 3121 0 1            | 22                                      | 52         | 1883     | 3500 16 9                  |
| ,,         | 22                                      | 1884    | 3053 13 11          | 23                                      | 3.2        | 1884     | 8329 5 8                   |
| 33         | ,,,                                     | 1885    | 2710 10 9           | 3.3                                     | 21         | 1885     | 3298 3 2                   |
| 22         | >>                                      | 1886    | 2670 19 3           |                                         | 3.9        | 1886     | 3314 12 11                 |
| ,,         | ,,                                      | 1887    | 2765 15 7           | 2.2                                     | ,,,        | 1887     | 3381 18 11                 |
| <b>9</b> 9 | 23                                      | 1888    | 2685 0 0            | 2.2                                     | 23         | 1888     | 3332 18 6                  |
| 2.2        | 2.2                                     | 1889    | 3057 19 5           | 3.9                                     | "          | 1889     | 3440 14 1                  |

RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY.

Statement of Capital authorized and created by the Company. HALF-YEAR ENDING 31sT DECEMBER, 1889.

Total. 11 1 48 Balance. Loans. 11 1 98 1 Stock and Shares. 4 1 Statement of Share Capital created, showing the proportion received. 10,050 61,400 121,180 £ 66,600 15,000 Total. 31,870 - 16,600 93,000 Loans. £ 16,600 15,000 61,400 1 Stock and Shares. Capital ( 28,180 £ 50,000 31,870 18,130 10,050 £ 66,600 61,400 121,180 Total. 34,730 10,050 31,870 15,000 Loans. 93,000 £ 16,600 - 16,600 - 15,000 61,400 Capital auth Stock and I Shares. 28,180 £0,000 31,870 18,130 10,050 1 27 & 28 Vic. cap. 236, July 25th, 1864, £20,000 of Original Shares cancelled under this Act, and Preference Shares authorized to be issued in lieu there-of Lass Preference Shares cancelled under 20,000 Acts of Parliament. [No. 2.] [No. 1.]

Calls in arrear, &c. Amount uncalled. Amount unissued.  $\pounds \quad s, \quad d. \qquad \pounds$ 1,616 5 0 1,616 5 0 10,050 0 0 26,663 15 0 Amount created. Amount received. 16,513 15 0 10,050 28,180 18,130 mount 30,000 11,570 9,950 Description. 

15,000 0 0 61,400 0 0 TOTAL RAISED BY LOAMS AND BY DRBEN-TURE STOCK. 000% £ \* 4 16,513 15 ( 10,050 0 16,600 0 £ 93,000 93,000 £93,000 93,000 . Bay TOTAL. 11 At 5 per cent. Debenture Stock. • • Amount received Amount received to during Half-year, June 30th, 1889. . ď. £ 61,400 61,400 RAISED BY ISSUE OF POSTPONED DEBENTURE STOCK. ••• \* | | | | | 42 . . . . . . . . . *£ s. d.* 16,513 15 0 10,050 0 0 16,600 0 0 15,000 0 0 61,400 0 0 £ 61,400 61,400 Cr. 15,000 0 61,400 0 At 5 per cent. Debenture Stock. By Racarpra-Definition of the second No. 2. Preference Shares, per Account No. 2 Preference Shares, per Account No. 3 Loans, per Account No. 3 Perpendial Debenture Stock, per Account No. 3 Postponed Debenture Stock, per £ 15,000 15,000 Receipts and Expenditure on Capital Account. RAISED BY ISSUE OF PERPETUAL DEBENTURE STOCK.  $\pounds 15,000 15,000$ • Total Loans. Balance, being available Borrowing Powers at 31st December, 1889 £ 16,600 16,600 RAISED BY LOANS. £ s. d. 122,074 18 10 3,667 12 11 TOTAL. At 5 per cent. £ 16,600 16,600 Amountexpended Amountexpended to to during Half-year, June 30th, 1889. Dec. 31st, 1899. £ s. d. Dr. £ s. d. 122,074 18 10 3,667 12 11 Existing at 30th June, 1889 . . . Ditto at 31st December, 1889 . To EXPRNDITURE-On Line, &c. [No. 4.]

11 1

Balance . .

£125,742 11 9

1

£125,742 11 9

[No. 3.]

Capital raised by Loans.

|                                                                                    |                                                                          |                          | MERCHANDISE AND MISERAL. | Goods Goods Waggons Trucks. | The Working Stock of this Company is provided by the Waterford and Limerick Railway Company, by Agreement. |                                                              | FURTHER EXPENDITURE. | quent<br>ars.                                      | d. & s. d.<br>nil.    | No. 7.                                                                                     |               |  |
|------------------------------------------------------------------------------------|--------------------------------------------------------------------------|--------------------------|--------------------------|-----------------------------|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|----------------------|----------------------------------------------------|-----------------------|--------------------------------------------------------------------------------------------|---------------|--|
| 31st, 1889.                                                                        |                                                                          |                          |                          |                             | rided by the V<br>oy Agreement                                                                             |                                                              | STHER EXP            | In subsequent<br>Half-years,                       | L 8.<br>vil.          | re, as per                                                                                 |               |  |
| December 5                                                                         | 0. 4.                                                                    |                          | COACEING.                | Third Class. Break Van.     | Company is prov<br>way Company, h                                                                          | d Account.                                                   | FUI                  | During the Half-year<br>ending<br>June 30th, 1890. | L s. d.<br>nil.       | r Expenditu                                                                                |               |  |
| ear ending                                                                         | Expenditure for Half-year, as per Account No. 4.<br>[See Account No. 4.] | g Stock.                 | 00                       | lass, Second                | g Stock of this<br>Rail                                                                                    | e on Capita                                                  |                      | Jun                                                |                       | leet furthe                                                                                | & 4.]         |  |
| for Half-y                                                                         | for Half-year, as per <i>l</i><br>[See Account No. 4.]                   | Return of Working Stock. | IVB.                     | s. First Class.             | The Workin                                                                                                 | xpenditur                                                    |                      |                                                    |                       | lable to m                                                                                 | [See Nos. 3 & |  |
| penditure,                                                                         | enditure for I<br>[Se                                                    | Return o                 | LOCOMOTIVE.              | Engines.                    |                                                                                                            | further E                                                    |                      |                                                    |                       | ssets avai                                                                                 | S             |  |
| [No. 5.] Details of Capital Expenditure, for Half-year ending December 31st, 1889. | LINE OPEN FOR ТЕАРРІС:                                                   | [No. 6.]                 |                          |                             |                                                                                                            | [No. 7.] Estimate of further Expenditure on Capital Account. |                      |                                                    | Line open for Traveic | [No. 8.] Capital Powers and other Assets available to meet further Expenditure, as per No. |               |  |

|                      |              | Amount.<br>& a. d.<br>78 10 4<br>1395 9 8<br>9 5 7<br>4 14 8<br>1,007 7 5                                                                                |                                             | £3,440 14 1 |
|----------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-------------|
|                      |              | No.<br>1,318<br>4,007<br>37,333<br>217<br>                                                                                                               | £ *. d.<br>156 9 3<br>94 0 11<br>1,350 9 10 |             |
|                      | Receipts.    | By Paseongens' Special Trains<br>, First Class<br>, Second Class<br>, Miltary<br>, Multary<br>, Stroens Fares, &c.                                       | ,, Farcels, &c                              |             |
| WITH ANALY ANTIA SAT |              | Half-year ended<br>Dec. 21 st, 1888.<br>874<br>196<br>8024<br>196<br>196<br>196<br>196<br>196<br>196<br>196<br>196                                       | 144<br>94<br>1311<br>680                    | 23333       |
| TTO A DAT            |              | <ul> <li>2 *, d,</li> <li>1,548 6 4</li> <li>211 1 6</li> <li>36 4 3</li> <li>36 4 3</li> <li>31 6 0</li> <li>£1,616 12 1</li> <li>.1,624 2 0</li> </ul> |                                             | £3,440 14 1 |
|                      | Expenditure. | To Working Exponses and Haulage paid Water-<br>General And Linerick Ralway Company<br>General Charges (see Abstract E.)                                  |                                             |             |
| [.8.0N]              |              | Half-year ended<br>Dec. 31st, 1388.<br>1499<br>1878<br>368<br>21<br>17442<br>1588<br>1588                                                                |                                             | £3333       |

| Gr.         | . 9                                                                                                                                                                                                                                    | , No Balance<br>available.                                                      | La daminanta and Warrons. | Repair and Kenewals of Uarriages and webber | oges and Materials<br>oges and Materials<br>with the dept by agreement with the 2 s. a. | General Charges.  | E       a. d.         Directors       60       0         Auditors       60       0         Bagineer, and Sceretary and<br>of Joint Committee       86       10         Rent, Ko., of Inspector's       19       8       8         Rainway Clearing House       16       13       6         Rainway Clearing House       56       17       10         Frincing       7       18       0       718       0 |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|---------------------------|---------------------------------------------|-----------------------------------------------------------------------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|             | By Balance Rovenne Account, No.<br>,, Balance (see No. 13)                                                                                                                                                                             | or Dividend.                                                                    |                           | epair and Kenewals                          | Wagee and Materials<br>Wagee and Materials                                              | E.                | ff-year<br>adod<br>2. 31st,<br>3. 31st,<br>3. 31st,<br>3. 31st,<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5                                                                                                                                                                                                                                                                                                                                                                                                                     |
| ue Account. | By Bal                                                                                                                                                                                                                                 | of Balance available for                                                        | Ø                         | C. B                                        | d. Half-year Monded Dec. 31st, 1898.                                                    | Traffic Expenses. | Ralaries and Wages, &c                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Net Revenue | & s. d.         & s. d.           ax)         404 12 6         6           e Stock         360 0 5         1,406 12 6           .         .         1,416 12 6         6           .         .         14,137 3 10         6         3 | ion .                                                                           | ABS                       |                                             | ii ii                                                                                   | D. Traff          | Half-yeau<br>den died<br>1888.<br>1888.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|             | entures for £16,600 (less tax) .<br>,000 Porpetual Debenture Stock<br>,400 Postponed Debenture Stock<br>,st Half-year                                                                                                                  | Proposed Appropriat<br>Balance as available for Dividend, as per Account No. 10 |                           | Maintenance of Way, Works, &c.              | ance and Renewal of Permanent Way- with the<br>series                                   | Power.            | S. S                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Dr.         | To Interest on Debentures for £16,<br>, Interest on £15,000 Forpetual<br>(less tax)<br>, Interest on £01,400 Postponed<br>(less tax)<br>, Balance from last Half-year .                                                                |                                                                                 |                           | W a                                         | Mainton<br>Wag<br>Waf<br>Repairs<br>Repairs<br>Repairs<br>Miles m                       | Locomotive Power  | ar<br>the<br>st,<br>Running Expenses-<br>Wages<br>Wages<br>Wages<br>Oil, Tallow, and<br>Stores<br>Bopairs and Rone<br>Ropairs and Rone<br>Ropairs and Rone                                                                                                                                                                                                                                                                                                                                                                                                                         |
| [No. 10.]   | P. E.                                                                                                                                                                                                                                  | [No. 11.]                                                                       | [No. 12.]                 | Α.                                          | Half-year<br>ended<br>Dec. 31st,<br>1888.                                               | Ŕ                 | Half-year<br>ended<br>Dec. 31st,<br>1888.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| [No. 13.]                        |                             | Dr.                                                                                            | General Balance Sheet.      | nce Sheet.                                                                                                                                                              | Cr.                                         |                                                                  |                                                   |
|----------------------------------|-----------------------------|------------------------------------------------------------------------------------------------|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|------------------------------------------------------------------|---------------------------------------------------|
| To Sundry Creditors .            | •                           |                                                                                                | 22,870 10 7                 | By Sundry Debtors<br>,, Capital Account, Balance at Debit thereof, as per Account<br>, No.4<br>, Net Revena Account, Balance at Debit thereof, as per<br>Account No. 10 | salance at Debit ther<br>ount, Balance at D | eof, as per Account<br>bit thereof, as per                       | 2, s, d,<br>1,917 6 7<br>6,178 16 9<br>14,774 7 3 |
|                                  |                             |                                                                                                | £22,870 10 7                |                                                                                                                                                                         |                                             |                                                                  | £22,870 10 7                                      |
| [No. 14.]                        |                             |                                                                                                | Mileage Statement.          | atement.                                                                                                                                                                | 6.4                                         |                                                                  |                                                   |
|                                  |                             |                                                                                                |                             | Miles<br>Authorized.                                                                                                                                                    | Miles<br>Constructed.                       | Miles<br>Constructing, or to<br>be Constructed.                  | Miles Worked by<br>Engines.                       |
|                                  | Line owned 1<br>Line Rented | Line owned by Company.                                                                         | •••                         | . 10<br>                                                                                                                                                                | 10<br>2012                                  | nil<br>vil                                                       | 10<br>nil                                         |
|                                  |                             |                                                                                                |                             | 10                                                                                                                                                                      | 10                                          | lin                                                              | 10                                                |
| [No. 15.]                        |                             |                                                                                                | Statement of Train Mileage. | rain Mileage.                                                                                                                                                           |                                             |                                                                  |                                                   |
| Half-year ended Dec. 31st, 1888. | c. 31st, 1888.              |                                                                                                |                             |                                                                                                                                                                         |                                             | Half-year ended Dec. 31st, 1889.                                 | Dec. 31st, 1889.                                  |
| 10,044                           |                             | Passenger and Mixed Trains<br>Goods and Mineral Trains                                         | Trains                      | •••                                                                                                                                                                     |                                             | 10,                                                              | 10,348<br>4,536                                   |
| 14,576                           |                             |                                                                                                |                             |                                                                                                                                                                         | Total .                                     | 14                                                               | 14,884                                            |
|                                  |                             |                                                                                                |                             |                                                                                                                                                                         | FALKINER S<br>HENRY HOLME                   | FALKINER S. COLLIS SANDES, Chairman.<br>HENRY HOLMES, Secretary. | ES, Chairman.                                     |
|                                  |                             |                                                                                                |                             |                                                                                                                                                                         |                                             |                                                                  | 1                                                 |
|                                  | CERT                        | CERTIFICATE RES                                                                                | RESPECTING 7                | THE PERMANENT                                                                                                                                                           |                                             | WAY, &c.                                                         |                                                   |
| Ih                               | hereby certi                | I hereby certify that the Permanent Way, Stations, Buildings, and other Works of the RATHKEALE | anent Way, Sta              | tions, Buildings                                                                                                                                                        | , and other W                               | <sup>r</sup> orks of the R                                       | ATHKEALE                                          |

AND NEWCASTLE JUNCTION RAILWAY have, during the past Half-Year, been maintained in good working condition and repair.

THE FERNS, CASTLECONNELL, 11th January, 1890.

WILLIAM BARRINGTON, M.Inst.C.E., Engineer.

# AUDITORS' CERTIFICATE.

We have examined the foregoing Accounts of the RATHKEALE AND NEWCASTLE JUNCTION RAILWAY COMPANY for the Half-Year ending 31st December, 1889, and the Vouchers relating thereto, and certify the same to be a true statement according to the Books of the Company.

ROBERT TIDEY, JNO. S. CHAPPELOW, F.C.A., 10, LINCOLN'S INN FIELDS.

8th February, 1890.

Sligo, Leitrim and Northern Counties Railway Company.

# REPORT OF DIRECTORS AND STATEMENT OF ACCOUNTS,

FOR

SIX MONTHS ENDED 31st DECEMBER, 1889.

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

TWENTY-EIGHTH

HALF-YEARLY ORDINARY GENERAL MEETING,

TO BE HELD AT

MANORHAMILTON,

AT ONE O'CLOCK, P.M.,

ON FRIDAY, 28TH FEBRUARY, 1890.

Sligo, Feitrim & Northern Counties Hailbray Co.

-

TWENTY-EIGHTH ORDINARY GENERAL MEETING FEBRUARY, 1890.

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 FRIDAY, the 28th FEBRUARY, 1890, at ONE o'CLOCK, p.m., precisely, for the purpose of receiving a Report and Statement of Accounts from the Directors, and for transacting the ordinary business of the Company.

The Transfer Books of the Company will be closed on the 15th inst. until after the Meeting.

RICHARD EARLS DAVIS, Secretary.

LURGANBOY, MANORHAMILTON 8th February, 1890.

Sligo, Leitrim and Northern Counties Railway.

REPORT OF THE DIRECTORS To be submitted to the Meeting of the Proprietors, to be held on Friday, 28th February, 1890.

The Directors present herewith the Statement of Accounts for the half-year ended 31st December, 1889.

It will be seen that there is an increase in the Traffic Receipts, as compared with the corresponding period of last year, and that they are greater than any previous half-year.

The increase under the head of expenditure is owing to the advance in price of coal and materials, and also to the fact that one Locomotive has been practically rebuilt during the half-year.

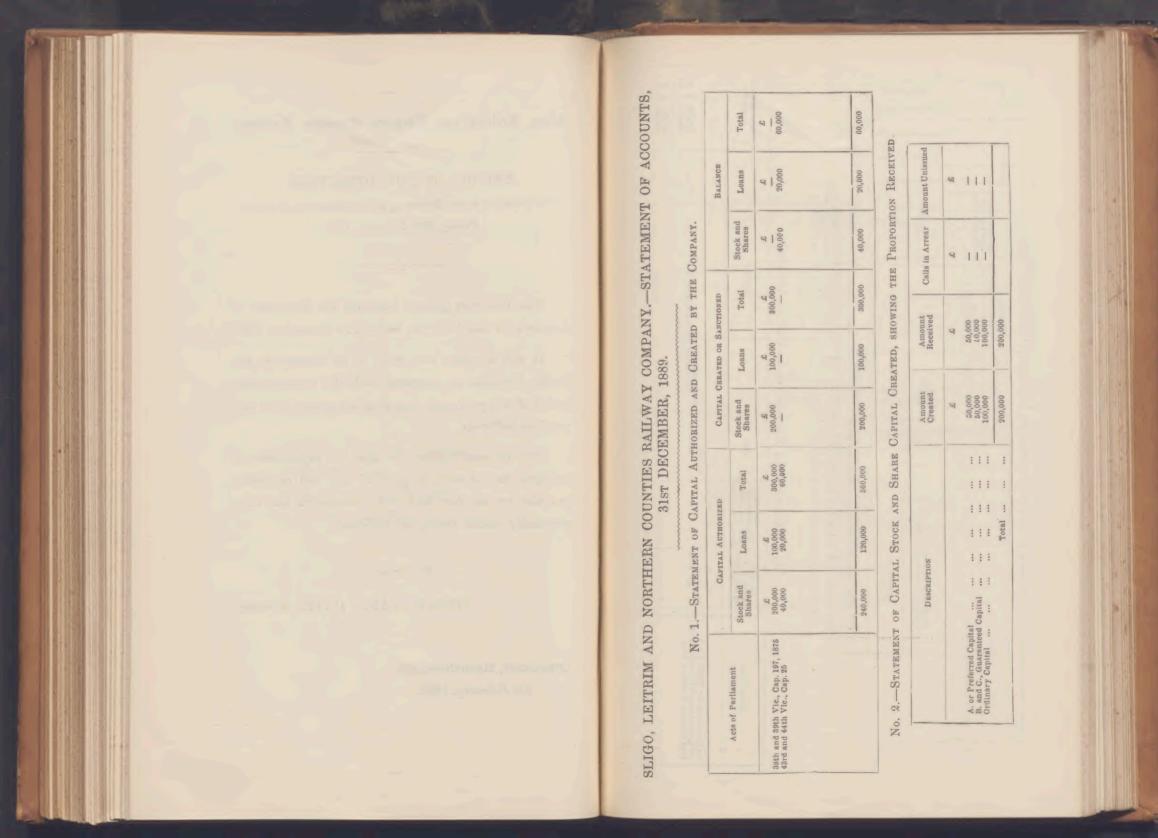
#### By Order,

RICHARD EARLS DAVIS, Secretary.

LURGANBOY, MANORHAMILTON, 8th February, 1890.

#### Directors.

SIR HENRY WM. GORE BOOTH, BART., Chairman. FRANCIS LA TOUCHE, Esq., Deputy Chairman. OWEN WYNNE, Esq. JOHN WINTERBOTHAM BATTEN, Esq. C. A. L'ESTRANGE, Esq.



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

| 120,000<br>99,575<br>200,495 | in<br>in                     | re Stock        | ure Stock | aised by I<br>s per State<br>nd Debent | Total Amount authorized to be raised by Loans and Debentu<br>respect of Capital created, as per Statement No. 1<br>Total Amount raised by Loans and Debenture Stock as above |
|------------------------------|------------------------------|-----------------|-----------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11                           | 11                           | 11              | ::        | ::                                     | Increase<br>Decrease                                                                                                                                                         |
| 99,675                       | 11                           | 100,000         | ::        | ::                                     | Existing at 31st Dec. 1389<br>Existing at 30th June, 1889                                                                                                                    |
| z                            | લ્સ                          | સ               |           |                                        |                                                                                                                                                                              |
| DEBENTURS STOCK              | At<br>per Cent.              | At 5 per Cent.  |           |                                        |                                                                                                                                                                              |
| TOTAL RAISED BY              | RAISED BY<br>DEBENTURE STOCK | RAISED BT LOANS |           |                                        |                                                                                                                                                                              |

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

D

Balance, being available Borrowing Powers at 31st  $\mathrm{Dec.}_{9}1890$ 

Cr.

£20,425

| Expenditure                                                                                             | Amount<br>Expended to<br>30th June, 1889 | Amount<br>Expended to<br>31st Dec., 1889<br>30th June, 1889<br>during Half-year | Total              | Receipts       | Total Amount<br>Received  |
|---------------------------------------------------------------------------------------------------------|------------------------------------------|---------------------------------------------------------------------------------|--------------------|----------------|---------------------------|
|                                                                                                         | £ 8.                                     | £ 8. d.                                                                         | £ 8. d.            |                | £ 8. d.                   |
| On Lines open for Traffic No. 5<br>On Lines in course of construction<br>Less Received for Sale of Land | 346,509 7 7                              | 1                                                                               | 346,509 7 7 50 0 0 | By Receipts    | 200,000 0 0<br>99,575 0 0 |
|                                                                                                         |                                          |                                                                                 | The second         | Balance        | 239,575 0 0<br>46,884 7 7 |
|                                                                                                         |                                          |                                                                                 |                    | LA MONTE TUNET |                           |
|                                                                                                         |                                          |                                                                                 |                    |                | £340 459 7 7              |

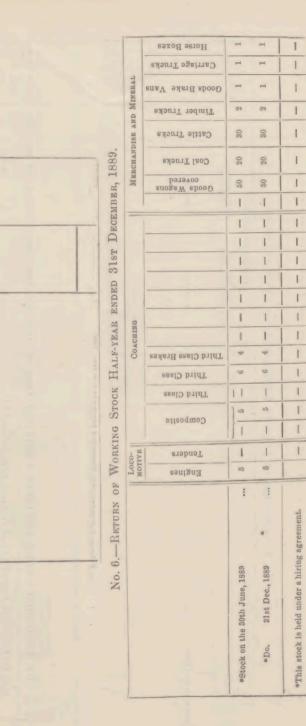
1889. C.R. DECEM 31sT ENDING FOR HALF-YEAR OF CAPITAL EXPENDITURE -DETAILS 5.-No.

Lines open for Traffic

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d.

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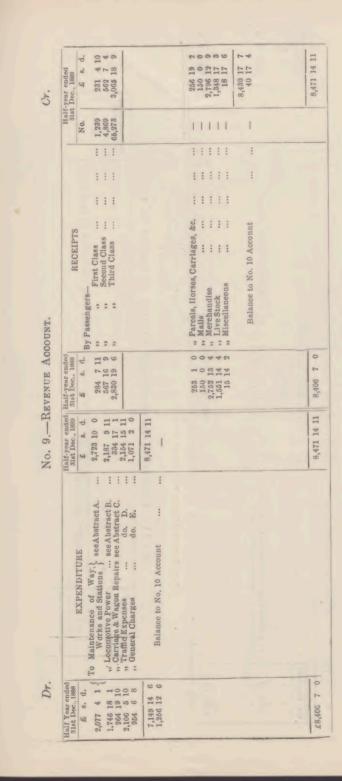


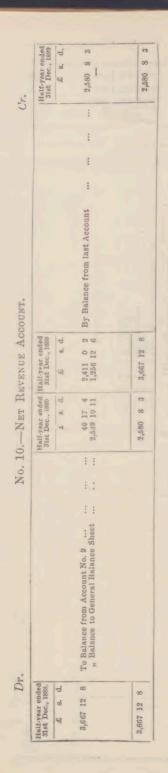
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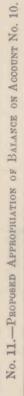
|                        |   |           |                                                |            |             |         |   | FURTHER EXPENDITURE                            | CPENDITURE                   |       |
|------------------------|---|-----------|------------------------------------------------|------------|-------------|---------|---|------------------------------------------------|------------------------------|-------|
|                        |   |           |                                                |            |             |         |   | During the half-year<br>ending 30th June, 1890 | In subsequent<br>half-years. | Total |
| Lines open for Traffic | : | :         | :                                              | :          | ;           | :       | : | £<br>Uncertain                                 | £<br>Uncertain               | 91    |
|                        |   |           |                                                |            |             |         |   |                                                |                              |       |
|                        |   |           |                                                |            |             |         |   | 107 6                                          |                              |       |
|                        |   | Total Est | Total Estimated further Expenditure of Capital | ther Expen | diture of C | Capital | : | 1                                              | I                            | 1     |

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

411 1 £ 60,000 60,000 1 : 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. 3 .... Loan Capital created but not yet received, as per Account No. 3 ....









| AGON3.                                        | Hattyear ended<br>1141 Dec. 1889<br>2 8. d.<br>133 12 11<br>201 4 2<br>334 17 1<br>334 17 1                                                               | Half-year ended       |                                                             | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                              | 2,154 15 11                        |                                                           | Hall year eaded           Hall year eaded           21         6         0           21         6         0           31         6         0           34         15         9         4         2           24         15         9         3         9         3         1         4           8         10         0         3         1         4         8         1         4         6         600         0         0         3         1         4         6         6         7         4         6         7         4         6         7         4         6         7         4         6         7         4         6         7         4         6         7         4         6         7         4         6         7         4         6         7         4         6         7         7         4         6         7         7         4         6         7         7         7         4         6         7         7         7         7         7         7         7         7         7 <th7< th=""></th7<> | 1,071 2 0  |
|-----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. | Carriages                                                                                                                                                 | TRAFFIC EXPENSES.     | Salaries and Wages, &c                                      | Station Services, &c<br>Gt. N. Ry. Co. Station Services<br>Miscellaneous Expenses |                                    | GENERAL CHARGES.                                          | Auditors and Public Accountants<br>Office Expenses<br>Office Expenses<br>Dilectric Telegraph Expenses<br>Raitway Clearing House Expenses<br>Arbitratoros Expenses<br>Miseellaneous Expenses<br>Fire financaus Expenses<br>Legal Expenses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Total      |
| C. REPAIR                                     | 314.7 year and edition           314.7 year and edition           25         8.4           135         14           139         5           139         5 | D.<br>Half-year ended | 31st Dec., 1888<br>£ s. d<br>771 14 5<br>68 19 7<br>49 3 11 | 1,024 16 8<br>150 0 0<br>41 11 3                                                  | 9.106 5 10                         |                                                           | Half Sear and def<br>316 fbc., 1888<br>2 16 0<br>137 6 0<br>137 6 0<br>137 7 0<br>39 1 2<br>46 1 3<br>46 1 3<br>46 1 3<br>51 15 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 954 6 8    |
|                                               |                                                                                                                                                           | 10 0                  | 71 15 4                                                     | 2,723 10 0                                                                        | Half-year ended<br>31st Dec., 1889 | £ 4. d.<br>65 12 6                                        | 355 10 5<br>328 6 2<br>328 6 2<br>102 12 10<br>175(12 0<br>528 12 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 2.187 9 11 |
|                                               | ANCE OF WAY, WORKS, &C.<br>floe Expenses, and General<br>idence<br>. & Reneval of PermanentWay<br><br><br><br><br><br><br>                                | Wages                 | Wages<br>Materials                                          | Total Locomorive Power.                                                           |                                    | Salaries, Office Expenses, and General<br>Superintendence | with the worki<br>Engines<br><br><br>other Stores<br>ewals, Wages<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Total      |
|                                               | rr ended<br>c., 1888<br>8. d.<br>12 6<br>12 11<br>9 10                                                                                                    | 13 22                 | 97 6 3<br>112 1 4<br>69 15 4                                | 2,077 4 1<br>B.                                                                   | Half-year ended                    |                                                           | pret                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1.746 18 1 |

| 'o Lloyd's and other Bonds, no                                                                              | e) £                                                                     | 8                           | . d.                  |                                                                                                                                                                                                                                                                                                                                                                                                                         | . d.                              |
|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| included in Loan Capita<br>Statement<br>Interest accrued on same<br>alst Dec., 1889<br>Debt due for hire of | 46,324<br>20,209<br>46,141<br>22,060<br>18,953<br>1,552<br>460<br>13,592 | 7<br>12<br>0<br>2<br>7<br>6 | 8<br>6<br>0<br>7<br>2 | By Balance to debit of Capital<br>Account 46,884<br>20,209<br>1, Interest on Bonds per Contra<br>20,209<br>1, Interest to Commissioners<br>of Puble Works 41,013<br>1, Hire of Rolling Stock 46,144 1<br>2, Stores on hands 2,082 1<br>1, Traffic Accounts due to the<br>Company 2082 1<br>2, Amount due by Post Office 75<br>1) Dividends on Guaranteed<br>Shares paid (Suspense) 13,592 1<br>1, Balance in Bauk 1,589 | 2 6<br>3 10<br>2 9<br>0 0<br>2 11 |
| Account, No. 10                                                                                             |                                                                          | 10                          | 11                    |                                                                                                                                                                                                                                                                                                                                                                                                                         |                                   |

No. 14.-MILEAGE STATEMENT.

|                        | Miles<br>authorized | Miles<br>constructed | Miles<br>constructing<br>or to be<br>constructed | Miles<br>Worked by<br>Engines |
|------------------------|---------------------|----------------------|--------------------------------------------------|-------------------------------|
| Lines owned by Company | 48                  | 43                   | -                                                | 49                            |
|                        | 43                  | 43                   |                                                  | 49                            |

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

| Half Year<br>ending<br>81st Dec., 1888 |                                                        | Half Year<br>ending<br>3Ist Dec., 1889 |
|----------------------------------------|--------------------------------------------------------|----------------------------------------|
| 51,I44                                 | Passenger Trains, Mixed Passenger and Goods, and Goods | Miles<br>52,470                        |
| 51,144                                 |                                                        | 52,470                                 |

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 8th February, 1890.

Engineer.

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.

#### HENRY TOTTENHAM.

Locomotive Superintendent.

Dated 8th February, 1890.

#### 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. | POWELI,    | Auditors. |
|----|----|------------|-----------|
| G. | R. | ARMSTRONG, | fauncors. |

Dated 15th February, 1890.

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THE

Tralee and Fenit Bailway Company.

# REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS TO 31ST DEC., 1889,

TO BE SUBMITTED AT THE

GENERAL MEETING OF THE SHAREHOLDERS,

TO BE HELD AT THE OFFICES OF THE COMPANY,

WESTMINSTER CHAMBERS, No. 11, VICTORIA STREET, IN THE COUNTY OF MIDDLESEX,

On Tuesday, the 18th of February, 1890,

AT HALF-PAST TWELVE O'CLOCK P.M.

#### Mirectors.

FALKINER S. COLLIS SANDES, J.P., 7, Southwell Gardens, South Kensington, London, *Chairman.* 

J. W. HUME WILLIAMS, I, Essex Court, Temple, London.

SIR WYNDHAM KNATCHBULL, BART., Mersham Hatch, near Ashford, Kent.

RICHARD LATCHFORD, J.P., Oak Villa, Tralee.

ROBERT MCCOWEN, J.P., Barrow House, Tralee.

SIR JAMES SPAIGHT, J.P., 77, George Street, Limerick The Waterford and Limerick Director.

#### TRALEE AND FENIT RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN, that the ORDINARY HALF-YEARLY MEETING of the Proprietors of the Tralee and Fenit Railway Company will be held at the Company's Offices, Westminster Chambers, No. 11, Victoria Street, Westminster, in the County of Middlesex, on Tuesday, the 18th day of February, 1890, at Half-past Twelve o'clock p.m., for the purpose of receiving the Directors' Report, with Statement of Accounts, for the half-year ending 31st December, 1889, for the re-election of Directors and Auditor, and for the General Business of the Company.

The Transfer Books of the Company will be closed from the 11th day of February, 1890, until after the Meeting.

Dated 1st day of February, 1890.

By Order,

CHARLES HENRY BINGHAM, Secretary.

WESTMINSTER CHAMBERS, 11, VICTORIA STREET, WESTMINSTER, LONDON, S.W.

The following Table shows the result of the working of the Railway since the opening of the Line on the 5th July, 1887 (eight miles).

#### TRALEE AND FENIT RAILWAY COMPANY.

#### DIRECTORS' REPORT

#### For the Half-Year ending 31st December, 1889.

In submitting the Fifth Report with Statement of Accounts for the half-year ending 31st December, 1889, the Directors are glad to be able to state that the increase in the Traffic derived from the working of the Fenit Pier has further developed during the past six months, and there is every reason to hope that the Tralee Merchants will find it to their interest to make still greater use of the Harbour and Railway for the purposes of their Traffic.

The Receipts have during that period increased by £395 17s. 10d, as compared with the December returns of 1888.

The Gross Receipts for the six months amount to  $\pounds 775$  9s. 10d.; the Net Receipts, after deducting the Working Company's proportion, to  $\pounds 310$  3s. 11d., as against  $\pounds 379$  12s. and  $\pounds 151$  16s. 10d. respectively, in the corresponding period last year.

| Half-year ending | Gross<br>Receipts. | Net<br>Receipts. | Earnings<br>per Mile<br>per Week. | Number of<br>Passengers. | Goods and<br>Minerals. |
|------------------|--------------------|------------------|-----------------------------------|--------------------------|------------------------|
|                  | £ s. d.            | £ s. d.          | £ s. d.                           |                          | Tons.                  |
| 31st Dec., 1887  | 479 5 9            | 191 14 4         | 26 I                              | 16,927                   | 1,235                  |
| 30th June, 1888  | 346 16 3           | 138 14 6         | I 13 4                            | 9,281                    | 1,459                  |
| 31st Dec., 1888  | 379 12 0           | 151 16 10        | I I6 6                            | 13,755                   | 1,055                  |
| 30th June, 1889  | 669 3 11           | 267 13 7         | 3 4 4                             | 10,487                   | 5,546                  |
| 31st Dec., 1889  | 775 9 10           | 310 3 11         | 3 14 7                            | 14,794                   | 9,262                  |

The Directors also beg to append their Engineer's Report on the present state of the Line.

The Directors who retire by rotation on this occasion are Sir Wyndham Knatchbull, Bart., and Robert McCowen, Esq., who, being eligible, offer themselves for re-election.

Mr. J. S. Chappelow is the retiring Auditor, who, being eligible, offers himself for re-election.

#### F. COLLIS SANDES, Chairman.

CHARLES HENRY BINGHAM, Secretary.

WESTMINSTER CHAMBERS, 11, VICTORIA STREET, LONDON, 11th February 1890.

#### TRALEE AND FENIT RAILWAY COMPANY.

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#### ENGINEER'S REPORT.

January 1890.

To the Directors of the

TRALEE AND FENIT RAILWAY COMPANY.

GENTLEMEN,

I have the honour to report that the Line is in a fair working condition throughout.

The Tralee and Spa Stations are in good order. The Fenit Station requires some looking to. Kelfenora Station appears to be carelessly kept.

The Sleepers are bad and defective in many places along the line and require immediate attention.

The Bridges and Culverts are in good repair.

The Farm Crossings, Ballasting, and Fencing are also in good order.

#### Yours faithfully,

S. G. FRASER. (Signed)

# BALANCS. created by the Company. CAPITAL CREATED OR SANCTIONED. 31ST DECEMBER, 1889. and authorized of Capital -----Statement -No.

AND FENIT RAILWAY COMPANY.

TRALEE

| THE ANDIANT.                                                                |                     |            |                                           |                     |             |           |                     |        |        |
|-----------------------------------------------------------------------------|---------------------|------------|-------------------------------------------|---------------------|-------------|-----------|---------------------|--------|--------|
|                                                                             | Stock or<br>Shares. | Loans.     | Total.                                    | Stock or<br>Shares. | Loans.      | Total.    | Stock or<br>Shares. | Loans, | Total. |
| 1. The Tralee and Fenit Railway Act, 1880 .                                 | £ 45,000            | £<br>15,00 | 0 60,000 45                               | £ 45,000            | £<br>15,000 | 60,000    | *:                  | \$ ::  | \$     |
|                                                                             | 45,000              | 15,000     | 45,000 I5,000 60,000 45,000 I5,000 60,000 | 45,000              | 15,000      | 60,000    | :                   | :      | :      |
| No. 2Statement of Stock and Share Capital, showing the proportion received. | ck and S            | hare Cap   | ital, show                                | ing the l           | roportion   | received. |                     |        |        |

42 : 4 : : £ 1,150 13,850 42 15,000 2 0 Ordinary Shares

I, I 50

43,850

45,000

30,000

30,000

Guaranteed Shares

UNCALLED. IN ARF LS CRE

AMOUNT UNISSU

|                                                | Total raised by Loans and<br>by Debenture Stock.      | لا<br>15,000<br>15,000                                                |                      | ر<br>15,000<br>15,000                                                                                                                                                                                 | Or.                                          | Total.                                               | <i>£ s. d.</i><br>43,850 0 0<br>15,000 0 0                                                       | 58,850 0 0<br>11,093 19 7                                                    | £ 69,943 19 7 |                                 | Half-year ended<br>31st Dec. 1899.<br>53 8 2<br>Cr.<br>1,929 8 8       | 61,876 0 6 |                               |
|------------------------------------------------|-------------------------------------------------------|-----------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|---------------|---------------------------------|------------------------------------------------------------------------|------------|-------------------------------|
| te Stock.                                      | Raised by issue of Debenture Total rai<br>Stock. by D | Nii.                                                                  |                      |                                                                                                                                                                                                       | Account.                                     | Amount<br>Received to<br>30th June, 1889. Half-year. | <i>L s. d.</i><br><i>No.</i> 2 43,850 0 0                                                        | 58,850         0           Balance to General Balance Sheet No. 13         . |               | ùtre.                           | £1,443 8 4                                                             | Cr.        |                               |
| 3 Capital raised by Loans and Debenture Stock. | Raised by                                             | At 5 per cent. Total Loans.<br><i>έ</i><br>15,000<br>15,000<br>15,000 |                      | are Stock as per Statement No. 1<br>                                                                                                                                                                  | Receipts and Expenditure on Capital Account. | al.                                                  | s. d. By RECEIPTS :                                                                              | Balance to Ger                                                               | 19 7          | ils of the Capital Expenditure. | · · · · · · · · · · · · · · · · · · ·                                  |            | No. 6Return of Working Stock. |
| No. 3.—Oapital rai                             |                                                       | 889                                                                   |                      | Total amount authorized to be raised by Loans and Debenture Stock as per Statement No. 1<br>Total amount raised by Loans as above<br>Balance, being available borrowing powers at 31st December, 1889 | No. 4Receipts                                | Amount<br>Expended to<br>30th June, 1889. Half-year. | <i>k</i> s. d. <i>k</i> s. d. <i>k</i> s.<br><i>Cr.</i><br>71,820 0 1 <i>1,876 0 6</i> 69,943 19 |                                                                              | £ 69,943 19   | No. 5Details                    | Parliamentary and Preliminary Expenses<br>Less Credit-<br>Construction |            | No. 6.—                       |
|                                                |                                                       | Existing 30th June, 1889 .<br>Existing at 31st December, 1889         | Increase<br>Decrease | Total amount autho<br>Total amount raised                                                                                                                                                             | Dr,                                          | 00                                                   | TO EXPENDITURE:<br>On Land Works, &c. 7                                                          |                                                                              |               |                                 |                                                                        |            |                               |

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

No. 7.-Estimate for further Expenditure on Oapital Account.

\* On Lines in course of construction

& s. d. Nil.

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|                                                   | To 31st Dec., 1889.<br><i>Nil.</i> | đr.              | Half-year ended<br>31st Dec. 1889.<br>5 5 5 4.<br>310 18 1<br>375 19 10<br>775 14 10<br>775 14 10<br>775 14 10                                                                                                                                                                                                                          | Gr.              | IT = 11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3,346 3 7  |                                         | 31st December, 1889. | £ 5. d.<br>50 0 0<br>7 17 6<br>98 0 0<br>15 13 1<br>15 13 1 | 01 1/1     | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                        |
|---------------------------------------------------|------------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------------------------------------|----------------------|-------------------------------------------------------------|------------|------------------------------------------------------------------------------|
| Assets to meet further Expenditure, as per No. 7. | Nit.                               | Revenue Account. | $\begin{array}{ c c c c c c c c c c c c c c c c c c c$                                                                                                                                                                                                                                                                                  | Revenue Account. | <ul> <li>a diagonal d</li></ul> | £2,406 3 0 | 11 <i>Nil.</i><br>Oharges (Abstract E). |                      |                                                             | - 4        | By Cash at Bankers                                                           |
| No. 8Capital Powers and other Asset               | ~                                  | No. 9Rev         | EXPENDITURE.       Halfyear en 3151 Dec., 14         To Working Expenses $x$ .         fo per cent. of Receipts paid to Waterford and Limerick Railway Company $465$ $5$ ,, General Charges $171$ 10         ,, Traffic Inspector's Salary $23$ $2$ ,, Arbitration Expenses $23$ $2$ ,, Balance to Net Revenue Account No. 10 $103$ $6$ | No. 10 Net B     | alf-year ended<br>ist Dec., 1889,<br>$\xi_{\rm c}$ 5, $d_{\rm c}$<br>375 0 0<br>750 0 0<br>750 1 0<br>750 1 1<br>7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 2          | No. 12General 0                         | 100                  | Directors                                                   | 4          | No. 13,                                                                      |
|                                                   |                                    | Dr,              | Half-year ended<br>31st Dec., 1886.<br>5 5. d. 7<br>227 15 2<br>185 13 10<br>12 10 0<br>12 10 0<br>12 10 0<br>12 10 0<br>12 10 0<br>12 10 0                                                                                                                                                                                             | Dr.              | ec., raded<br>e.c., r888.<br>5. d.<br>5 0 0<br>0 11 8<br>6 2 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | £2,406 3 0 |                                         | 31st December, 1888. | <i>£ s. d.</i><br>50 0 0<br>7 17 6<br>98 0 0<br>29 16 4     | £185 13 10 | Dr.<br>To Temporary Loan .<br>., Interest accruing .<br>., Unpaid Interest . |

|                                             |                                                               |                                   |                     |                        | 0                                  |
|---------------------------------------------|---------------------------------------------------------------|-----------------------------------|---------------------|------------------------|------------------------------------|
| Lines owned by Company                      | ompany · · ·                                                  | Miles. Chains.<br>8               | Miles. Chains.<br>8 | Miles. Chains.<br>Nil. | Miles. Chains.<br>8                |
| A DE LE | No. 1                                                         | No. 15Statement of Train Mileage. | ain Mileage.        |                        |                                    |
| Half-year ended<br>31st Dec., 1888.         |                                                               |                                   |                     |                        | Half-year ended<br>31st Dec, 1889. |
| Miles.<br>5,712<br>Nil.                     | Passengers and Goods Trains mixed<br>Special Cattle and Goods | d                                 |                     |                        | Miles.<br>6,640<br>144             |
| 5,712                                       |                                                               |                                   |                     |                        | 6,784                              |

No. 14.-Mileage Statement.

of the Company. CHAS. H. BINGHAM, Ch COLLIS SANDES,

EL.

Secretary of the Company

Fenit Railway Company to the 31st Dec., 1889,

and

Auditors.

JNO. S. CHAPPELOW, F.C.A., 10, Lincoln's Inn Fields, HENRY HOLMES,

AUDITORS' CERTIFICATE, d the foregoing Accounts of the Tralee the Books of the Company.

February 1890. 111

We do hereby certify that we have examined and find the same to be a true statement according to the

WATERFORD & CENTRAL IRELAND RAILWAY.

# HALF-YEARLY **REPORT AND ACCOUNTS**

TO THE SHAREHOLDERS. AT GENERAL MEETING, NOVEMBER 18th, 1889.

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 MONDAY, the 18th day of NOVEMBER Next, at Two o'Clock precisely, for the transaction of the ordinary business of the Company.

The Transfer Books will be closed from MONDAV, the 11th November, and will not be opened until after the said Half-Yearly General Meeting.

(By Order),

WILLIAM WILLIAMS, SECRETARY.

WATERFORD TERMINUS, October 30th, 1889. STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

No. 1

|                               |                       |                       |         |                                                            | 26                                                      |                                                         |         | -                                                                      |                                                                                                                                           |                                               |
|-------------------------------|-----------------------|-----------------------|---------|------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------|---------|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
|                               | TOTAL.                | 48                    |         | :                                                          |                                                         | 3                                                       |         | Υ.                                                                     | લ્ફ                                                                                                                                       | 100,000                                       |
| BALANCE.                      | Loans.                | æ                     | :       | :                                                          | :                                                       |                                                         | - :     | RAILWA                                                                 | લ્ફ                                                                                                                                       | 40,000                                        |
|                               | Stock and<br>Shares.  | 3                     | :       |                                                            | :                                                       | -                                                       | :       | RELAND                                                                 | 43                                                                                                                                        | 60,000                                        |
| anctioned.                    | TOTAL.                | 48                    | 333,000 | 266,000                                                    | 10,000                                                  | 30,000                                                  | 639,000 | NTRAL II                                                               | વ્ટ                                                                                                                                       | 60,000                                        |
| Capital Created or Sanctioned | Loans.                | 4                     | 83,000  | 66,000                                                     | 10,000                                                  | 30,000                                                  | 189,000 | OF CEI                                                                 | લ્યુ                                                                                                                                      |                                               |
| Capital Cr                    | Stock and<br>Shares.  | 4                     | 250,000 | 200,000                                                    | 1                                                       |                                                         | 450,000 | MAKINC                                                                 | ez                                                                                                                                        | 60,000                                        |
| RIZED.                        | TOTAL.                | F                     | 333,000 | 266,000                                                    | 10,000                                                  | 30,000                                                  | 639,000 | ZED FOR                                                                | સ્                                                                                                                                        | 160,000                                       |
| CAPITAL AUTHORIZED.           | Loans                 | સ                     | 83,000  | 66,000                                                     | 10,000                                                  | 30,000                                                  | 189,000 | UTHORI                                                                 | લ્યુ                                                                                                                                      | 40,000                                        |
| CAPIT                         | Stock and<br>Shares.  | es.                   | 250,000 | 200,000                                                    | ÷                                                       | 4                                                       | 450,000 | APITAL /                                                               | с <del>у</del>                                                                                                                            | 120,000                                       |
| Acts of Dalland               | ATUS OF A AFLIGHTERD, | 1 Watawford and 17:11 |         | 2. Waterford & Kilkenny Rail-<br>way Amendment Act, 1850 - | 3. Waterford and Central Ire-<br>land Railway Act, 1868 | 4. Waterford and Central Ire-<br>land Railway Act, 1872 |         | STATEMENT OF CAPITAL AUTHORIZED FOR MAKING OF CENTRAL IRELAND RAILWAY. | The Central Ireland Railways'<br>Act, 1866, as amended by the Wa-<br>terford and Central Ireland Act,<br>1873, and the Waterford and Cen- | trul Ireland Railway (Transfer)<br>Act, 1877. |

4

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

| DESCRIPTION.                                                          | Amount<br>Created. | Amount<br>Received. | Calls in<br>Arrear. | Amount<br>Uncalled. | Unissued.            |
|-----------------------------------------------------------------------|--------------------|---------------------|---------------------|---------------------|----------------------|
| :                                                                     | 250,000<br>250,000 | 250,000<br>*196 885 | :                   | :                   | 88<br>3.115<br>2.115 |
|                                                                       |                    | 446,885             | : :                 | :                   | 3,115                |
| Arrears of Unpaid Dividends, up to 25th March, 1889, 2219,534 8s. 7d. | dends, up to 25t   | ch March, 1889,     | £219,534 8s.        | d.                  |                      |
| No. 3. CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.                   | LOANS ANI          | DEBENTUI            | RE STOCK.           |                     |                      |

5

| T                                         |                                                      | .001                                                         | 0                    | 001                                                                                                                                              | 01                                                               |
|-------------------------------------------|------------------------------------------------------|--------------------------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| ns                                        | ure                                                  | 33.1<br>0                                                    | 3                    | 00                                                                                                                                               | 0                                                                |
| Total raised<br>by Loans<br>and hv        | Debenture<br>Stock.                                  | , d. 188,961 3.<br>0 0 188,961 3<br>0 0 187,598 0            | 1,363 3 10           | 189,000                                                                                                                                          | £1,402 0 0                                                       |
|                                           | At 5 per Totul ruised<br>Cent. Stock.                | £ s. d. £ s.<br>45,288 0 0 188,961 3<br>47,188 0 0 187,598 0 | 1,900 0 0            |                                                                                                                                                  |                                                                  |
| issue<br>Stock.                           | per To                                               |                                                              |                      | l as pe                                                                                                                                          |                                                                  |
| Raised by issue<br>of<br>Debenture Stock. | At 5 per<br>Cent.                                    |                                                              | : :                  | Created                                                                                                                                          | :                                                                |
| Deb                                       | At 4 <sup>1</sup> / <sub>2</sub><br>per<br>Cent.     | £<br>12,700<br>12,700                                        | : :                  | Capital                                                                                                                                          | 1889                                                             |
|                                           | At 44<br>per<br>Cent.                                | $\frac{\pounds}{50,300}$ 52,200                              | 1,900                | Total Amount authorized to be raised by Loans and by Debenture Stock, in respect of Capital Created as per<br>Statement No. 1                    | Balance being available borrowing powers at 29th Septemher, 1889 |
|                                           |                                                      | 10.<br>10.                                                   | 10                   | n                                                                                                                                                | Ser                                                              |
|                                           | uns<br>anns                                          | 033                                                          | 3                    | K, i                                                                                                                                             | th                                                               |
|                                           | Total<br>Raised<br>by Louns                          | £ 8. d<br>43,673 3 10<br>40,410 0 0                          | 3,263 3 10           | re Stoch                                                                                                                                         | 1 at 294                                                         |
| ANS.                                      | At 4 At 44 At 44 At 45<br>per per per Cent. Cent.    | $\frac{\pounds}{15,085}$                                     | ::                   | Debentui<br><br>is above                                                                                                                         | g powers                                                         |
| RAISED BY LOANS.                          | At 44<br>per<br>Cent.                                | 2,300<br>2,300                                               | ::                   | und by Stock,                                                                                                                                    | orrowin                                                          |
| AISED                                     | At 4<br>per<br>Cent.                                 | 24,925 2,300<br>93,025 2,300                                 | 1900                 | Loans a                                                                                                                                          | lable b                                                          |
| 14                                        | ent.                                                 | . d.<br>3 10                                                 | 10                   | by .<br>Deb                                                                                                                                      | Vai                                                              |
|                                           | Ö                                                    | co.                                                          | 00                   | ed                                                                                                                                               | 8                                                                |
|                                           | At 3 <sup>1</sup> / <sub>2</sub> per Cent. Per Cent. | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$       | 1,363 3 10 1900      | Total Amount authorized to be raised by Loans and by Debentu<br>Statement No. 1<br>Total Amount raised by Loans and by Debenture Stock, as above | ance bein                                                        |
|                                           |                                                      | n, '89<br>1889                                               |                      | o. 1                                                                                                                                             | Bal                                                              |
|                                           |                                                      | n Marcl                                                      | ::                   | nount authorized<br>Statement No. 1<br>nount raised by I                                                                                         |                                                                  |
|                                           |                                                      | at 25th<br>at 29th                                           | Increase<br>Decrease | state<br>nount                                                                                                                                   |                                                                  |
|                                           |                                                      | Existing at 25th March, '89<br>Existing at 29th Sept., 1889  | Inc<br>De            | rotal Ar<br>rotal Ar                                                                                                                             |                                                                  |
|                                           |                                                      |                                                              |                      |                                                                                                                                                  | -                                                                |

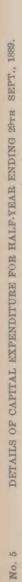
Balance being available borrowing powers at 29th September, 1889

No 4-BECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr.

Cr.

|                                                                  |                        |                                           |                          | 6                                |                                            |         |          |
|------------------------------------------------------------------|------------------------|-------------------------------------------|--------------------------|----------------------------------|--------------------------------------------|---------|----------|
|                                                                  | 10                     | 0                                         | 0                        | 0                                | 0                                          | 0       | 6        |
| Total<br>Received to<br>29th Sept.<br>1889,                      | 00                     | 0                                         | 0                        | 0                                | 634,483 0                                  | 00      | 00       |
| Total<br>Received t<br>29th Sept.<br>1889.                       |                        | 446,885 0                                 | 40,410                   | 8                                | 83                                         | 8       | 16       |
| Total<br>ceived<br>th Sej<br>1889.                               | લ                      | 3,88                                      | 0,41                     | 7,18                             | 1,46                                       | 2,633   | 7,1      |
| Re.                                                              |                        | 410                                       | 4                        | 14                               | 63                                         |         | £637,116 |
| . bc                                                             | (                      |                                           | 0                        | 0 1,900 0 0 147,188 0            |                                            | • :     | 1 71     |
| Amount re-<br>ceived during<br>half-year<br>29th Sept.,<br>1880. | q                      |                                           | 3 10                     | 0                                | 3 10                                       |         |          |
| du<br>Bep                                                        | m                      |                                           |                          | 0                                |                                            |         |          |
| nou<br>red<br>alf                                                | લ                      |                                           | 3,263                    | 906                              | Dr. 1,363                                  | - 55 H  |          |
| An<br>Ceive                                                      |                        | T                                         | 100                      | 1,                               |                                            |         |          |
|                                                                  | d.                     | 0                                         | 10                       | 0                                | 635,846 3 10                               | - (:    |          |
| Amount<br>Received to<br>25th March,<br>1889.                    | ŝ                      | 0                                         | 3                        | 0                                | 3                                          | :       |          |
| Amount<br>ceived 1<br>th March<br>1889.                          |                        | 446,885                                   | 13                       | 88                               | 97                                         |         |          |
| Am<br>Sh 1                                                       | ્યુ                    | 0,00                                      | 43,673                   | 5,2                              | 00                                         | :       |          |
| Re<br>25t                                                        |                        | 44                                        | 4                        | 14                               | 63                                         |         |          |
|                                                                  |                        | per .                                     | 3                        | Ac-<br>- 145,288 0               |                                            |         |          |
|                                                                  |                        | Shares and Stock, as per<br>Account No. 2 | Loans, per Account No. 3 |                                  |                                            |         |          |
|                                                                  |                        | 30                                        | at ]                     | enture Stock, per<br>count No. 3 |                                            |         |          |
|                                                                  |                        | CK,                                       | rno                      | K.                               |                                            | *       |          |
|                                                                  |                        | Z                                         | LCC                      | toc<br>. 3                       |                                            | *       |          |
|                                                                  | 00                     | but                                       | r P                      | NON                              |                                            | Ce      |          |
|                                                                  | TP                     | COU                                       | pei                      | nt                               |                                            | lan     |          |
|                                                                  | CEI                    | Ac                                        | 60                       | cou                              |                                            | Balance |          |
|                                                                  | SE(                    | IBL                                       | Dan                      | ebe                              |                                            |         |          |
|                                                                  | By RECEITPS-           | S                                         | L                        | A                                |                                            |         |          |
|                                                                  | 0 B                    | 6                                         | C                        |                                  |                                            |         | 6        |
| Total<br>Expended to<br>29th Sept.,<br>1889.                     | 10 20                  | 2                                         | 8.750 0                  |                                  |                                            |         | 00       |
| Total<br>pended<br>th Sep<br>1889.                               | 6                      | 6                                         | 9                        |                                  |                                            |         | 16       |
| To<br>th<br>18                                                   | 586                    | 82,499 15                                 | 1                        |                                  |                                            |         | 7,1      |
| SBE                                                              | £ s.<br>545,866 13     | 82                                        | u                        |                                  |                                            |         | £637,116 |
| . 60                                                             | 1                      |                                           |                          |                                  |                                            |         | 1 48     |
| ex-<br>ex-<br>nr<br>nr<br>nr                                     | d.                     |                                           |                          |                                  |                                            |         |          |
|                                                                  |                        |                                           |                          |                                  |                                            | 100     |          |
| See d                                                            | 02                     | :                                         |                          |                                  |                                            | a)      |          |
| ded d<br>alf-ye<br>th Se<br>1889.                                | :                      | :                                         |                          |                                  |                                            | a)      | :        |
| Amount ex-<br>pended during<br>half-year<br>29th Sept.,<br>1889. | езе<br>::              | :                                         |                          |                                  |                                            |         | :        |
|                                                                  | :                      | 0                                         | 0                        |                                  |                                            |         | 6        |
|                                                                  | d. £                   | 0                                         | 0                        |                                  |                                            | -       | 6        |
|                                                                  | d. £                   | 0                                         | 0                        |                                  |                                            |         | 6        |
|                                                                  | d. £                   | 0                                         | 0                        |                                  |                                            |         | 6        |
| d to<br>rch,                                                     | d. £                   |                                           |                          |                                  |                                            |         |          |
|                                                                  | £ 8. d. £ 545,866 13 0 | 82,499 15 9                               | 0                        |                                  | 0                                          |         | 6        |
|                                                                  | £ 8. d. £ 545,866 13 0 | 82,499 15 9                               | 8.750 0 0                | 000                              | 3,750                                      |         | 6        |
|                                                                  | £ 8. d. £ 545,866 13 0 | 82,499 15 9                               | 8.750 0 0                | 000                              | £3,750                                     |         | 6        |
|                                                                  | £ 8. d. £ 545,866 13 0 | 82,499 15 9                               | 8.750 0 0                | 000                              | - £3,750                                   |         | 6        |
|                                                                  | £ 8. d. £ 545,866 13 0 | 82,499 15 9                               | 8.750 0 0                | 000                              | West- £3,750                               |         | 6        |
|                                                                  | £ 8. d. £ 545,866 13 0 | 82,499 15 9                               | 8.750 0 0                | 000                              | & West-<br>& West-<br>                     |         | 6        |
|                                                                  | £ 8. d. £ 545,866 13 0 | 82,499 15 9                               | 8.750 0 0                | 000                              | true oren al. 23,750                       |         | 6        |
|                                                                  | £ 8. d. £ 545,866 13 0 | 82,499 15 9                               | 8.750 0 0                | 000                              | thern & West-<br>1854 · · · £3,750         |         | 6        |
|                                                                  | £ 8. d. £ 545,866 13 0 | 82,499 15 9                               | 8.750 0 0                | 000                              | outhern & West-<br>rn, 1854 • • • £3,750   |         | 6        |
|                                                                  | d. £                   | 82,499 15 9                               | 8.750 0 0                | 000                              | Southern & West-<br>ern, 1854 • • • £3,750 |         | 6        |



NIL.

Merchandise and Mineral. azourT redmiT | 2 2 .ยส่อม suoSeA ons. .B9X08 іяge. .sue COACHING. . RETURN OF WORKING STOCK. .sedi lass. Class. .886 LOCOMOTIVE. No. Stoo Dif De

7

Platform. Wagon.

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|             |                          |                             | 1                         |                     |
|-------------|--------------------------|-----------------------------|---------------------------|---------------------|
| T IsoD      | 35                       | 35                          | :                         | :                   |
| Cattle V    | 24                       | 53                          | :                         | -                   |
| Gove<br>BeW | 124                      | 126                         | 2                         | :                   |
| I 9210H     | 9                        | 9                           |                           | :                   |
| Carr        | 2                        | ଦୀ                          |                           | :                   |
| Break 7     | 6                        | 6                           | :                         | :                   |
| Rompos      | 3                        | 3                           | . 1                       |                     |
| D brind T   | 14                       | 13                          |                           | 1                   |
| paccos      | 9                        | 9                           | :                         |                     |
| First Cl    | 4                        | 4                           | :                         | :                   |
| .noola2     | 2                        | 53                          | :                         | :                   |
| Tenders     | 12                       | 12                          |                           |                     |
| eoniynA     | 13                       | 13                          | :                         | :                   |
|             | :                        | :                           | :                         | :                   |
|             | k on the 25th Mar., 1889 | tto on the 29th Sept., 1889 | ease during the haff-year | srease ditto, ditto |
| 120         | ock                      | lit                         | 101                       | Oe                  |

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

|                                                 | FUR                                                 | FURTHER EXPENDITURE.         | JRE.     |
|-------------------------------------------------|-----------------------------------------------------|------------------------------|----------|
|                                                 | During the<br>Half-year ending<br>25th March, 1890. | In subsequent<br>Half-years. | TOTAL.   |
| LINES OPEN FOR TRAFFIC :                        | £ s. d.                                             | £ s. d.                      | £ 8. d.  |
| Additional Station Accommodation                | 200 0 0                                             | 300 0 0                      | 500 0 0  |
| Total estimated further expenditure of Capital. | £200 0 0                                            | 300 0 0                      | £500 0 0 |

AND OTHER ASSETS AVAILABL EXPENDITURE (as per No. 7).

8

| j.      |                                                                       |                                                       |                                                          |             |
|---------|-----------------------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------|-------------|
| 8       | 0                                                                     | 0 0                                                   |                                                          | 5           |
| £ s. d. | 4,517 0 0                                                             | 4,517 0 0                                             | 2                                                        | 3 11        |
| 93      | 4,51                                                                  | 4,51                                                  | e, 00                                                    | 21,883 11 3 |
|         |                                                                       |                                                       |                                                          | 4           |
| £ s. d. | 00                                                                    |                                                       | :                                                        |             |
| aa      | 100                                                                   |                                                       |                                                          | :           |
| લ્      | 3,115 0 (<br>1,402 0 (                                                | 2                                                     | :                                                        |             |
|         |                                                                       |                                                       |                                                          |             |
|         | Share Capital authorized and created, but not yet received . Loan do. | Relance to Dabit of Canitel Account new Account No. 4 | A DATA A DADA OF ADDING VADANT VADANTIN DAT VADANTIN AND | Total .     |

| T                     |                                            | d.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 9                                        | -Ar                                                              |       | -                                                                 | 9          |
|-----------------------|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------------|-------|-------------------------------------------------------------------|------------|
| Cr.                   | year<br>ept.,                              | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 12                                       | ~                                                                |       | 10                                                                | 10         |
|                       | Half-year<br>ended<br>29th Sept.,<br>1889, | \$<br>5,544                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1,031                                    | 10,361                                                           |       | 68                                                                | £17,005 10 |
|                       | 8                                          | 70                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1                                        | 10,                                                              |       |                                                                   | £17        |
|                       |                                            | 9. 0.04000004 d                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 0                                        | 11 7 10                                                          |       | :                                                                 |            |
|                       |                                            | 8.<br>1 12 6<br>1 12 12<br>1 12 12<br>1<br>1 12 12<br>1<br>1 12 12<br>1<br>1 12 | 1 12                                     | 8 12<br>5 33<br>5 33                                             |       |                                                                   |            |
|                       | Local I                                    | £ 227<br>849<br>1,181<br>849<br>8918<br>8918<br>8918<br>8914<br>333<br>333<br>180                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 431 600                                  | . 6,228<br>. 2,396<br>. 1,736                                    |       |                                                                   |            |
|                       |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                          |                                                                  |       | , Viz                                                             |            |
|                       |                                            | 712<br>742<br>742<br>742<br>766<br>65<br>701<br>701<br>701<br>701<br>701<br>701<br>701<br>701<br>701<br>701                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Parcels, Horses, Carriages, &c.<br>Mails |                                                                  |       | Special & Miscellaneous Receipts, viz<br>Rents of Waste Land, &c. |            |
|                       |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | riag.                                    |                                                                  |       | Rece<br>id, å                                                     |            |
|                       | TS.                                        | kets                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Car                                      | 30)<br>30)                                                       |       | ous.<br>Lar                                                       |            |
|                       | RECEIPTS.                                  | s,<br>ass<br>do.<br>do.<br>do.<br>do.<br>sal Tic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ses,                                     | 5 T<br>53,86<br>Tor                                              |       | lane                                                              |            |
|                       | REC                                        | Class,<br>Class,<br>do do do<br>do do<br>do<br>do<br>dicas Fs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Hor-                                     | 26,59<br>ck (<br>619                                             |       | f W                                                               |            |
| E                     |                                            | PASSENCERS,<br>First Class<br>First Class<br>Second do. 11<br>First Return 1<br>Second do. 3<br>Third do. 3<br>Chicers 1<br>Excess Fare 1<br>Periodical Tickets                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Parcels,<br>Mails -                      | Goods (26,595 Tons)<br>Live Stock (53,880)<br>Coals (7,619 Tons) |       | ial & Miscellaneous Receipt<br>Rents of Waste Land, &c.           |            |
| NDC                   |                                            | AHOOHOHOHOHOHOHOHOHOHOHOHOHOHOHOHOHOHOH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Par                                      | Goo                                                              |       | Ren                                                               |            |
| ACCI                  |                                            | By-By-By-By-By-By-By-By-By-By-By-By-By-B                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3.3                                      | 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5                            |       | Spe                                                               |            |
| JE /                  | d<br>pt.,                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                          | e1 00 00                                                         |       |                                                                   |            |
| ENI                   | Half-year<br>onded<br>29th Sept.,<br>1838. | £<br>185<br>987<br>987<br>987<br>987<br>987<br>987<br>1793<br>185<br>185<br>185<br>185<br>185<br>185<br>185<br>185<br>185<br>185                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 440<br>600                               | 5,342<br>2,438<br>1,597                                          |       | 61                                                                | \$15,652   |
| EEV                   | H 294                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                          | 119 64 m                                                         |       |                                                                   | \$13       |
| No. 9REVENUE ACCOUNT. | t.,                                        | s d.<br>8 9<br>11 11<br>11 10<br>11 10<br>11 10<br>16 2<br>17 5<br>17 4<br>17 10<br>11 2<br>0<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                          | ~                                                                | 9     | 0                                                                 | 9 (        |
| 10.                   | Half-year<br>ended<br>29th Sept.,<br>1889. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 0 0                                      | 12                                                               | 2     | 3                                                                 | )5 1(      |
| 4                     | Hall<br>en<br>29tb                         | £<br>4,134<br>2,643<br>1,125<br>3,337<br>3,337<br>3,989<br>3,989<br>3,989<br>3,256<br>2,366<br>2,255<br>2,255                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | o<br>13,179                              | 4,421                                                            | 8,757 | 8,248                                                             | £17,005 10 |
|                       |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1                                        | 100                                                              | 1     |                                                                   | 4          |
|                       |                                            | Maintenance of<br>Maintenance of<br>Stations<br>Locomotive Power, See Abstract A<br>Outrage and<br>See Abstract B<br>Outrage Abstract C<br>Traffic Expenses, See Abstract D<br>General Charges, See Abstract D<br>General Charges, See Abstract E<br>General Charges, See Abstract E<br>General Charges and Taxes<br>Mileage of Wagons<br>Rates and Taxes<br>Rates and Taxes<br>Do.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | a 11                                     | 112                                                              |       | ven.                                                              |            |
|                       | 1.1                                        | Abst<br>Abst<br>Abst<br>Abst<br>Abst<br>Abst                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | king                                     | 550                                                              |       | B.                                                                |            |
|                       | EXPENDITURE.                               | See Ab<br>See Ab<br>See Ab<br>See Ab<br>See Ab<br>See Ab<br>See Ab<br>See Ab<br>See Ab<br>See Ab                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Nor!                                     | Vay                                                              |       | Net                                                               | 1          |
|                       | DTIC                                       | f.<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | for 1                                    | Raily                                                            |       | to.                                                               |            |
|                       | ENI                                        | ks,ano<br>ks,ano<br>ve Pov<br>and<br>apairs<br>pairs<br>rges<br>of Wat<br>d Taxe<br>do.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | red                                      | nd I                                                             |       | ied .                                                             |            |
|                       | EXI                                        | Vork<br>Vork<br>Real<br>Real<br>C. Ex<br>al C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | eceiv                                    | lrela                                                            |       | cari                                                              | 1          |
|                       |                                            | Maintenance of<br>Way, Works, and<br>Stations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | -B                                       | cun                                                              |       | Account                                                           |            |
|                       |                                            | To— Maintenance of Way, Works, and Sea Abst Way, Works, and Seations Locomotive Power, See Abst Wagon Repairs See Abst Wagon Repairs See Abst Carriage and Pares See Abst Traffic Expenses, See Abst General Charges See Abst Mileage of Wagons Mileage of Wagons Rates and Taxes Retes and Taxes Retes and Taxes Retes and Taxes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ,, Compensation (Losses) -               | Cent                                                             |       | Balance carried to Net Revenue<br>Account                         |            |
|                       | 8                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                          | 100                                                              | 1     | -                                                                 | T          |
| 2                     | Half-year<br>ended 29th<br>Sept., 1888.    | £<br>3,560<br>2,359<br>1,109<br>1,109<br>3,242<br>9,61<br>7,4<br>2,236<br>3,67<br>2,255                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 45                                       | 3,604                                                            | 8,541 | 7,111                                                             | 652        |
| Dr.                   | Hall<br>nded                               | ຕົດ, 🕂 ຕິ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 212,145                                  | ີ                                                                | ŝ     | 2.                                                                | 215,652    |
|                       | 5 02                                       | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                          |                                                                  | 1     |                                                                   | 1          |

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28,565

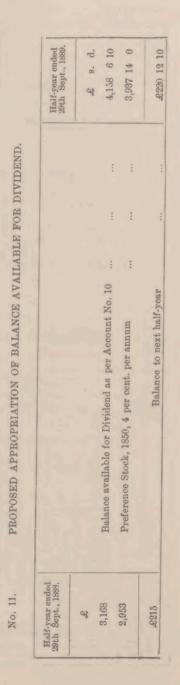
£7,548

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10

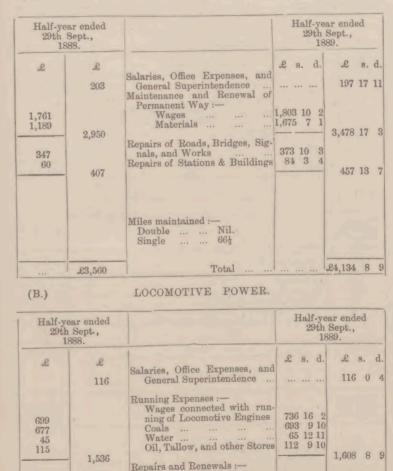
565

83



#### No. 12.-ABSTRACTS

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



Wages ....

Materials

Total

412 295

707

£2,359

386 10

532 2

918 12 10

22,643 1 11

Dr.

Half-year ended 29th Sept., 1888.

No. 10.-NET REVENUE ACCOUNT.

Half-year ended 29th Sept., 1888.

Half-year ender 29th Sept., 1889.

Ialf-year end 29th Sept.. 1889.

Cr.

i

00 1

67

288

y Balance brought from last Half-year's Account Dittofrom Revenue Account, No. 9 Div. on K. J. Deb. Skock A...

3.3

6 10

9 0

4,158 4,407

Balance, being payment avail. able for Dividend (See No. 11)

23

3,168 4,380

£7,548

By

437 7,111

11 d.

8. 14 12

£ 913 3,415 3,415 17

De

Lo ...

2,332 968 80

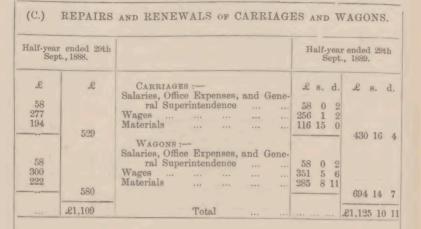
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8,248

11

#### No. 12.—ABSTRACTS—(continued).

12



#### (D.) TRAFFIC EXPENSES.

#### Half-year ended 29th Sept., 1888. Half-year ended 29th Sept., '89 £ £ s. d. 1,898 4 4 62 11 5 1,874 Salaries and Wages, &c. Fuel, Lighting, Water, and General Stores 107 Clothing 52 60 19 7 Printing, Stationery, and Tickets ... ... 126 122 8 5 Wagon Covers, Ropes, &c. ... ... ... 39 25 16 3 Miscellaneous Expenses 43 68 16 0 1.001 Cartage Service, and Waterford Bridge Tolls .... 1,098 15 10 £3,242 Total ... £3,337 11 10 (E.) GENERAL CHARGES. Half-year ended 29th Half-year ended 29th Sept., '89. Sept., '88. £ £ s. d. 200 Directors 200 0 0 38 Auditors 37 10 0 288 291 0 0 27 21 41 12 10 Advertising 24 2 10 61 61 6 0 248 254 19 6 Stores' Department ... ... ... ... 78 78 15 0 £961 Total ... ... ... £989 6 2

| 1877, and 1878).                                                                                                                      | 889. Cr.                           | Amount<br>received during<br>nult-year<br>29th Sept., 29th Sept.,<br>1889, | d.         £ s. d.         £ s. d.           0          27,480         0         0           4         1,796         6         9         37,127         0         1 |                     | 4 1,796 6 9 264,607 0 1 | Cr.                      | Half-year ended<br>29th Sept., '89.  | & s. d. & s. d.<br>177 15 8<br>36 2 0<br>213 17 8 | 114 9 9      | 2328 7 5 |
|---------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------|--------------------------|--------------------------------------|---------------------------------------------------|--------------|----------|
| NO. 13-CENTRAL IRELAND RAILWAY<br>(Constituted a separate Capital and Undertaking under the Acts of 1866, 1873, 1875, 1877, and 1878) | RE up to the 29th September, 1889. | Amount<br>received to<br>25th March,<br>1889,                              | By RECEIFTS-<br>Central Ireland Stock 27,480 0<br>Great Western Rebate 35,330 13                                                                                    |                     | 262,810 13              | Railway-REVENUE ACCOUNT. | RECEIPTS.                            | By Passengers, &c                                 | 1, Goods, &o |          |
| 13-CENTRAL<br>pital and Undertaking un                                                                                                | and EXPENDITURE                    | Amount<br>expended<br>during<br>during<br>anh Sept., 1889.                 | 2 2 10 49,681 7 8<br>512 2 4 7,371 10 8                                                                                                                             | 514 5 2 57,052 18 4 |                         | 14Central Ireland I      | Half-year ended<br>29th Sept., 1889. | £ s. d.<br>229 17 2<br>98 10 3                    |              | <u></u>  |
| nstituted a separate Capi                                                                                                             | RECEIPTS                           | Amonnt<br>expended to<br>25th March,<br>1880.                              | EXPENDITURE-<br>t and towards Con-<br>struction                                                                                                                     | 56,538 13 2         |                         | No. 14                   | EXPENDITURE.                         |                                                   |              |          |
| (Co                                                                                                                                   | Dr.                                |                                                                            | To EXPENDITURE-<br>In and towards (<br>struction<br>Dividend paid out<br>Great Western Reba                                                                         |                     | Balance                 | $D^{\eta}$ .             |                                      | To Working Expenses                               |              |          |

No. 15. GENERAL BALANCE SHEET.

| Half-year ended<br>29th Sept.,<br>1889. | , Balance at Debit thereof as per 2,633 | 5,997       7       2          Kilkenny Junction Railway Debenture Stock A       5,000       0       0          General Stores—Stock of Materials on hand       3,537       9       5          Traffic Accounts due to the Company        66       14       0 | <ul> <li>, Amounts due by General Post Office</li> <li>, Sundry outstanding Accounts</li> <li>, 1,558</li> <li>7 11</li> </ul> |
|-----------------------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| Half-year ended<br>29th Sept.,<br>1889. | ace at 2 3, d.                          | <ul> <li>Unpaid Dividends and Interest 168 18 8 1</li> <li>Deposits payable on long notices 3,700 0 0</li> <li>Debts due to other Companies 2,086 15 11</li> <li>Sundry outstanding Accounts 1,639 3 10</li> </ul>                                            | ., Central Ireland Railway 7,652 12 0                                                                                          |

14

# STATEMENT. No. 16.-MILEAGE

| Half-year ended<br>29th Sept., 1889. |                        | Miles<br>Authorized, | Miles<br>Constructed. | Miles constructing<br>or<br>to be Constructed | Miles Worked<br>by Engines. |
|--------------------------------------|------------------------|----------------------|-----------------------|-----------------------------------------------|-----------------------------|
|                                      | Lines Owned by Company |                      | 31                    | :                                             | 31 .                        |
|                                      | Do. Worked             | 355                  | 352                   | :                                             | 359                         |
|                                      |                        | 66}                  | 661                   | :                                             | 66}                         |

# No. 17.-STATEMENT OF TRAIN MILEAGE.

| Half-year ended 29th Sept., 1888.         Half-year ended 29th Sept., 1888.           W. & C. I.         Other Lines         Total.           W. & C. I.         Wv. & C. I.         Wv. & C. I.         Other Lines         T           37,448         36,348         73,796         Passenger Trains          37,459         36,588         T           19,133         2,069         21,302         Goods and Mineral Trains           19,126         2,633 | pt., 18       | I                      |                |                  |         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------------------|----------------|------------------|---------|
| ept., 1888.         w           Total.         73,796           Passenger Trains            21,202         Goods and Mineral Trains                                                                                                                                                                                                                                                                                                                           | ended 29th Se | Other Lines<br>Worked. | 36,588         | 2,683            | 1       |
| ept., 1888.         Total.         73,796         Passenger Trains         21,202         Goods and Mineral Trains                                                                                                                                                                                                                                                                                                                                            | Half-year     | W. & C. I.<br>Line,    | 37,459         | 19,126           | ACA CA  |
| ept., 1888.<br>Total.<br>73,796<br>21,202<br>Goods and Mineral Trains                                                                                                                                                                                                                                                                                                                                                                                         |               |                        | :              | :                |         |
| ept., 1888.<br>Total.<br>73,796<br>21,202                                                                                                                                                                                                                                                                                                                                                                                                                     |               |                        | :              |                  |         |
| ept., 1888.<br>Total.<br>73,796<br>21,202                                                                                                                                                                                                                                                                                                                                                                                                                     |               |                        | :              | Trains           |         |
| ept., 1888.<br>Total.<br>73,796<br>21,202                                                                                                                                                                                                                                                                                                                                                                                                                     |               |                        | ssenger Trains | oods and Mineral |         |
| ept.,                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               |                        |                | G                | 1       |
| Half-year         ended 29th S.           W. & C. I.         Other Lines           W. A. C. I.         Workedi.           37,448         36,348           19,133         2,069                                                                                                                                                                                                                                                                                | spt., 1888.   | Total.                 | 73,796         | 21,202           | 000 000 |
| Half-year<br>W. & C. I.<br>37,448<br>19,133                                                                                                                                                                                                                                                                                                                                                                                                                   | ended 29th Se | Other Lines<br>Worked. | 36,348         | 2,069            | ł       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Half-year     | W. & C. I.<br>Line.    | 37,448         | 19,133           | KR ROT  |

74,047 21,809

rotal.

1889.

95,856

ROBERT DOBBYN, Deputy Chairman, WILLIAM WILLIAMS, Secretary.

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DR.

#### CERTIFICATE RESPECTING THE PERMANENT WAY

16

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

CHARLES R. GALWEY, Engineer.

Waterford Terminus, Nov. 9tb, 1889.

#### CERTIFICATE RESPECTING THE ROLLING STOCK.

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

DANIEL McDOWELL, Locomotive Superintendent.

Waterford Terminus, Nov. 9th, 1889.

#### AUDITORS' CERTIFICATE.

We have examined the Accounts of the Waterford and Central Ireland Railway Company for the Half-year ending the 29th Sept., 1889, and believe that they contain a full and true Statement of the Financial condition of the Company, and that the Dividends proposed to be declared, as recommended, are *bona fide* due thereon, after charging against the Revenue Accounts all expenses, which, in our judgment, ought to be paid thereout.

> CHARLES L. WHETHAM, M. R. STEPHENSON, Auditors

Head Office, Waterford Terminus, Nov. 9th, 1889.

# Waterford, Dungarban, and Lismore Railway.

# REPORT OF THE DIRECTORS

#### AND

# STATEMENT OF ACCOUNTS,

To 31st December, 1889,

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

## Thirty-sixth Balf-yearly Ordinary General Meeting

TO BE HELD AT

THE COMPANY'S OFFICES, NEW QUAY,

IN THE CITY OF WATERFORD,

At Two o'Clock p.m.,

On THURSDAY the 19th JUNE, 1890

#### 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.
R. J. USSHER, ESQ., J.P., CAPPAGH HOUSE, LISMORE.

C. MORLEY. Esq., J.P., PORTLAW, COUNTY WATERFORD.

Waterford, Jungarban, and Lismore Bailway.

N OTICE IS HEREBY GIVEN, that the Thirty-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, on THURSDAY, the 19th day of June, 1890, at Two o'Clock, pm, for the purpose of receiving the Report of the Directors and Statement of Accounts for the past Half-year ; and for transacting the business of the General Meeting.

The Register of Transfers will be closed on and from the 12th day of June until such Ordinary Meeting shall have been held.

> A. DENNY, Chairman. THOS. O'MALLEY, Secretary.

Paterford, 4th June 1890.

# Aaterford, Dungarban, and Lismore Kailway.

# DIRECTORS' REPORT.

### For the Half-year ending 31st December, 1889.

The Directors submit the usual detailed Statement of the Traffic Receipts for the half-year ending 31st December, 1889.

| COM                                                                                      | MPAR                               | ATIV                                         | Æ                      | ST                | ATEM                                   | I'ENT                       | 0 3                  | F        | TRA                  | FFIG         | C R.           | EC. | EIPT     | s.                 |                  |
|------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------|------------------------|-------------------|----------------------------------------|-----------------------------|----------------------|----------|----------------------|--------------|----------------|-----|----------|--------------------|------------------|
| Description                                                                              | -                                  | Half-y<br>18S                                | 9.                     |                   | ]                                      | Half-y<br>188               | yeai<br>S.           |          |                      | Incre<br>18S | ase.<br>).     |     |          | Decre<br>188       |                  |
|                                                                                          | No                                 | £                                            | s.                     | d                 | No.                                    | £                           | s.                   | d        | No                   | £            | 8.             | d   | . No.    | £                  | s. d.            |
| IstCls.Single<br>2nd ,, ,<br>3rd ,, ,<br>1st Return<br>2nd ,, ,<br>3rd ,, ,<br>Military- | 247<br>1481<br>101<br>540<br>33850 | 1 390<br>9 1122<br>4 165<br>5 54 1<br>5 1744 | 6<br>15<br>3<br>8<br>1 | 10<br>9<br>0<br>4 | 2336<br>14799<br>1092<br>5124<br>39118 | 5 372<br>1121<br>171<br>514 | 2 5<br>19<br>15<br>6 | 11 8 7 2 | 138<br>20<br><br>282 | 5 18         | 3 0<br>16<br>2 | 2   |          | ···<br>6<br><br>14 | <br>11 0<br>11 1 |
| Officers<br>Soldiers<br>Excess Fares<br>& Sundries                                       | 15<br>43:                          | 70                                           | 4                      | S                 | 617                                    | 107                         | -                    | 02       |                      |              | •••            |     | 8<br>184 | <b>2</b><br>37     | 18 7<br>13 6     |
| Total of Pas-                                                                            |                                    | 16                                           | 16                     | 10                |                                        | 32                          | 18                   | 9        |                      |              | ••             |     |          | 16                 | 1 11             |
| sengers                                                                                  | 63367                              | 4210                                         | 15                     | 6                 | 63729                                  | 4240                        | 9                    | 5        | 470                  |              |                |     | 532      | 29                 | 13 11            |
| Parcels and<br>Newspapers<br>Excess Lug-<br>gage & Cloak<br>Rooms<br>Horses, Car-        | }                                  | 476                                          | 11                     | 11                |                                        | 421                         | 6                    | S        |                      | 53           | 5              | co  |          |                    |                  |
| riages and<br>Dogs                                                                       | {····                              | 73                                           | 15                     | 5                 |                                        | 54                          | 10                   | 0        |                      | 9            | 5              | 3   |          |                    |                  |
| Mails                                                                                    | Tons                               | 95                                           | 0                      | 0                 |                                        | 95                          | 0                    | 0        |                      |              |                |     |          |                    |                  |
| Goods & Coals                                                                            | 11098<br>No.                       | 2917                                         | S                      | 10                | 11277                                  | 2539                        | 3                    | 10       |                      | 78           | 5              | 0   | 179      |                    |                  |
| Cattle                                                                                   | 24575                              | 1315                                         | 1                      | 0                 | 23862                                  | 1265                        | 7                    | 10       | 713                  | 49           | 13             | 2   |          | 0.040              |                  |
| Total Traffic<br>Receipts                                                                |                                    | 9088                                         | 12                     | 8                 |                                        | \$925                       | 17                   | 11       |                      | 162          | 14             | 9   |          |                    |                  |

The Statement of Traffic Receipts on the other side, shews a net increase for the half year of  $\pounds 162$  145 9d. In passenger earnings there is a small decrease, which is accounted for by a falling off under the head of "Military" leaving the ordinary passenger receipts practically the same as those of the corresponding half year, but in Goods, Live Stock, and Miscellaneous, there is an aggregate increase of £192 185. 8d., leaving the net increase as stated above.

During the half year, one and a-quarter miles of the line have been relaid with Steel Rails and Creosoted Sleepers. The renewal in iron of the wooden bridge at Mount Congreve referred to in last report has been completed and the viaduct at Whelan's Pill has advanced so far as to be ready to receive the superstructure of iron which is to complete it.

The Directors who retire by rotation are Sir Richard F Keane, Bart, Sir James Ramsden, and Francis E Currey, Esq. William Gallwey, Esq., is the retiring Auditor, all of whom are eligible and offer themselves for re-election.

A. DENNY, Chairman.

THOS. O'MALLEY, Secretary.

Board Room, Waterford.

4th June, 1890.

Taterford, Aungarban, & Aismore Kailway Company.

HALF-YEAR ENDING 31st DEC, 1889.

|                                                                  |                                   |         |             | -                                                           |                                                           |                                                            | _               |
|------------------------------------------------------------------|-----------------------------------|---------|-------------|-------------------------------------------------------------|-----------------------------------------------------------|------------------------------------------------------------|-----------------|
|                                                                  |                                   | Total.  | đ           | 8                                                           |                                                           |                                                            |                 |
| Υ.                                                               | LALANCE.                          | Loans.  | 4           | 1                                                           |                                                           |                                                            | 1               |
| COMPAN'                                                          | 12                                | Shares. | भ           | 1                                                           | I                                                         |                                                            |                 |
| THT THI                                                          | ED OR<br>D.                       | Total.  | G           | 280,000                                                     | 93,333                                                    | 21,000                                                     | 393,333         |
| CREATE                                                           | CAPITAL CREATED OR<br>SANCTIONED. | Loans.  | ्न          |                                                             | 93,333                                                    | 20.060                                                     | 113,333         |
| ZED AND                                                          | CAPIT                             | Shares. | <i>c</i> 43 | 280,000                                                     | 1                                                         | 1                                                          | 280,000 113,333 |
| AU'THOP!                                                         | RIZED.                            | Total.  | ્ય          | 280,000                                                     | 92,333                                                    | 20,000                                                     | 393,333         |
| CAPITAL                                                          | CAPITAL AUTRORIZED.               | Loans.  | F           | 1                                                           | 93,333                                                    | 20,000                                                     | 113,333         |
| MENT OF                                                          | CAPIT                             | Shares. | 43          | 280,000                                                     |                                                           |                                                            | 280,000         |
| No. ISTATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY. | ACTS OF PARLIAMENT.               |         |             | Waterford, Dungarvan, and Lis- (<br>more Railway Act, 1872. | Waterford, Dungarvan, and Lis-<br>more Railway Act, 1873. | Waterford, Dungarvan, and Lis. )<br>more Railway Act, 1882 | Total           |

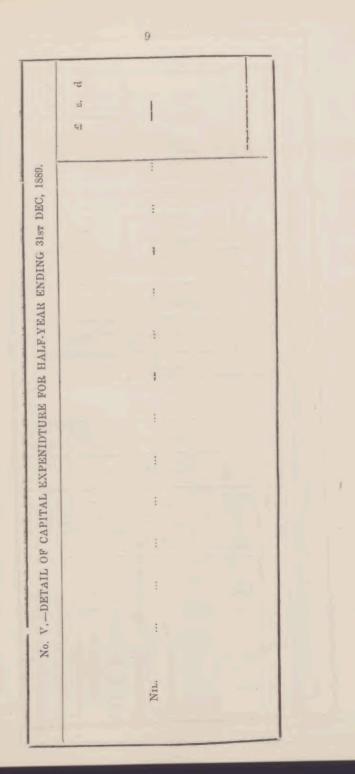
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| No. IISTATEMED                                                                                                                                                                                                                                                                                                                                            | No. ILSTATEMENT OF SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.                                                                                      | CREATED, SI                       | HOWING TI           | HE PROPORTION                          | RECEIVED.           |                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|---------------------|----------------------------------------|---------------------|-----------------------------|
| DESCRIPTION.                                                                                                                                                                                                                                                                                                                                              | NG.                                                                                                                                                             | Amount<br>Created.                | Amount<br>Received. | Calls in<br>Arrear.                    | Amount<br>Uncalled. | Amount<br>Unissued.         |
|                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                 | 4                                 | ્સ                  | a                                      | લ                   | ્યુ                         |
| Ordinary £10 Shares entitled to a Dividend of 5 per<br>Cent per annum for five years, granted for the<br>construction of the Railway, and for thitty-five years<br>after its opening for public traffic payable by pre-<br>sentment to be levied off the rateable projectly of the<br>County of Waterford, and of the County of the City<br>of Waterford. | to a Dividend of 5 per<br>years, granted for the<br>and for thity.five years<br>traffic payable by pre-<br>rateable property of the<br>f the County of the City | 280,000                           | 230,000             | Nil.                                   | Nil.                | NH,                         |
| Total                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                 | 280,000                           | 280,000             | Nil.                                   | Nil.                | Nil.                        |
| No                                                                                                                                                                                                                                                                                                                                                        | No. IIICAPITAL PAISED BY LOANS AND DEBENTURE STOCK.                                                                                                             | BY LOANS                          | AND DEBEN           | TTURE STOCK.                           |                     |                             |
|                                                                                                                                                                                                                                                                                                                                                           | RAISED BY LOANS.<br>At 5 per Cent.                                                                                                                              | RAISED BY LOANS<br>At 4 per Cent. |                     | RAISED BY ISSUE OF<br>DEBENTURE STOCK. |                     | TOTAL RAISED BY LUANS.      |
| Existing at 31st Dec, 1889,                                                                                                                                                                                                                                                                                                                               | £20,000 0 0                                                                                                                                                     | £93,270 16                        | 16 8                | Nil.                                   | £1                  | £113,270 16 8               |
| Total Amount authorised to be raised by Loan in respect of Capital created as per Statement No. 1.                                                                                                                                                                                                                                                        | raised by Loan in respect of C<br>above.                                                                                                                        | Capital created                   | as per Statem       | ent No. 1                              |                     | 113,333 0 0<br>113,270 16 8 |
| Total amount laised of accurate                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                 |                                   |                     |                                        |                     | £62 3 4                     |

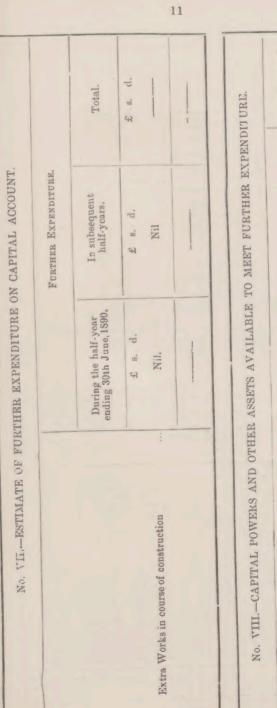
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| 5                                                 |     |                                                                        |   |                  |                  | -                         | -                                        |              |              |
|---------------------------------------------------|-----|------------------------------------------------------------------------|---|------------------|------------------|---------------------------|------------------------------------------|--------------|--------------|
|                                                   |     | 122                                                                    |   | s. d.            |                  | 0                         | 00                                       | 10           | 9            |
|                                                   | Cr. | Total.                                                                 |   | ň                |                  | 0                         | 16                                       | 14           | 11           |
|                                                   | - 1 | To                                                                     |   | 43               |                  | 280,000 0 0               | 113,270 16                               | 86,305 14 10 | 479,576 11 6 |
|                                                   |     | 1                                                                      | 2 |                  |                  | 280                       | 113                                      | 86,          | 479,         |
|                                                   |     | Amount re-<br>ceived during<br>half-year<br>ending 31 st<br>Dec, 1889. |   | £ s. d.          |                  |                           |                                          |              |              |
| TIN                                               | TIT | to t                                                                   | 1 | s. d.            |                  | 0                         | CO                                       |              |              |
| I OC                                              |     | Amcunt<br>received to<br>30th June,<br>1889.                           |   |                  |                  | 0                         | 16                                       |              |              |
| ACC                                               |     | An<br>ecci<br>th J                                                     | 1 | 43               |                  | ,000                      | 270                                      |              |              |
| E                                                 |     | 30                                                                     |   |                  |                  | 280                       | 113,                                     |              |              |
| LIC                                               |     |                                                                        |   |                  |                  | Shares (per ) 250,000 0 0 | Loans (per<br>Account No.3) { 113,270 16 | 1            |              |
| CAI                                               |     |                                                                        |   |                  |                  | No.                       | No.                                      |              |              |
| NO                                                | -   |                                                                        |   |                  | BY RECEIPTS.     | s (F                      | (p<br>unt                                | Balance      |              |
| SE                                                |     |                                                                        |   |                  | ECE              | Acco                      | Acco                                     | Bala         |              |
| 10T                                               |     |                                                                        |   |                  | SY B             | SI                        | 1<br>I                                   |              |              |
| ION                                               |     |                                                                        | 1 |                  | -                |                           |                                          |              |              |
| CPE                                               |     | Γ.                                                                     |   | £ 8. d.          |                  | 479,576 11 6              |                                          |              | 479,576 11 6 |
| EX                                                |     | Total.                                                                 |   | σġ               |                  | 76 1                      |                                          |              | 6 1          |
| GN                                                |     |                                                                        |   | 4                |                  | 79,5                      |                                          | -            | 9,57         |
| SA                                                | -   | 1                                                                      |   |                  |                  | 4                         |                                          |              | 41           |
| LAID                                              |     | Amount ex-<br>pended during<br>half-year<br>ending 31st<br>Dec., 1839. |   | s. d.            |                  | ÷                         |                                          |              |              |
| ECE                                               |     | oun<br>ed c<br>ulf-y<br>ng<br>ng                                       |   |                  |                  |                           |                                          |              |              |
| Ĩ                                                 |     | Am<br>end<br>ha<br>ha<br>andi<br>Dec                                   | 1 | 43               |                  | :                         |                                          |              |              |
| No. IVRECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT | -   | 0                                                                      | - |                  | -                |                           |                                          |              |              |
| No.                                               | 1   | Amount<br>axpended to<br>30th June,<br>1889.                           |   | s, d,            |                  | 479,576 11 6              |                                          |              |              |
| 12                                                | 1   | Amount<br>tpended t<br>th June<br>1889.                                |   |                  |                  | 76 1                      |                                          |              |              |
|                                                   |     | axp<br>30th                                                            | e | 8                |                  | 19,5                      |                                          |              |              |
|                                                   | -   | 1                                                                      | - |                  |                  |                           |                                          |              | -1           |
|                                                   |     |                                                                        |   | R 10 .           |                  | IOL                       |                                          |              |              |
|                                                   |     |                                                                        |   | 1 LL             | nou              | hou                       |                                          |              |              |
|                                                   |     |                                                                        |   | END              | On Line onen for | Traffic.                  |                                          |              |              |
| Dr.                                               |     |                                                                        |   | EXP              | n L              | Tra                       |                                          |              |              |
|                                                   |     |                                                                        |   | TO EXPENDITURE . | 0                |                           |                                          |              |              |
|                                                   | -   |                                                                        | - |                  | _                |                           |                                          |              |              |



|                               |        | 1017    | A 1        | HULAN       | IN OF        | HIREI       | O WOR     | KING        | No. VIRETURN OF HIRED WORKING STOCK. |            |                            |                           |                         |               |
|-------------------------------|--------|---------|------------|-------------|--------------|-------------|-----------|-------------|--------------------------------------|------------|----------------------------|---------------------------|-------------------------|---------------|
|                               | 1      | Locom   | LOCOMOTIVE |             |              | 0           | COACIIING | 0           |                                      |            | MERO                       | HANDISE                   | MERCHANDISE AND MINERAL | ERAL          |
|                               |        | Engines | Tenders    | First Class | Second Class | Third Class | Composite | Horse Boxes | Carriage Trucks                      | Break Vans | (open)<br>Wagous<br>Wagous | Coods Wagors<br>(covered) | eacyrW sttle            | Timber Trucks |
| Stock on the 30th Jnue, 1888  |        | ß       | Ŧ          | 99          | C1           | 6           | 4         | ~           | 2                                    | 3          | 31                         | 50                        | 50                      | -             |
| Dc., 31st Dec., 1889          | :      | 3       | -          | 55          | 5            | S           | adda      | 90          | 5                                    | 2          | 31                         | 50                        | 50                      | 4             |
| Increase during the half-year | :      | :       | :          | :           | :            | :           | :         | *<br>•<br>• | :                                    | :          | :                          |                           | :                       | :             |
| Decrease during the half-year | *<br>0 | :       | :          | :           | :            | :           | :         | 0<br>0<br>0 | :                                    | :          |                            | 000                       | :                       | • • •         |



£ 8. d. 62 3 • Loan Capital authorised or created, but not yet received per Account No. III

4

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£62

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0.7.1

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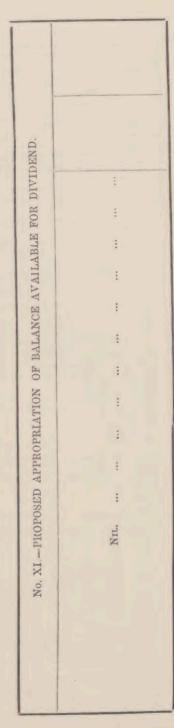
Total

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-

|                        |                                          | 1                                                                                                                                                                                 | 2                                                                                                                                                                                   |                                        |
|------------------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| Cr.                    | Half-year<br>ended<br>31st Dec, 1589.    | F                                                                                                                                                                                 | 9,058 12 8                                                                                                                                                                          |                                        |
|                        |                                          | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                                                                                                              | 1,315 1 0<br>1,315 1 0<br>54 6 0<br>12 3 8                                                                                                                                          |                                        |
| OUNT.                  | RECEIPTS.                                | By<br>Pascugers                                                                                                                                                                   | Live Stock                                                                                                                                                                          |                                        |
| ENUE ACCO              | Half-year<br>ended<br>31st Dec.<br>1588. | $\pm$<br>4,093<br>33<br>115<br>456<br>456<br>2,839<br>2,839                                                                                                                       | 1,265<br>8,926<br>8,926<br>8,926<br>23                                                                                                                                              | 29.039                                 |
| No. IXREVENUE ACCOUNT. | Half-ycar<br>ended<br>31st Dec, 1889.    | $\pounds$ 5. d.<br>3,477 4 4<br>1,497 7 6<br>1,497 7 6<br>1,5910 16 4<br>1,597 199 7<br>137 3 4                                                                                   | 7,890 19 3                                                                                                                                                                          | 9,090 10 0<br>66 9 10<br>£9,156 19 10  |
|                        | EXPENDITURE.                             | T.9<br>Maintenance of Way,<br>Works, and Sta-<br>tions<br>Locomotive Power<br>Carriade & Wagon Ropairs do, C.<br>Traffic Expenses<br>General Charges<br>General Charges<br>do, E. | Hire Rolling Stock £906 2 2<br>Rates and Taxes 103 3 2<br>Compensation Losses 103 3 2<br>Mileage of Wagons 37 10 0<br>Rents 26 12 2<br>Rents Station 26 12 2<br>Special Expenditure | Balance carried to Net Revenue Account |
| Half-vear              | ended<br>31st Dec,<br>1838               | £<br>2,992<br>1,214<br>1,581<br>1,581<br>1631<br>163                                                                                                                              | 6,962<br>908<br>122<br>125<br>125                                                                                                                                                   | 8241<br>798<br>£9,039                  |

| No                                                                                                             | No. XNET REVENUE ACCOUNT              | VENUE A                                  | COUNT                                             |         | Cr.                                   |
|----------------------------------------------------------------------------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------------------|---------|---------------------------------------|
|                                                                                                                | Half-year<br>ended<br>31st Dec, 1889. | Half-year<br>ended<br>31st Dec,<br>1888. |                                                   | 4 -     | Half-year<br>ended<br>31st Dec, 1889. |
| $  \frac{\pounds}{1, \text{ Interest on Mortgage Loan } \dots \dots }  \frac{\pounds}{1, \text{ S80 } 15, 0} $ |                                       | £<br>798                                 | By Balance brought from Revenue<br>Account No. IX | Revenue | £ 8, d.<br>66 9 10                    |
|                                                                                                                |                                       | 27,097                                   | ,, Balance                                        | :       | 31,052 9 5                            |
|                                                                                                                | £31,118 19 3                          | 27,895                                   |                                                   |         | £31,118 19 3                          |



|                                                  | No. XIIABSTRACTS                                                                 |                                                                                                |                      | -   |  |  |  |
|--------------------------------------------------|----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|----------------------|-----|--|--|--|
| Half-year<br>ended 31st<br>Dec , 1888.           | A. MAINTENANCE OF WAY,<br>WORKS, &c.                                             | Half-yea                                                                                       | r ending<br>r, 1889. | -   |  |  |  |
| £115                                             | Salaries, Office Expenses, and General<br>Superintendence                        | £ s. d.<br>117 3 8                                                                             |                      | . ( |  |  |  |
| 1074                                             | Maintenance and Renewal of Permanent<br>Way :Wages                               | 1165 0 7                                                                                       |                      |     |  |  |  |
| 663                                              | Materials                                                                        | J540 9 11                                                                                      | 2822 14              | 2   |  |  |  |
| 1852<br>235<br>139                               | Repairs of Roads, Bridges, Signals, & Works<br>Repairs of Stations and Buildings | 157 3 11<br>121 18 10                                                                          |                      |     |  |  |  |
| \$59                                             | SPECIAL EXPENDITURE Renewal in Iron<br>of Mount Congreve and Whelan's            |                                                                                                | 279 2                | 9   |  |  |  |
| 3085                                             | Pill Bridges<br>Less the Amount provided by the Directors                        | 1057 17                                                                                        | 5                    |     |  |  |  |
| 66<br>25                                         | Less Received for Old Materials<br>,, ,, Gross Rent                              | 654 2 0<br>28 8 0                                                                              | 4159 14<br>632 10    |     |  |  |  |
| 2991                                             | MILES MAINTAINED :- Single 43.                                                   | and the first of means and as shown                                                            | 3477 4               | 4   |  |  |  |
| B. LOCOMOTIVE POWER.                             |                                                                                  |                                                                                                |                      |     |  |  |  |
| £<br>29                                          | Salaries, Office Expenses, and General<br>Superintendence :                      | £ s. d.                                                                                        | £ s.                 | d.  |  |  |  |
| 422                                              | RUNNING EXPENSES:                                                                |                                                                                                |                      |     |  |  |  |
| 458<br>32<br>65                                  | of Locomotive Engines<br>Coal Water<br>Water<br>Oil, Tallow, and other Stores    | $\begin{array}{ccccccc} 433 & 12 & 0 \\ 672 & 6 & 10 \\ 9 & 10 & 8 \\ 62 & 11 & 5 \end{array}$ |                      |     |  |  |  |
| 1016                                             |                                                                                  |                                                                                                | 1209 8               | 3   |  |  |  |
| 150<br>48                                        | REPAIRS AND RENEWALS :                                                           | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                           | 287 19               | 3   |  |  |  |
| 1214                                             |                                                                                  |                                                                                                | ,497 7               | 6   |  |  |  |
| C. REPAIRS AND KENEWALS OF CARRIAGES AND WAGONS. |                                                                                  |                                                                                                |                      |     |  |  |  |
| £ 26                                             | CARRIAGES:                                                                       | £sd                                                                                            | £s                   | d   |  |  |  |
| 112<br>48                                        | Superintendence                                                                  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                           |                      |     |  |  |  |
| 186<br>26<br>120<br>59                           | WAGONS:—<br>Salaries, Office Expenses, and General<br>Superintendence            | 27 13 1<br>163 1 6                                                                             | 227 10               | 9   |  |  |  |
|                                                  | Materials                                                                        | 92 11 0                                                                                        | 283 5                | 7   |  |  |  |
| 391                                              |                                                                                  |                                                                                                | 5!0 16               | 4   |  |  |  |

TRAFFIC EXPENSES. D. Half-year Half-year ended 31st Dec, 1888. ending 31st Dec, 1889 £ s. d. 1029 14 11 Salaries and Wages £1026 110 17 3 Water and General Stores ... ... 118 62 1 4 Printing, Stationery and Tickets ... 45 142 6 6 Rent of Telegraphs ... 142 90 12 3 88 Cartage 33 3 4 Miscellane us (including Travelling) Expenses 36 4 4 0 Clothing ... ... 125 0 0 Joint Station Expenses at Lismore 125 £1,597 19 7 £1580 GENERAL CHARGES. E. £ s. d. £ 200 0 0 200 Directors 10 0 0 Auditors 10 209 7 6 210 Salaries-Secretary and Accountant, 21 15 5 17 Office Expenses ... ... 22 13 S 9 Advertising, Printing, and Stationery 10 6 1 18 Travelling and Miscellaneous Expenses, ... 74 19 1 65 Audit Office Expenses ... 16 8 0 16 Arbitration Expenses ... 33 12 0 Fire Insurance 39 38 6 5 Railway Clearing House Expenses ... 36 £637 8 2

£620

15

#### No. XII-ABSTRACTS-continued.

| Cr.                            | £ 8. d.<br>6 86,305 14 10<br>1,052 9 5<br>36,855 16 9<br>241 18 3<br>95 0 0<br>26914 2 6<br>825 11 5                                                                                                                                                                    | £149,120 13 2 |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| No. XIII GENERAL BALANCE SHEET | <ul> <li>52,000 0 0</li> <li>52,000 0 0</li> <li>52,000 1 0</li> <li>7,037 17 5</li> <li>82 15 9</li> <li>Medry Outstanding Accounts</li> <li>82 15 9</li> <li>Mount due by General Post Office</li> <li>Suspense Account</li> <li>Cash at Bankers</li> <li></li> </ul> | 13 2          |
| o. XIII                        |                                                                                                                                                                                                                                                                         | £149,120 13 2 |
| N                              |                                                                                                                                                                                                                                                                         |               |
| Dr.                            | To<br>Temporary Loans<br>Sundry Outstanding Accounts<br>Amount due Clearing House                                                                                                                                                                                       |               |

|                           |                                  | and the second                   |                              |     |                                   |                                       |                                                               | _           |
|---------------------------|----------------------------------|----------------------------------|------------------------------|-----|-----------------------------------|---------------------------------------|---------------------------------------------------------------|-------------|
| No. XIVMILEAGE STATEMENT. | 89.                              | e Miles worked<br>l. by Engines. | ins. Miles. Chains.<br>42 71 |     |                                   | Half-year ending<br>31st Dec, 1839.   | 28,838<br>15,479                                              | 44,317      |
|                           | Half-year ending 31st Dec, 1889. | Miles to be<br>Constructed.      | Miles. Chains.<br>— —        |     |                                   | Hall<br>31s                           |                                                               |             |
|                           | nding                            | Miles<br>Constructed.            | hains<br>71                  |     | AIN MILEAGE.                      |                                       | : :                                                           |             |
|                           | /car e                           |                                  |                              |     |                                   |                                       | * *                                                           | :           |
|                           | Half-                            |                                  | Miles<br>42                  |     |                                   |                                       | * *<br>* *<br>* *                                             | 0<br>0<br>0 |
|                           |                                  | Miles<br>Authorized.             | Chains.<br>71                |     |                                   |                                       | • •<br>• •                                                    |             |
|                           |                                  |                                  | . Cha<br>71                  | TRA | TRA                               |                                       | * * * *                                                       | :           |
|                           |                                  | .wv                              | Miles.<br>42                 |     | IT OF                             |                                       | ::                                                            | :           |
| No. XIVMILE               |                                  |                                  | Line owned by Company        |     | No. XVSTATEMENT OF TRAIN MILEAGE. |                                       | Passengers and Goods Trains-Mixed<br>Special Cattle and Goods | Total       |
|                           | 4. 4.9                           | Hall-year<br>ended               |                              |     |                                   | Half-year<br>cuded<br>31at Dec.1 389. | 28,111<br>15,635                                              | 43,746      |

A. DENNY, Chairman of Company, R. T. MORTIMER, Accountant of Company.

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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.

Waterford, April 2nd, 1893.

JAMES OTWAY, Engineer.

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, havo, during the past Half-year, been maintained in good working order and repair.

JAMES OTWAY,

Waterford, April 2nd, 1890.

Engineer,

#### AUDITOR'S CERTIFICATE.

We hereby certify that we have examined the Half-yearly Accounts of the Waterford, Dungarvar, and Lismore Railway Company, for the Halfyear ending the 31st Dec., 1889, and that they contain a full and true Statement of the Financial Condition of the Company.

> WII LIAM GALLWEY, AUDITORS. T. D. SMITH,

Wa'erford, April 2nd, 189).

Materford and Limerick Railway.

# REPORT OF DIRECTORS

## STATEMENT OF ACCOUNTS

AND

To 31st DECEMBER, 1889,

#### TO BE SUBMITTED AT THE

# EIGHTY-NINTH HALF-YEARLY MEETING

OF

THE PROPRIETORS,

TO BE HELD AT THE

OFFICES OF THE COMPANY. LIMERICK TERMINUS,

THURSDAY, THE 27th DAY OF FEBRUARY,

ON

1890.

### Directors :

### SIR JAMES SPAIGHT, J.P., CHAIRMAN.

E. RONAYNE MAHONY, Esq., J.P., DEPUTY-CHAIRMAN.

PERCY B. BERNARD, ESQ., D.L., The Earl of Bessborough, Sir Francis Wm. Brady, Bart. Samuel Burke, Esq. Lord Arthur Butler,

Lord Castletown of Upper Ossory William Henry, Esq., Terence McMahon, Esq., W. M. Murphy, Esq., J.P., M.P., Anthony O'Connor, Esq.

### Materford and Limerick Railway.

NOTICE IS HEREBY GIVEN, that the Eighty-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 THURSDAY, the 27th day of FEBRUARY, 1890, at the hour of HALF-PAST ONE o'Clock, in the Afternoon, for the transaction of the business of a General Meeting.

The Stock and Share Transfer Books of the Company will be closed from THURSDAY, the 13th proximo, inclusive, until after the conclusion of the said Meeting.

### By Order, JOHN J. MURPHY,

Secretary.

Head Offices, Waterford Terminus, 29th January, 1890. WATERFORD AND LIMERICK RAILWAY.

### DIRECTORS' REPORT

### For the Half-year ending 31st DECEMBER, 1889.

The following tabulated statement shews the Traffic Receipts of the Company, exclusive of the worked lines, for the half-year ended 31st December, 1889, as compared with the corresponding period of the preceding year.

|                                                                                                                                 |                                                                                    |                                                                                 |                                                                | Contraction of the local division of the loc |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| December                                                                                                                        | Half-year 31st<br>Dec., 1889.                                                      | Half-year 31st<br>Dec., 1888.                                                   | Increase in<br>1889.                                           | Decrease in 1889.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| DESCRIPTION.                                                                                                                    | £ s. d.                                                                            | £ 8. d.                                                                         | £ s. d.                                                        | £ s. d.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Passengers :           1st Class, Single           2nd ,, , ,           3rd ,, , ,           1st ,, Return           2nd ,, , , | I, 122 I7 6<br>2,770 I 5<br>7,76I 4 5<br>I,479 I6 5<br>3,732 I5 II<br>I0,068 I4 II | 1,086 17 9<br>2,681 11 9<br>7,367 15 1<br>1,411 15 6<br>3,325 6 2<br>9,490 11 1 | 35 19 9<br>88 9 8<br>393 9 4<br>68 0 11<br>407 9 9<br>578 3 10 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3rd ,, ,,<br>Military Officers<br>Soldiers                                                                                      | 55 7 6                                                                             | 56 I 5<br>660 4 4                                                               |                                                                | 0 13 11<br>58 9 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Subscribers { 1st Class<br>2nd ,,                                                                                               | 59 3 6<br>627 II 9                                                                 | 54 I4 7<br>562 3 3                                                              | 4 8 II<br>65 8 6                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Sundries                                                                                                                        | 145 12 5                                                                           | 61 7 9                                                                          | 84 4 8                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Total                                                                                                                           | 28,425 0 10                                                                        | 26,758 8 8                                                                      | 1,666 12 2                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Parcels and Miscellaneous<br>Mails<br>Goods<br>Coal<br>Live Stock                                                               | 3,444 6 8<br>4,606 13 10<br>26,806 11 11<br>5,309 12 8                             | 3,538 6 2<br>4,606 13 10<br>25,717 5 11<br>4,875 13 1<br>11,304 14 0            | <br>1,089 6 0<br>433 19 7<br>                                  | 93 19 6<br><br>596 15 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Total Traffic Receipts 🖌                                                                                                        | 79,300 4 10                                                                        | 76,801 I 8                                                                      | 2,499 3 2                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

The accounts show an increase of  $\pounds_{1,403}$  in the Expenditure over that in the corresponding previous half-year. A new Engine, at a cost of  $\pounds_{2,450}$ , has been charged to Revenue, and necessary Repairs and Renewals to Rolling Stock, as shown in Account No. 6, have been effected.

The increased cost of Coals and Materials and the increased traffic will account for increased expenses.

The amount to the credit of net Revenue Account, after providing for payment of Debenture Interest, is  $\pounds 23,088$  6s. 3d., out of which it is proposed to pay the usual Dividends upon the Preference Stock and Shares, and to carry forward to next Account the balance of  $\pounds_{2,001}$  5s. 2d.

During the past half-year 9 miles 1,549 yards have been re-laid with steel rails and creosoted sleepers at the cost of Revenue.

In the autumn of last year overtures were re-opened on behalf of the Athenry and Ennis Company for the sale of their undertaking to this Company. Having regard to what had occurred on a previous occasion, your Directors stipulated that a formal resolution should be passed fully authorising representatives of the Athenry Company to conclude and carry out the sale. This was accordingly done, and Messrs. Lombard and Evans, Directors of that Company, were duly appointed. A similar resolution was passed by your Board, authorising three of your Directors to act on behalf of this Company, and these resolutions were duly exchanged.

After considerable negociation the following Agreement was entered into and signed :--

"Heads of Agreement entered into between James F.

5

Lombard, Esq., Chairman of the Athenry and Ennis Junction Railway Company, on behalf of that Company, and Edmond R. Mahony, Esq., Deputy-Chairman of the Waterford and Limerick Railway Company, on behalf of that Company.

"The Waterford Company agree to purchase and the Athenry Company agree to sell the undertaking of the Athenry and Ennis Junction Railway for the price of one hundred and seventy thousand pounds, payable in  $\pounds_3$  10s. od. per cent. Debenture Stock.

"The sale to be carried out on the terms of the Agreement, dated the 13th October, 1886, between the Athenry Company and the Midland Great Western of Ireland Railway Company; such Debenture Stock to be secured in manner provided by clause 6 of that Agreement.

"A similar Agreement, substituting the name of the Waterford Company for the Midland Company to be forthwith sealed and executed. The Bill to be carried through by the Waterford Company at their own expense, not, however, including any costs the Athenry Company may think fit to incur with their own Solicitor or Parliamentary Agent.

"Dated 12th November, 1889.

"ED. RONAYNE MAHONY, "Deputy-Chairman W. & L. Railway.

"JAMES F. LOMBARD, Chairman, "Athenry & Ennis Railway Company,"

In pursuance of this Agreement, the necessary notices for a Bill in Parliament to carry same into effect were issued at the request of the Athenry Company in the joint names of the Solicitors of the Athenry Company and of this Company, and the formal deed was prepared and approved of.

However, at the last moment, the Midland Great Western

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Company, who were perfectly aware of the existence of this Agreement, made a very much higher offer for the purchase of the Athenry Line, and the Board of that Company, by a majority of one, decided to accept this offer, thus repudiating the Agreement entered into with our Company.

This rendered it necessary to introduce a second Bill for the compulsory carrying out of the Agreement. It will be requisite to obtain the permission of the Standing Orders Committee of Parliament to proceed with this latter Bill.

Both the Bills referred to have been already submitted to a Special Meeting of the Shareholders, and unanimously approved of.

Sir James Spaight, the Earl of Bessborough, Sir Francis Wm. Brady, Bart., and Mr. Anthony O'Connor are the Directors retiring by rotation, and, being eligible, offer themselves for re-election.

Mr. George Gibson, the retiring Auditor, also offers himself for re-election.

By order,

JAMES SPAIGHT, Chairman. JOHN J. MURPHY, Secretary.

BOARD ROOM,

LIMERICK, 13th February, 1890.

### STATEMENT OF ACCOUNTS

To 31st DECEMBER, 1889.

# STATEMENT OF ACCOUNTS TO 31st DECEMBER, 1889.

# WATERFORD & LIMERICK RAILWAY COMPANY.-Half-year ended 31st December, 1889.

No. 1.-STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY AS NOW EXISTING.

| -                                 |                         |                                           | _                                                                    |                                | -           | _        | _       | _     | -              | _               | 1          | -       |                       | _             | _         | _                                       | _        |         |         |                                                                    |
|-----------------------------------|-------------------------|-------------------------------------------|----------------------------------------------------------------------|--------------------------------|-------------|----------|---------|-------|----------------|-----------------|------------|---------|-----------------------|---------------|-----------|-----------------------------------------|----------|---------|---------|--------------------------------------------------------------------|
|                                   | Total.                  | Z                                         | 374                                                                  |                                |             |          |         |       | :              | :               | :          | :       | :                     |               | :         | :                                       |          |         |         | 37 =                                                               |
| BALANCE                           | Loans.                  | 72                                        | :                                                                    |                                |             |          |         |       |                |                 | :          |         |                       | :             | :         |                                         | ::       |         | :       |                                                                    |
|                                   | Stock<br>and<br>Shares. | £                                         | 372                                                                  |                                |             |          |         |       |                |                 | :          | : (     | :                     | :             |           |                                         |          | ••••    |         | 374                                                                |
| ATED<br>ED.                       | Total.                  | k.                                        | 752,0123                                                             | 17, 500                        | 30,000      | 354, 550 | 7,000   | 7.000 | 16,600         | 44.080          | 66.400     | 218.050 | 104 550               | 108.450       | \$0.000   | 25.000                                  | 1 22 000 | 100,000 | 100,000 | ,225,0923                                                          |
| CAPITAL CREATED<br>OR SANCTIONED. | Loans.                  | y                                         | 250,000                                                              | 17,500                         | 30,000      | 16,600   | 7,000   | 7,000 | 16,600         | 34,000          | 16.600     |         | 68.200                | 100.000       |           |                                         | 22 000   | 2000    | ~2,000  | 21,600 2                                                           |
| CAL                               | Stock<br>and<br>Shares. | ×                                         | 502,0123 250,000                                                     | :                              |             | 337,950  |         |       |                |                 | ~          | 318,950 |                       | 8,450         | 50,000    | 25,000                                  | 100.000  | 75 000  |         | Total, & 1,603,530 621,600 2,225,130 1,603,4922 621,600 2,225,0922 |
| RIZED.                            | Total.                  | £                                         | 752,050                                                              | 17,500                         | 30,000      | 354,550  | 7,000   | 7,000 | 16,600         | 44,080          | 66,400     | 318,950 |                       | 108,450       | 50,000    | 25,000                                  | I 33,000 | 100.000 |         | , 225, 130 1                                                       |
| CAPITAL AUTHORIZED.               | Loans.                  | ×                                         | 250,000                                                              | 17,500                         |             |          | 7,000   | 2,000 |                |                 | 16,600     |         | 68,300                | 8,450 I00,000 |           |                                         | 33,000   |         |         | 21,600 2                                                           |
| CAPIT                             | Stock<br>and<br>Shares. | 2                                         | 502,050 250,000                                                      |                                |             | 337,950  |         |       |                | 10,080          | 49,800     | 318,950 | I26,250               | 8,450 1       | 50,000    | 25,000                                  | 100,000  | 75,000  |         | ,603,5306                                                          |
|                                   | AUR OF FARLIAMENT.      | Waterford and Limerick Railway Act, 1845) | $T = \begin{bmatrix} 1 & 1 & 1 \\ 1 & 1 & 1 \\ 1 & 1 & 1 \\ 1 & 1 &$ | Waterford and Limerick ,, 1853 | Railway Act |          | N. T. " |       | Pll (Tranefar) | ( IDIGITO I + ) | Dung Cu-11 |         | (Funice Amargamation) | -             | ilway Act | Waterford and Limerick Railway Act 1073 |          | " IS83  |         | Total, $\mathcal{L}_{ }$                                           |
|                                   |                         | Ι.                                        |                                                                      |                                |             | 7.       |         | 9.    |                | II. V           | I2.        | 13.     | I4.                   |               |           | 17. W                                   |          | 2       |         |                                                                    |

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No. IL.-STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| Amount<br>Un-issued. | 1,562 <u>4</u>      | 1,562å<br>50<br>80<br><br>775<br><br>41,200                                                                                                                                                                                                                                                                                                                                                                                                                     | 43,667            |
|----------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| Amount<br>Un-called  | <i>₹</i> ::         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | :                 |
| Calls in<br>Arrear.  | \$                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | :                 |
| Amount<br>Received.  | \$ 597,550          | 597, 550<br>318, 950<br>337, 900<br>10, 000<br>49, 800<br>29, 150<br>7, 675<br>50, 000<br>25, 000<br>33, 800<br>33, 800                                                                                                                                                                                                                                                                                                                                         | I,559,825         |
| Amount<br>Created.   | 598,100<br>1,0124   | 599, 1124<br>318, 950<br>337, 950<br>10, 080<br>49, 800<br>29, 150<br>8, 450<br>50, 000<br>25, 000<br>100, 000<br>75, 000                                                                                                                                                                                                                                                                                                                                       | 1,603,492 <u></u> |
| Drackiption.         | Ordinary £50 Shares | cent. Consolidated P<br>r cent. Consolidated P<br>cent. Preference £50<br>cent. , , , £50<br>cent. , , , £22<br>cent. , , , £10<br>cent. , , , £10<br>cent. , , , £10<br>cent. , , , £10<br>cent. , , , £10<br>vr cent. , , , £10<br>cent. , , , , £10<br>cent. , , , , £10<br>cent. , , , , , , , , , , , , , , , , , , , | TOTAL &           |

No. III.-CAPITAL RAISED BY DEBENTURE STOCK.

|                                         |                                                  |         | _                           |                                 |          |          |                                                                                                                                              |
|-----------------------------------------|--------------------------------------------------|---------|-----------------------------|---------------------------------|----------|----------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Lobolt                                  | Raised by<br>Debenture<br>Stocks.                | £ s. d. | 604,933 0 0                 | 604,933 0 0                     | :        | :        | Der<br>621,600 0 0<br>604,933 0 0<br>56 16,667 0 0                                                                                           |
| 5                                       | At 4 <sup>1</sup> / <sub>4</sub><br>per<br>cent. | ę       | 372,974                     | 372,974                         | :        | :        | d, as I                                                                                                                                      |
| RAISED BY ISSUE OF DEBENTURE<br>STOCKS. | At 48<br>per<br>cent.                            | 4       | IO,000                      | 10,000                          | :        |          | raised by Loans and by Debenture Stocks in respect of Capital create                                                                         |
| RAISED BY IS                            | At 4<br>per<br>cent.                             | F.      | 41,150                      | 41,150                          | :        | :        | s in respec<br><br>t close of 31                                                                                                             |
|                                         | At 4<br>per<br>cent.                             | R       | 180,809                     | 180,809                         | :        | :        | ebenture Stock                                                                                                                               |
|                                         |                                                  |         | :                           |                                 | :        |          | and by De<br><br>.ilable Borro                                                                                                               |
|                                         |                                                  |         | :                           | :                               | :        | :        | Total Amount authorized to be raised by Loans<br>Statement No. 1,<br>Total Amount raised by Debenture Stocks, as above<br>Balance, being ava |
|                                         |                                                  |         | :                           |                                 | 10       | ÷        | e raised<br><br>re Stocks<br>Balance                                                                                                         |
|                                         |                                                  |         | 688                         | er, 1880                        | ł        | :        | ed to b<br>it No. 1.<br>Debentu                                                                                                              |
|                                         |                                                  |         | June, I.                    | Decemb                          | :        | :        | authorized to be<br>Statement No. 1,<br>aised by Debentur                                                                                    |
|                                         |                                                  |         | Existing at 30th June, 1889 | Existing at 31st December, 1889 | :        | :        | mount a                                                                                                                                      |
|                                         |                                                  |         | Existing                    | Existing                        | Increase | Decrease | Total A<br>Total Ar                                                                                                                          |

|                                                      |                                                               |                  |                                                      | ~                                    | 0                                                                      | 10               | 6         | 1                                     |
|------------------------------------------------------|---------------------------------------------------------------|------------------|------------------------------------------------------|--------------------------------------|------------------------------------------------------------------------|------------------|-----------|---------------------------------------|
|                                                      | 39.                                                           | d.               | 0                                                    | 0                                    | JI                                                                     | I                |           | ~                                     |
| Cr.                                                  | 1 to                                                          | u <sup>n</sup>   | 0                                                    | 0                                    | E S                                                                    | I                | 19        |                                       |
| 0                                                    | Total<br>Received to<br>31st Dec., 1889.                      | 42               | 1,559,825 0                                          | 604,933 0                            | 3, 112 15 10                                                           | 2,167,870 15 10  | 14,976 11 | 2,182,847                             |
|                                                      | T<br>lece<br>st L                                             | K                | 66                                                   | 04,6                                 | ŝ                                                                      | 67,              | 14        | 82                                    |
|                                                      | 31                                                            |                  | I, 5.                                                | õ                                    |                                                                        | 2, I             |           | 2,1                                   |
|                                                      | .03                                                           | q.               |                                                      |                                      |                                                                        | -                |           | 120                                   |
| 0                                                    | Amount<br>Received<br>during<br>Half-year<br>31st Dec., 1899. | £ s. d.          |                                                      |                                      |                                                                        | 6.0.0            |           | 1.                                    |
|                                                      | Amount<br>Received<br>during<br>Half-year<br>st Dec., 18      |                  | :                                                    | :                                    | :                                                                      | 1 1              | :         | 1                                     |
|                                                      | Ar<br>Be<br>do<br>Ha<br>St I                                  | 42               |                                                      |                                      |                                                                        | -                |           |                                       |
| ci                                                   | 31                                                            |                  | 0                                                    | 0                                    | 0                                                                      | . 0              |           | 1                                     |
| N                                                    | 0889.                                                         | d.               | 0                                                    | 0                                    | 3,112 15 10                                                            | 2,167,870 15 10  |           |                                       |
| no                                                   | Amount<br>Received to<br>30th June, 1889                      | ů                | 5                                                    | 604,933 0                            | 2 1                                                                    | 0                | :         | :                                     |
| CC                                                   | Juno                                                          | 42               | ,82                                                  | ,93                                  | II"                                                                    | 1,8,1            | •         |                                       |
| A                                                    | Ree th                                                        |                  | 559                                                  | 504                                  | 3                                                                      | 16               |           |                                       |
| AL                                                   | 8                                                             |                  | I,559,825 0                                          |                                      | unt<br>ing                                                             | 1 0              | :         | 1                                     |
| LI                                                   |                                                               |                  | k,<br>:                                              | ehenture Stock,<br>per Acc. No. III. | 2 2                                                                    |                  |           |                                       |
| AI                                                   |                                                               |                  | toc                                                  | itoc<br>No.                          | ares<br>Disc<br>Iss                                                    |                  |           |                                       |
| 0 7                                                  | NV BAL                                                        | : SI             | d S<br>ccol                                          | 004                                  | Shi                                |                  | e         |                                       |
| 010                                                  |                                                               | EIP              | and<br>A<br>II.                                      | Acc                                  | , le<br>wed                                                            |                  | Inc       |                                       |
| E                                                    |                                                               | ECI              | per Account<br>No. II.                               | Debenture Stock,<br>per Acc. No. II  | Forfeited Shares<br>gain, less Disco<br>allowed on Isst<br>Shares, &c. |                  | Balance   |                                       |
| In                                                   |                                                               | BY RECEIPTS :    | Shares and Stock,<br>per Account<br>No. 11.          | De                                   | E CON CONTRACT                                                         |                  |           |                                       |
| LIC                                                  |                                                               | 9                |                                                      | 6                                    | 0                                                                      |                  |           |                                       |
| No. IV,-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | , où                                                          | d.               | 11                                                   |                                      | 117,562 7 10                                                           | -                |           | -                                     |
| Idy                                                  | Total<br>Expended to<br>31st Dec., 1839                       | ŝ                | 1                                                    | 260,467 16                           |                                                                        | 85,921 15        |           |                                       |
| EX                                                   | Total<br>ended<br>Dec., J                                     | 1                | 895                                                  | 467                                  | 562                                                                    | 921              |           | 84                                    |
| Q                                                    | st D                                                          | 42               | 18,                                                  | 60,                                  | 17,                                                                    | 85,              |           | 182                                   |
| AN                                                   | 31                                                            |                  | Ι,7                                                  | 19                                   | H                                                                      |                  |           | 13                                    |
| LS                                                   | 389.                                                          | d.               | 608 II I I,718,895 7                                 | 416 16 8                             |                                                                        |                  |           |                                       |
| JIP                                                  | Amount<br>Expended<br>during<br>Half-year<br>31st Dec., 1839  | i                | II                                                   | 16                                   | 6                                                                      |                  |           |                                       |
| CE                                                   | Amount<br>Expended<br>during<br>Half-yeau<br>t Dec., 1        |                  | 008                                                  | 416                                  |                                                                        |                  |           | 020                                   |
| RE                                                   | E:<br>Blst                                                    | 2                | 0                                                    | 4                                    |                                                                        |                  |           | -                                     |
| 1                                                    |                                                               | d.               | 01                                                   | pet                                  | 7 10                                                                   | -                |           | 1 2 181.821 10 10 1.025 7 9 2,182,847 |
| IV                                                   | t to 11889                                                    | ŝ                | 16                                                   | 0                                    | 2                                                                      | 85,921 15        |           | 10                                    |
| No.                                                  | Amount<br>Expended to<br>th June, 188                         | ur .             | 86                                                   | 260,051                              | 117,562                                                                | 21               |           | 21                                    |
| P4                                                   | Amo                                                           | 42               | 8,2                                                  | 0,0                                  | 7.5                                                                    | 5,5              |           | 1                                     |
|                                                      | Amount<br>Expended to<br>30th June, 1889                      |                  | 12:                                                  | 26                                   | II                                                                     | 00               |           | 51.0                                  |
|                                                      |                                                               | 1                |                                                      |                                      | :                                                                      | :                |           | 4                                     |
|                                                      | BP A.                                                         | <br>(2)          | for<br>V.).                                          | N. (                                 | to<br>ys,                                                              | en-              |           |                                       |
|                                                      |                                                               | UR               | en<br>o.                                             | stock<br>(No. V.)                    | Iwa                                                                    | Ext              |           |                                       |
|                                                      | 103 1                                                         | DIT              | do N)                                                | ŝ                                    | Rai                                                                    | p                |           |                                       |
|                                                      |                                                               | EN               | n Lines open for<br>Traffic (No. V.) 1,718,286 16 10 | ing                                  | abscriptions to<br>other Railways,<br>&c.                              | rfor             |           |                                       |
|                                                      |                                                               |                  |                                                      | 4                                    | O C ii                                                                 | 0 G              |           |                                       |
| н.                                                   |                                                               | EX               | LE                                                   | orl                                  | otlo                                                                   | aterf            |           |                                       |
| Dr.                                                  |                                                               | TO EXPENDITURE : | On Lines open for<br>Traffic (No. V.)                | Working Stock<br>(No.                | Subscriptions to<br>other Railways,<br>&c.                             | Waterford Exten- |           |                                       |

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No. V.-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 31ST DECEMBER, 1889.

|                                                         |                                          |                                   |                                                                             | 1      |                 |                         |                                          | x      | 6 4                                          |
|---------------------------------------------------------|------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------|--------|-----------------|-------------------------|------------------------------------------|--------|----------------------------------------------|
| £ s. d.                                                 |                                          |                                   | c<br>\                                                                      | 11 000 |                 |                         |                                          | 410 10 | £1,025 7                                     |
| λ s. d.                                                 | 285 1 5                                  | 38 4 3                            | 97 14 6                                                                     |        |                 | 91 16                   | 325 0 0                                  |        | :                                            |
|                                                         |                                          | :                                 |                                                                             |        |                 |                         | :                                        |        |                                              |
| :                                                       |                                          | :                                 | f timber)                                                                   |        |                 | :                       | ÷                                        |        | nt No. IV                                    |
| ck                                                      |                                          |                                   | ne (in lieu ol                                                              |        |                 | :                       | :                                        |        | -See accou                                   |
| ., at Limeri                                            |                                          |                                   | W. & L. Li                                                                  |        |                 | :                       | (                                        |        | ər Half-year                                 |
| 3uildings, &c                                           | , Limerick                               | sdoth                             | on Bridges,                                                                 |        |                 |                         | omatic Brake                             |        | Expenditure for Half-year-See account No. IV |
| Sawing Machinery, including Buildings, &c., at Limerick | Stationary Engine, Boiler, &c., Limerick | Sundry Plant for Locomotive Shops | Half-cost of putting Iron Tops on Bridges, W. & L. Line (in lieu of timber) |        | WORKING STOCK : | Vacuum Automatic Brakes | New Passenger Van (with Automatic Brake) | \$     | Ĩ                                            |
| Sa                                                      | St                                       | Su                                | H                                                                           |        | WORKI           | Va                      | Ne                                       |        |                                              |

|                     | -                        |                                     |                              |                       |                               | -                             | and the second se |
|---------------------|--------------------------|-------------------------------------|------------------------------|-----------------------|-------------------------------|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                          | Tork.                               | 952                          | 952                   | i i                           | :                             | ne<br>ed<br>ks,<br>he                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     |                          | Stores Van.                         | I                            | I                     | i                             | :                             | c; O<br>Cover<br>Truc                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | NERAL                    | Travelling Crane                    | I                            | I                     |                               | :                             | nrriag<br>hree (<br>nber<br>mad                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | MERCHANDISE AND MINERAL. | Permanent Way                       | 2                            | 25                    |                               | :                             | te Ca<br>tin<br>Tin<br>Van,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                     | ISE A                    | Timber Trucks.                      | 19                           | 30                    | II                            | :                             | nposi<br>e Boo<br>Twir<br>Srake                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                     | CHAN                     | Cattle Wagons.                      | 78                           | 80                    | 19                            | :                             | Four<br>Four<br>ger F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                     | MER                      | Goods Wayons (Covered).             | 666                          | 653                   | :                             | 13                            | e; One<br>; One<br>s, and Bassen                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                     |                          | (foods or Coul<br>Wagons<br>(Open). | 162                          | 162                   | :                             | :                             | nd charged to Revenue; One Composite Carriage; One<br>; One Carriage Truck; One Horse Box; Three Covered<br>Twelve Timber Trucks, and Four Twin Timber Trucks,<br>Revenue; One large Passenger Brake Van, made at the                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| STOCK.              |                          | .латоТ                              | 129                          | 130                   | -                             | :                             | l to<br>rriage<br>imber                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| S                   |                          | Accident Brake<br>Pilot Van.        | -                            | I                     | :                             | :                             | enue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| VIRETURN OF WORKING |                          | Gooda Brake                         | 18                           | I S                   | :                             | :                             | nd ch<br>; On<br>; Twel<br>Rev                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| VOR                 |                          | Развепкет Втаке<br>Vans.            | 16                           | 17                    | I                             | :                             | ar, al<br>van<br>von ;<br>ed to                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| OF V                | COACHING                 | Саггіяде Тгисіка.                   | ~                            | 1                     | :                             | ÷                             | alf-ye<br>Brake<br>I Wag<br>tharg                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| N                   | Co                       | Horse Boxes.                        | 14                           | 14                    |                               | E                             | he H<br>bods<br>Coal<br>and c                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| TUF                 |                          | Composite.                          | 30                           | 30                    | - E                           | :                             | ing t<br>ne Go<br>Open<br>ear, a<br>the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| -RE                 |                          | Third Class.                        | 41                           | 41                    | :                             | :                             | o, dur<br>n ; O<br>One<br>Ialf-y<br>led to                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                     |                          | Весолд Сілян.                       | 1                            | :                     | :                             | :                             | & Co<br>e Va<br>ons;<br>he H<br>d add                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| No.                 |                          | First Class.                        | 63                           | 0                     | :                             | :                             | Dubs<br>Brak<br>Wage<br>ing t<br>tr, an                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                     | OTIVE                    | Tenders.                            | 42                           | 42                    | 1                             | :                             | from<br>enger<br>attle<br>s dur<br>lf-yea                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                     | LOCOMOTIVE               | Engines.                            | 41                           | 42                    | -                             | ÷                             | ased Jass<br>Pass<br>red C<br>Work<br>Work                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                     | I                        |                                     | Stock on the 30th June, 1889 | ", ", 31st Dec., 1889 | Increase during the half-year | Decrease during the half-year | One new Engine purchased from Dubs & Co. during the Half-year, and charged to Revenue; One Composite Carriage; One Third Class Carriage; One Passenger Brake Van; One Goods Brake Van; One Carriage Truck; One Horse Box; Three Covered Goods Wagons; Two Covered Cattle Wagons; One Open Coal Wagon; Twelve Timber Trucks, and Four Twin Timber Trucks, company's Works during the Half-year, and charged to Revenue; One large Passenger Brake Van, made at the Company's Works during the Half-year, and added to the Stock.                                                                                                                                                                     |

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

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |               |                                                          | - CONTRACT LANE DALING NEW CONTRACT | TURE.      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------------------------------------------------|-------------------------------------|------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |               | During the<br>Half-Year<br>ending<br>30th June,<br>1890. | In<br>subsequent<br>Half<br>Years,  | Total.     |
| LINES OPEN FOR TRAFFIC :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |               |                                                          |                                     |            |
| Signals along the Line (additional), Cattle Pens at Stations. Signal and Gate Houses                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |               | 52                                                       | £.                                  | 52         |
| Ballycar Bog, Ennis Station, and Fergus Bridge (Ennis Line)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |               |                                                          | 758                                 | 758        |
| Works-Limerick and Foynes Branch (Robertstown Viaduct &c.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | •             | I50                                                      | 218                                 | 368        |
| Balance of Purchase of Limerick and Foynes Line                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |               |                                                          | I,576                               | I,576      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |               |                                                          | 2,206                               | 2,206      |
| :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |               |                                                          | 250                                 | 250        |
| Tipperary Yard Works, and Bridges and Signals                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |               |                                                          | 4,186                               | 4,186      |
| Subscription to Shannon and Inland Navisation Co. (I imited)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | :             |                                                          | 676                                 | 676        |
| Building Houses on Newrath Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |               |                                                          | 600                                 | 600        |
| Sawing Machinery, including Buildings, &c., at Limerich.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |               | I,400                                                    | 262                                 | 1,662      |
| New Stationary Engine and Boiler and Fifting, Sc. Limeral,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | •             | 766                                                      |                                     | 766        |
| Sundry Plant for Locomotive Shons                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |               |                                                          | 133                                 | 133        |
| Travelling Crane and Appliances for Accident Von                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | •             | 2,500                                                    | 3,698                               | 6.108      |
| Derary and Limerich Tunetion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | •             | 132                                                      | :                                   | 132        |
| Caher Yard Alterations. Signals and Platform                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | •             |                                                          | 10,000                              | 10.000     |
| Half-cost of putting Iron Tons on Bridges W. & T Though the rest of the rest o | •             |                                                          | I,250                               | I.250      |
| Board of Trade requirements. Trianlocking the second secon |               | 79                                                       |                                     | 202        |
| anent Alutimonts and C. T. T                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |               |                                                          |                                     | 61         |
| From the prominent Administration and forming Embankment, &c., Shannon Bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |               | 500                                                      | \$000                               | *<br>I.000 |
| S. R.C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |               |                                                          |                                     |            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | •             |                                                          | 17,785                              | 17.785     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | • •••         | 288                                                      | *                                   | 288        |
| Total Estimated further Expenditure of Capital                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |               | £ 5.815                                                  | 44.098                              | 40.012     |
| and the state of 23,000.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 11 of \$3 000 | >                                                        |                                     | 0-0001     |

# No. VIII.-CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE,

AS PER No. VII.

| _       |                                                                                                                    |            |                                                      | -            |
|---------|--------------------------------------------------------------------------------------------------------------------|------------|------------------------------------------------------|--------------|
| e.      | 0 0                                                                                                                | 0          | 6                                                    | 3            |
| in (    |                                                                                                                    | 0          | II                                                   | 00           |
| & s. d. | 16,667 0 0                                                                                                         | 60,372 0 0 | 14,976 11 9                                          | £ 45,395 8 3 |
|         | : :                                                                                                                |            |                                                      | :            |
|         | : :                                                                                                                |            | :                                                    | :            |
|         | - 4                                                                                                                |            | :                                                    | E            |
|         | d 11<br>d 111.                                                                                                     |            | :                                                    |              |
|         | s Nos. I. and III.<br>Nos. I. and III.                                                                             |            | :                                                    | Total        |
|         | er Account                                                                                                         |            | :                                                    |              |
|         | received, pe                                                                                                       |            | No. IV.                                              |              |
|         | ut not yet 1                                                                                                       |            | r Account                                            |              |
|         | Share Capital authorized or created, but not yet received, per Accounts Nos. I. and II<br>Loan Do Nos. I. and III. |            | Less-Balance at Capital Account, per Account No. IV. |              |
|         | uthorized o                                                                                                        |            | at Capital.                                          |              |
|         | Share Capital a<br>Loan Do.                                                                                        |            | -Balance                                             |              |
|         | Shar<br>Loar                                                                                                       |            | Less                                                 |              |

15

|                  |                                                    |                                                                          |                                                   |                                            |                                                      | 16                     |                               |                                    |                                                               | _                                                        |               |             |                                             |             |
|------------------|----------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------------|------------------------------------------------------|------------------------|-------------------------------|------------------------------------|---------------------------------------------------------------|----------------------------------------------------------|---------------|-------------|---------------------------------------------|-------------|
| Cr.              | Current Half-<br>year ending<br>31st Dec.,<br>1880 | £ s. d.                                                                  | 36,476 I 4                                        | 12.821 2 6                                 | 0 4                                                  |                        |                               | R                                  |                                                               |                                                          | 1 666 12 6    | 3 10        | C II                                        |             |
|                  |                                                    | 27,081 3 0<br>686 15 3<br>657 5<br>3,444 6<br>4,606 13 10                |                                                   | 26,806 II II<br>5,309 I2 8<br>10,707 I8 II |                                                      |                        |                               | 616 11 2                           | 947 17 4                                                      | 72 10 0                                                  | 30 0 0        | 16          |                                             | -           |
| JUNT.            | RECEIPTS.                                          | By<br>Passengers<br>Season Tickets<br>Mulitary &<br>Parcels, &c<br>Mails |                                                   | Goods<br>Coal                              |                                                      | Receipts               | Tolls, Terminals, &c.,<br>per | Waterford & Central<br>Ireland Co, | Great Southern and<br>Western Co.                             | Athenry and Ennis<br>Junction Co                         | West Clare Co |             | Rents and Transfer Fees                     |             |
| NUE ACCO         | Half-year<br>ended<br>31st Dec.,<br>1888.          | 25,425<br>617<br>716<br>3,538<br>4,607                                   | 34,903                                            | 25,717<br>4,876<br>11,305                  | 76,801                                               |                        |                               | 617                                | 948                                                           | 72                                                       | 30            | 78,468      | 319                                         | 1 78 "S"    |
| CUPPENDE ACCOUNT | year ending<br>31st Dec.,<br>1889                  | £ s. d.<br>18,558 б н<br>651 5 3<br>17,166 4 4<br>5,093 н4 н             | 14,695 4 1<br>2,994 13 2                          | 59,159 8 8                                 |                                                      | 681 16 9<br>2,588 13 3 | 62,429 18 8                   |                                    |                                                               |                                                          | 16,172 15 10  | 46,257 2 10 | 35,066 II 7                                 | St 333 14 F |
| 4                | EXPENDITURE.                                       | To                                                                       | Traffic Expenses do, D,<br>General Charges do, E, | ary f625 ro                                | Compensation, Losses 46 6 1<br>Do. Personal Injuries | Rates and Taxes        |                               |                                    | rern Line 3, 175 3<br>7 Line 5,682 11<br>117 & Ennis 3,382 17 | nry & Tuam 1,767 12<br>ee & Fenit 465 5 1<br>Mileage and | 150 19 6      |             | Balance carried to Net Revenue Ac-<br>count | 5           |
| Half-year        | ended<br>81st Dec.,<br>1888.                       | £<br>17,757<br>650<br>13,238<br>9,041                                    | 14,118<br>2,953                                   | 57,757<br>305                              | : 002                                                | 1,734                  | 59,878                        | 1,500                              | 2, 802<br>5, 160<br>3, 166                                    | 228                                                      | 313           | 44,854      | 33,933                                      | 78,787      |

|                           |                                                  |     |                                                                                            | 17                      |                                  |          |
|---------------------------|--------------------------------------------------|-----|--------------------------------------------------------------------------------------------|-------------------------|----------------------------------|----------|
| 1                         |                                                  | d.  | 7                                                                                          | N Q I                   |                                  | 10       |
|                           | Current Half<br>year ending<br>1st Dec., 1889    | ŝ   | 934 13 10<br>066 11 7                                                                      | 12<br>1                 |                                  | 9        |
| Cr.                       | rent<br>r end<br>Dec.,                           |     | 34 66                                                                                      | 400 12<br>609 7<br>61 1 |                                  | 072      |
|                           | Current Half<br>year ending<br>31st Dec., 1889.  | Z   | 934 13<br>35,066 11                                                                        | 4 0                     |                                  | 37,072   |
|                           |                                                  |     | st Half-<br>Account,<br>Shares :                                                           | mes, now                |                                  | £        |
| INT.                      |                                                  |     | By Balance brought from last Half-<br>year's Account                                       |                         |                                  |          |
| DOD                       |                                                  |     | By                                                                                         |                         |                                  |          |
| ACC                       | ar<br>88.                                        |     | 483 933                                                                                    | 401<br>609<br>44        |                                  | 470      |
| No. XNET REVENUE ACCOUNT. | Half-year<br>ended 31st<br>Dec., 1888.           | Z   | 483<br>33,933                                                                              | 4 0                     |                                  | 35,470   |
| EVI                       |                                                  | d.  | 3 = 4                                                                                      | 11                      | 3                                | 101      |
| T                         | Current Half-<br>year ending<br>31st Dec., 1889. | ŝ   | 1225                                                                                       | 13,983 19 11            | 9                                | 9        |
| NE                        | rent<br>ar en<br>Dec.                            | 42  | 101 5<br>342 2<br>540 12                                                                   | 983                     | 23,088                           | ,072     |
| X                         | Cur<br>ye                                        |     | 13,101<br>342<br>540                                                                       | 13,                     |                                  | £ 37,072 |
| .0                        |                                                  |     | Gs : : :                                                                                   |                         | :                                | 5        |
| N                         |                                                  |     | To Interest on Debenture Stock<br>,, Interest on Banking Balances<br>,, Income Tax Balance |                         | " Balance available for Dividend |          |
| Dr.                       | Half-year<br>ended 31st<br>Dec., 1888.           | r k | 13, 101<br>244<br>557<br>16                                                                | 13,918                  | 21,552                           | 35,470   |

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

| Current Half-<br>year ending<br>31st Dec., 1889. | 23,088 6 3.<br>23,088 6 3<br>21,087 I I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2,001 5 2                                                                                                   | 2,001 5 2                                 |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------------------|
|                                                  | <i>£</i> , s. d.<br>6,219 10 6<br>7,412 13 7<br>243 15 0<br>1,213 17 6<br>7 1,218 11 8<br>1,218 15 0<br>548 8 9<br>548 8 9<br>2,437 10 0<br>823 17 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                             |                                           |
|                                                  | Balance available for Dividend, as per Account No. X.           4 per cent. Consolidated Preference Stock, 1873 Act, $\hat{A}_{318}$ , 950, (Less Income Tax)         4 $\frac{1}{5}$ Preference Stock, 1873 Act, $\hat{A}_{318}$ , 950, (Less Income Tax)         5        Preference Stock, 1873 Act, $\hat{A}_{318}$ , 950, (Less Income Tax)         5           5        1872         5           5        1873         5           6        1873         7           6           7           6           7           8           6           7           8           8           8           8           8           8 | Recommended for allocation as follows :<br>Dividend of per cent. per annum on the £597,550 Ordinary Capital | Balance carried forward to next half-year |
| Half-year ended<br>31st Dec., 1883.              | <i>ξ</i><br><br>6,219<br>7,413<br>244<br>1,214<br>782<br>1,219<br>548<br>548<br>2,437<br>815                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | : :                                                                                                         |                                           |
| Half-ye<br>31st De                               | 21,552<br>21,552<br>21,078                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 4/4                                                                                                         | 474                                       |

|          |                                          | No. XIIABSTRACTS                                                                                                                                                                                            | _                                             |                                                       |
|----------|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-------------------------------------------------------|
| e<br>31s | lf-year<br>nded<br>at Dec.,<br>1888.     | A. MAINTENANCE OF WAY,<br>WORKS, &c.                                                                                                                                                                        | Current Half-<br>31st Dec.                    | year ending<br>, 1889.<br>£ s. d                      |
|          | £<br>569<br>6,700<br>8,078               | Materials                                                                                                                                                                                                   | £ s. d.<br>567 9 3<br>6,834 10 2<br>8,874 0 2 | z, s, un                                              |
|          | 5,347<br>2,029                           | Less-Old Materials Sold                                                                                                                                                                                     | 16,275 19 7<br>2,942 8 2                      |                                                       |
| I        | 3,318<br>2,604<br>739<br>1,115           | Repairs of Roads, Bridges, Signals, and Works<br>Repairs of Stations and Buildings<br>Ballasting                                                                                                            |                                               | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  |
| 1        | 17,776                                   | Less-Received for Grass Rents                                                                                                                                                                               |                                               | 18,614 7 7<br>56 0 8                                  |
|          |                                          | MILES MAINTAINED :<br>Double 32<br>Single 246                                                                                                                                                               |                                               |                                                       |
| -        |                                          | 2784                                                                                                                                                                                                        | · L                                           | 18,558 6 11                                           |
| -        | 17,757                                   | B. LOCOMOTIVE POWER.                                                                                                                                                                                        |                                               |                                                       |
| -        | £<br>207<br>3,657<br>3,794<br>497<br>476 | Salaries, Office Expenses, and Gen. Superintendence<br>RUNNING EXPENSES :<br>Wages connected with the Working of Loco-<br>motive Engines<br>Coal and Coke<br>Gas and Water<br>Oil, Tallow, and other Stores | 3,885 6<br>5,357 I<br>531 8                   | . £ s. d.                                             |
| -        | 8,631<br>2,387<br>2,105                  | REPAIRS AND RENEWALS :                                                                                                                                                                                      | 1,835 5                                       | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ |
|          |                                          | New Engine                                                                                                                                                                                                  |                                               | 17,131 19 11<br>34 4 5                                |
| ŀ        | 13,238                                   | -                                                                                                                                                                                                           | 1                                             | £ 17,166 4 4                                          |
|          | - 3, - 30                                | C. REPAIRS AND RENEWALS OF CARI                                                                                                                                                                             | RIAGES ANI                                    | d. $f$ s. $d.$                                        |
|          | L<br>10:<br>62<br>1,17:                  | I Wages                                                                                                                                                                                                     | e 79 12                                       | 3<br>5<br>1                                           |
|          | 1,89<br>10<br>1,66<br>2,27               | WAGONS :         2         Salaries, Office Expenses, and Gen. Superintendence         5         Wages         8         Materials                                                                          | 1,666 19                                      | $\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$  |
|          | 3,10                                     | I New Wagons                                                                                                                                                                                                |                                               | £ 5,093 14 11                                         |
|          | 9,04                                     | I                                                                                                                                                                                                           |                                               | a contraction                                         |

### 

### No. XII.-ABSTRACTS.-continued.

| D.                                                                           | TRAFFIC EXPENSES.                                                                                                                                                                                                                                                                                                                |      |                                                                              |                                                                |                                                        |
|------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------|
| Half-yea:<br>ended<br>31st Dec.<br>1888                                      |                                                                                                                                                                                                                                                                                                                                  |      | Half<br>enc<br>31st                                                          | rent<br>-yea<br>ling<br>Dec<br>89.                             | r                                                      |
| £                                                                            |                                                                                                                                                                                                                                                                                                                                  | 1    | £                                                                            | s.                                                             | d.                                                     |
| 9,414                                                                        | Salaries and Wages, &c                                                                                                                                                                                                                                                                                                           |      | 9,707                                                                        | 18                                                             | 0                                                      |
| 1,707                                                                        | Fuel, Light, Water, and General Stores                                                                                                                                                                                                                                                                                           |      | 1,850                                                                        | 18                                                             | I                                                      |
| 202                                                                          | Clothing                                                                                                                                                                                                                                                                                                                         |      | 183                                                                          | I                                                              | IO                                                     |
| 742                                                                          | Printing, Stationery, and Tickets                                                                                                                                                                                                                                                                                                |      | 765                                                                          | 8                                                              | 6                                                      |
| 153                                                                          | Horses, Harness, Vans, Provender, &c                                                                                                                                                                                                                                                                                             |      | 137                                                                          | 6                                                              | IO                                                     |
| 20                                                                           | Wagon Covers, Ropes, &c                                                                                                                                                                                                                                                                                                          |      | 27                                                                           | I 2                                                            | C                                                      |
| 562<br>126                                                                   | Joint Stations' Expenses                                                                                                                                                                                                                                                                                                         |      | 633                                                                          | 15                                                             | I                                                      |
| 237                                                                          | Miscellaneous (including Travelling) Expenses                                                                                                                                                                                                                                                                                    |      | 104                                                                          | 14                                                             | IO                                                     |
| 237<br>80                                                                    | Bridge Tolls, Numbermen, &c                                                                                                                                                                                                                                                                                                      |      | 241                                                                          | 7                                                              | 4                                                      |
| 00                                                                           | Steam Tug and Boats                                                                                                                                                                                                                                                                                                              |      | 82                                                                           | 0                                                              | 6                                                      |
| 875                                                                          | Wages, Fuel, Stores, and Repairs in connexion<br>Stationary Engines, Waterford                                                                                                                                                                                                                                                   | with |                                                                              |                                                                |                                                        |
| 075                                                                          | Stationary Engines, wateriord                                                                                                                                                                                                                                                                                                    |      | 961                                                                          | I                                                              | I                                                      |
|                                                                              |                                                                                                                                                                                                                                                                                                                                  |      |                                                                              |                                                                |                                                        |
|                                                                              |                                                                                                                                                                                                                                                                                                                                  |      |                                                                              |                                                                |                                                        |
| 14,118                                                                       |                                                                                                                                                                                                                                                                                                                                  | £    | 14,695                                                                       | 4                                                              | I                                                      |
| 14,118<br>E.                                                                 | GENERAL CHARGES.                                                                                                                                                                                                                                                                                                                 | £    | 14,695                                                                       | 4                                                              | I                                                      |
|                                                                              | GENERAL CHARGES.                                                                                                                                                                                                                                                                                                                 | £    | 14,695                                                                       | 4                                                              | I                                                      |
|                                                                              | GENERAL CHARGES.                                                                                                                                                                                                                                                                                                                 | £    | 14,695<br>£                                                                  | 4<br>s.                                                        | I                                                      |
| E.                                                                           | Directors                                                                                                                                                                                                                                                                                                                        |      | £                                                                            | s.                                                             | d.                                                     |
| E.                                                                           | Directors                                                                                                                                                                                                                                                                                                                        |      | £<br>500                                                                     | s.<br>O                                                        | d.<br>o                                                |
| E.<br>£<br>500                                                               | Directors<br>Auditors                                                                                                                                                                                                                                                                                                            |      | £<br>500<br>25                                                               | s.<br>0<br>0                                                   | d.<br>0<br>0                                           |
| E.<br>£<br>500<br>25                                                         | Directors<br>Auditors<br>Salaries of Secretary, Accountant, and Clerks                                                                                                                                                                                                                                                           |      | £<br>500<br>25<br>663                                                        | s.<br>0<br>0<br>14                                             | d.<br>0<br>0                                           |
| E.<br>500<br>25<br>640                                                       | Directors<br>Auditors<br>Salaries of Secretary, Accountant, and Clerks<br>Office Expenses, do. do.<br>Advertising                                                                                                                                                                                                                |      | £<br>500<br>25<br>663<br>149                                                 | s.<br>0<br>0<br>14<br>10                                       | d.<br>0<br>10<br>1                                     |
| E.<br>500<br>25<br>640<br>163                                                | Directors<br>Auditors<br>Salaries of Secretary, Accountant, and Clerks<br>Office Expenses, do. do.<br>Advertising<br>Fire Insurance                                                                                                                                                                                              |      | £<br>500<br>25<br>663<br>149<br>24                                           | s.<br>0<br>0<br>14<br>10<br>14                                 | d.<br>0<br>0<br>10<br>1                                |
| E.<br>500<br>25<br>640<br>163<br>3                                           | Directors<br>Auditors<br>Salaries of Secretary, Accountant, and Clerks<br>Office Expenses, do. do.<br>Advertising<br>Fire Insurance<br>Telegraph Expenses                                                                                                                                                                        |      | £<br>500<br>25<br>663<br>149<br>24<br>107                                    | s.<br>0<br>0<br>14<br>10<br>14<br>1<br>3                       | d.<br>0<br>10<br>1<br>7                                |
| E.<br>500<br>25<br>640<br>163<br>3<br>109                                    | Directors<br>Auditors<br>Salaries of Secretary, Accountant, and Clerks<br>Office Expenses, do. do.<br>Advertising<br>Fire Insurance<br>Telegraph Expenses<br>Railway Clearing House Expenses                                                                                                                                     |      | £<br>500<br>25<br>663<br>149<br>24<br>107<br>103                             | s.<br>0<br>14<br>10<br>14<br>1<br>3<br>13                      | d'<br>0<br>0<br>10<br>1<br>7<br>4                      |
| E.<br>500<br>25<br>640<br>163<br>3<br>109<br>106<br>414<br>430               | Directors<br>Auditors<br>Salaries of Secretary, Accountant, and Clerks<br>Office Expenses, do. do.<br>Advertising<br>Fire Insurance<br>Telegraph Expenses<br>Railway Clearing House Expenses<br>Audit Office Expenses                                                                                                            |      | £<br>500<br>25<br>663<br>149<br>24<br>107<br>103<br>467                      | s.<br>0<br>0<br>14<br>10<br>14<br>1<br>3<br>13<br>5            | d.<br>0<br>0<br>10<br>1<br>7<br>4<br>8                 |
| E.<br>500<br>25<br>640<br>163<br>3<br>109<br>106<br>414                      | Directors<br>Auditors<br>Salaries of Secretary, Accountant, and Clerks<br>Office Expenses, do. do.<br>Advertising<br>Fire Insurance<br>Telegraph Expenses<br>Railway Clearing House Expenses<br>Audit Office Expenses<br>Stores Department                                                                                       |      | £<br>500<br>25<br>663<br>149<br>24<br>107<br>103<br>467<br>412               | s.<br>0<br>14<br>10<br>14<br>13<br>5<br>11                     | d.<br>0<br>0<br>10<br>1<br>10<br>7<br>4<br>8<br>4      |
| E.<br>500<br>25<br>640<br>163<br>3<br>109<br>106<br>414<br>430               | Directors<br>Auditors<br>Salaries of Secretary, Accountant, and Clerks<br>Office Expenses, do. do.<br>Advertising<br>Fire Insurance<br>Telegraph Expenses<br>Railway Clearing House Expenses<br>Audit Office Expenses<br>Stores Department<br>Travelling and Miscellaneous Expenses                                              |      | £<br>500<br>25<br>663<br>149<br>24<br>107<br>103<br>467<br>412<br>187        | s.<br>0<br>14<br>10<br>14<br>13<br>5<br>11<br>4                | d.<br>0<br>0<br>10<br>1<br>10<br>7<br>4<br>8<br>4<br>2 |
| E.<br>500<br>25<br>640<br>163<br>3<br>109<br>106<br>414<br>430<br>183        | Directors<br>Auditors<br>Salaries of Secretary, Accountant, and Clerks<br>Office Expenses, do. do.<br>Advertising<br>Fire Insurance<br>Telegraph Expenses<br>Railway Clearing House Expenses<br>Audit Office Expenses<br>Stores Department                                                                                       |      | £<br>500<br>25<br>663<br>149<br>24<br>107<br>103<br>467<br>412<br>187        | s.<br>0<br>14<br>10<br>14<br>13<br>5<br>11                     | d.<br>0<br>0<br>10<br>1<br>10<br>7<br>4<br>8<br>4      |
| E.<br>500<br>25<br>640<br>163<br>3<br>109<br>106<br>414<br>430<br>183<br>355 | Directors<br>Auditors<br>Salaries of Secretary, Accountant, and Clerks<br>Office Expenses, do. do.<br>Advertising<br>Fire Insurance<br>Fire Insurance<br>Telegraph Expenses<br>Railway Clearing House Expenses<br>Audit Office Expenses<br>Stores Department<br>Travelling and Miscellaneous Expenses<br>Fidelity Insurance Fund |      | £<br>500<br>25<br>663<br>149<br>24<br>107<br>103<br>467<br>412<br>187<br>329 | s.<br>0<br>0<br>14<br>10<br>14<br>13<br>5<br>11<br>4<br>5<br>0 | d.<br>0<br>0<br>10<br>7<br>4<br>8<br>4<br>2<br>4       |

|                                |      |                                                                        |                      |                                                 |                                              |                                        | 41                                |                                 |                                |                                               |                            |  | _ | 1                  | - |
|--------------------------------|------|------------------------------------------------------------------------|----------------------|-------------------------------------------------|----------------------------------------------|----------------------------------------|-----------------------------------|---------------------------------|--------------------------------|-----------------------------------------------|----------------------------|--|---|--------------------|---|
| ſ                              | d.   | 6                                                                      | 0                    | 0                                               | 4                                            | -                                      | 2                                 | 0                               | 6                              |                                               | -                          |  |   | 9                  |   |
| Cr.                            | s. d | II                                                                     | 0                    | 0                                               | 4                                            | 14                                     | 50                                | 15                              | 61                             |                                               |                            |  |   | 10                 |   |
|                                | ¥    | as<br>14,976 11                                                        | 23,350               | 750 0                                           | 21,990 4                                     | 3,239 14                               | 6,071 5                           | 2,604 15                        | I,608 I9                       |                                               |                            |  |   | Total, £ 74,591 10 |   |
|                                | -    | : 33                                                                   | :                    | A.                                              | :                                            | :                                      | :                                 | :                               | :                              |                                               |                            |  |   | al, £              |   |
| No. XIIIGENERAL BALANCE SHEET. |      | By Capital Account, Balance at Dcbit thereof, as<br>per Account No. IV | ", Shares Investment | ,, Kilkenny Junction Railway Debenture Stock A. | ", 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 |                                               |                            |  |   | Tota               |   |
| AL                             | -    | 3                                                                      | I                    |                                                 | -                                            | 11                                     | I                                 | 2                               | 00                             | 10                                            | 2                          |  |   | 9                  |   |
| IER                            | 0    | 9                                                                      | 00                   |                                                 | 4                                            | 91                                     | 9                                 | 2                               | 9.                             | 6                                             | 14                         |  |   | 10                 |   |
| GEN                            | 1    | 23,088                                                                 | 1,244                | 6 I I 6 4                                       | 12,7/5 14 11                                 | 7,651 16 11                            | 8,069                             | 3,203                           | 17,322                         | 351                                           | 886 14                     |  |   | Total, £ 74,591 10 |   |
| XIII                           | -    |                                                                        | :                    | 89,                                             | :                                            | :                                      | :                                 | :                               | :                              | :                                             | :                          |  |   | u, E               |   |
|                                |      | To Net Revenue Account, Balance at Credit thereof,                     | 4                    | 31st Dec., 18                                   | payable                                      | Balance due to Bankers                 | Debts due to other Companies      | ,, Amount due to Clearing House | Sundry Outstanding Accounts    | " Company's Friendly Society as its Treasurer | ", Fidelity Insurance Fund |  |   | Total              |   |
| Ê                              |      | Lo N                                                                   | 11                   | ,, II                                           |                                              | ", B                                   | ", L                              | », A                            |                                | **                                            | 19                         |  |   |                    |   |

| ATEMENT |
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| Half-Year                      |                                                |    |    |     |    |                        | Ha                   | If-year ending                 | Half-year ending 31st December, 1880. | , 1889. |                             |              |
|--------------------------------|------------------------------------------------|----|----|-----|----|------------------------|----------------------|--------------------------------|---------------------------------------|---------|-----------------------------|--------------|
| 31st Dec., 1888                |                                                |    |    |     |    | Milautho               | Miles<br>authorized. | Miles<br>constructed           | Constructing                          |         | Miles worked<br>by Engines. | -ked<br>les. |
|                                |                                                |    |    |     |    |                        |                      |                                |                                       |         | -                           | 1            |
| M. F. C.<br>141 6 8<br>137 0 0 | Lines owned by Company<br>Do. Leased or Rented | :: |    | 1.1 | :: | M. F<br>141 (<br>137 0 | v∞ 0                 | M. F. C.<br>141 6 8<br>137 0 0 | M. F.                                 | J       | M. F.<br>141 6<br>137 0     | ಲೆ∞ ೦        |
| 278 6 8<br>I I 0               | Foreign Lines Worked Over                      | :  | 9: | :   | :  | 278 (                  | 00 0                 | 278 6 8                        |                                       |         | 278 6                       | 00           |
| 279 7 8                        | Total                                          | :  | :  | :   | :  | 279 7 8                | 0 00                 | 279 7 8                        | : : :                                 |         | 270 7                       | 0 00         |

| Jec., 1889.                       | Total.                            | MILEC  | 370,523                                                                  | 95,302   | 465,825  | Acres                                    |
|-----------------------------------|-----------------------------------|--------|--------------------------------------------------------------------------|----------|----------|------------------------------------------|
| Half-Year ending 31st Dec., 1889. | Other Lines<br>Worked.            | MILES. | 149,158                                                                  | 17,340   | 166,498  | n of the Com                             |
| Half-Yea                          | W. & L. Line.                     | MILES. | 221,365                                                                  | 77,902   | 299, 327 | HT. Chairma                              |
|                                   |                                   |        | Passenger Trains-and Mixed Trains, carrying also<br>Goods and Live-Stock | *        | 1 otal   | IAMES SPAIGHT. Chairman of the Composite |
| ec., 1888.                        | Total.                            | MILES. | 361,097<br>88,971                                                        | 450,068  |          |                                          |
| Half-Year ended 31st Dec., 1888.  | Other Lines<br>Worked.            | MILES. | 147,362<br>14,379                                                        | 161,741  |          |                                          |
| Half-Yea                          | W. & L. Line. Other Lines Worked. | MILES. | 213,735<br>74,592                                                        | 288, 327 |          |                                          |

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### 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.

JAMES TIGHE. Engineer.

Date, 22nd January, 1890. Waterford.

### CERTIFICATE RESPECTING THE ROLLING STOCK.

I HEREBY certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, 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.

JOHN G. ROBINSON,

Locomotive Superintendent.

Date, 14th January, 1890. 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, 1889, 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 £23,088 6s. 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, 17th February, 1890.

### Materford and Limerick Railway.

10.00

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### NOTICE TO SHAREHOLDERS.

Shareholders who have voting power and are 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.

The Dividend Warrants are intended to be posted on Thursday, the 27th of March, 1890.

Materford and Tramore Railway Company.

### REPORT OF DIRECTORS AND STATEMENT OF ACCOUNTS

Half-year ended 31st DECEMBER. 1889,

FOR

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

### SEVENTY-FOURTH HALF-YEARLY MEETING

### OF THE COMPANY,

TO BE HELD

AT THE COMPANY'S OFFICE. THE TERMINUS,

WATERFORD,

At One O'Clock p.m., on Wednesday, the 19th of March, 1890.

1890.

N. HARVEY & CO. PRINTERS, WATERFORD

### Directors:

ABRAHAM DENNY, Esq., D.L., CHAIRMAN. CORNELIUS MORLEY, Esq., J.P., VICE-CHAIRMAN. 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 TER-MINUS. WATERFORD, on WEDNESDAY, the 19th March, 1890, at One O'Clock p.m., for the purpose of receiving a Report and Statement of Accounts for the Half-year ended the 31st December, 1889, 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 5th March until the 19th March, inclusive.

WILLIAM REA,

Secretary.

Office, The Terminus.

Waterford, March 3rd, 1890.

### DIRECTORS' REPORT.

### Comparative Table of Traffic.

|                                                  | Dec.                                             | 31st, 1888.                                                                                                                                                                                                                        | Dec. 3                                                                                             | llst, 1889.                                                                                                                                                                                                                                                                      |
|--------------------------------------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Season ,, Parcels, Dogs and Excess Fare<br>Goods | 7939<br>10102<br>19673<br>31903 <u>2</u><br>1009 | $\begin{array}{c} \pounds & \mathrm{s.} & \mathrm{d.} \\ 396 & 19 & 0 \\ 336 & 14 & 8 \\ 1221 & 19 & 3 \\ 1266 & 4 & 11 \\ 31 & 11 & 10 \\ 14 & 3 & 0 \\ 259 & 0 & 0 \\ 146 & 3 & 7 \\ 141 & 19 & 10 \\ 15 & 0 & 0 \\ \end{array}$ | $\begin{array}{c} 8115\frac{1}{2}\\ 12009\\ 19849\frac{1}{2}\\ 32062\frac{1}{2}\\ 1153\end{array}$ | $\begin{array}{c} \pounds \   {\rm s.} \   {\rm d.} \\ 405 \   15 \   {\rm 6} \\ 400 \   {\rm 6} \   0 \\ 1223 \   19 \   0 \\ 1229 \   16 \   11 \\ 37 \   10 \   6 \\ 10 \   18 \   0 \\ 259 \   16 \   0 \\ 123 \   2 \   6 \\ 189 \   9 \   9 \\ 15 \   0 \   0 \end{array}$ |
|                                                  | 707161                                           | 3829 16 1                                                                                                                                                                                                                          | 731895                                                                                             | 3895 14 2                                                                                                                                                                                                                                                                        |

Subjoined is the usual Comparative Statement of Traffic, showing the details of the earnings of your Line for the half-year ending 31st December, 1889.

The Traffic, during the Half-year, has been well maintained, the Receipts showing a small Increase in both Goods and Passengers.

The Permanent Way and Plant have been maintained in a state of thorough efficiency.

The balance available for Dividend (after providing for Interest on Loans and Outstanding Accounts) is £1875 10s. 10d., which your Directors recommend being appropriated as under :

| Dividend on 5 per cent. Preference Shares, | £ | 250  | 0 | 0 |
|--------------------------------------------|---|------|---|---|
| Dividend on Original Shares, 5s. per Share | , | 1200 | 0 | 0 |
| Balance to next Half-year                  |   | 425  |   |   |

### £1875 10 10

The retiring Directors are C. MORLEY, Esq., and J. N. WHITE, Esq., and the retiring Auditor is GEO. W. MAUNSELL, Esq., all of whom are eligible and offer themselves for re-election.

> A. DENNY, Chairman. WILLIAM REA, Secretary.

### 1889. DEC., 31st Half-year ended Waterford

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Railway

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and

AUTHORIZED AND CREATED BY THE COMPANY T OF CAPITAL

| CAPITAL             |                     | , d. ) All.                                           | 0 0                                                                               | 0                                |
|---------------------|---------------------|-------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------------------|
| ED.                 | TOTAL.              | £ 8<br>64,000 (                                       | 13,350 (                                                                          | 77,350 (                         |
| CAPITAL AUTHORIZED. | LOANS.              | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | 3,350 0 0                                                                         | 58,000 0 0 19,350 0 0 77,350 0 0 |
| CAPI                | SHARES.             | £ s. d.<br>48,000 0 0                                 | 10.000 0 0                                                                        | 58,000 0 0                       |
|                     | ACTS OF PARLIAMENT. | Waterford and Tramore Railway Act, 1851               | Waterford and Tramore Railway Amendment Act, 1857 10.000 0 0 3,350 0 0 13,350 0 0 |                                  |

RECEIVED. STATEMENT OF SHARE CAPITAL CREATED, SHOWING THE AMOUNT

|                                                          | DESCRIPTION.           |      |   |   | AMOUNT<br>CREATED. | TNT<br>TED. | AMOUNT<br>RECEIVED.                      | VED. |    |
|----------------------------------------------------------|------------------------|------|---|---|--------------------|-------------|------------------------------------------|------|----|
| Advined Change                                           | (4.800 at £10 each)    |      | : | : | £<br>48,000        | s. d.       | £ s. d. £ s. d.<br>48,000 0 0 48,000 0 0 | s. d |    |
| Utilitation of the preference Shares (1.000 at £10 each) | es (1.000 at £10 each) |      | i | : | 10,000             | 0 0         | 10,000 0 0 10,000 0 0                    | 0    | 01 |
| Little her community t which her a                       |                        | <br> | : |   | 58,000             | 0 0         | 58,000 0 0 58,000 0 0                    | 0    | -  |

No. III.-CAPITAL RAISED BY LOANS,

|                                | -00<br>00                                                 | -                    | .00                                                                                                              |
|--------------------------------|-----------------------------------------------------------|----------------------|------------------------------------------------------------------------------------------------------------------|
| AL.                            | 00 20                                                     |                      | 0 0 0                                                                                                            |
| TOTAL.                         | £<br>19,350<br>19,350                                     | :4                   | $f_{19,350}$                                                                                                     |
| At 44 per cent. At 4 per cent. | $\pounds$ 8. d.<br>5,800 0 0<br>5,800 0 0                 |                      |                                                                                                                  |
| At 44 per cent.                | $\pounds$ s. d.<br>13,550 0 0<br>13,550 0 0               |                      |                                                                                                                  |
|                                |                                                           |                      |                                                                                                                  |
|                                |                                                           |                      | No. I.                                                                                                           |
|                                |                                                           |                      | atement 1                                                                                                        |
|                                |                                                           |                      | as per Sta                                                                                                       |
|                                |                                                           |                      | Loans,                                                                                                           |
|                                |                                                           |                      | ised by<br>a bove                                                                                                |
|                                | 1889                                                      | ::                   | be ra<br>ms, a                                                                                                   |
|                                | June, 1889<br>Jecember,                                   | :                    | t authorized to be raised by<br>t raised by Loans, as above                                                      |
|                                | Existing at 30th June, 1889<br>Existing at 31st December, | : :<br>•             | Total amount authorized to be raised by Loans, as per Statement No. I.<br>Total amount raised by Loans, as above |
|                                | Existing                                                  | Decrease<br>Increase | Total an<br>Total an                                                                                             |

No. IV.-RECEIPTS AND EXPENDITURE en r.

6

| d.           | 00                                                                                                                                                                                                                                                   | 0          |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| où           | 00                                                                                                                                                                                                                                                   | 0          |
| 48           | 58,000 0<br>19,350 0<br>                                                                                                                                                                                                                             | 77,350 0 0 |
|              | 1. I                                                                                                                                                                                                                                                 |            |
|              |                                                                                                                                                                                                                                                      |            |
| RECEIPTS.    | By Shares, per Account No. II.<br>,, Loans, per Account No. III.<br>,, Balance                                                                                                                                                                       |            |
| REC          | er Accou                                                                                                                                                                                                                                             |            |
|              | By Shares, p<br>., Loans, pe<br>., Balance                                                                                                                                                                                                           |            |
|              | By                                                                                                                                                                                                                                                   |            |
| £ s. d.      |                                                                                                                                                                                                                                                      | 0          |
| 20           | 151 22 22 23 157 23 22 23 22 23 22 23 22 23 22 23 22 23 23                                                                                                                                                                                           | 0          |
| £            | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                 | 77,350 0 0 |
| EXPENDITURE. | To Acts of Incorporation Law, General, and Incidental Expenses Law, General, and Lucidental Expenses Permanent Way, Rails, Chairs & Sleepers Miscellaneous Works, Engine Shed, &c Miscellaneous Works, Engine Shed, &c Vorkshops, &c I workshops, &c |            |

No. V.-CAPITAL EXPENDITURE FOR HALF-YEAR ENDED DEC. 31st, 1889.

| _   | 1889.                                                                |   |
|-----|----------------------------------------------------------------------|---|
|     | 31st,                                                                | - |
|     | DEC.                                                                 |   |
|     | ENDED                                                                |   |
|     | 7.YEAR                                                               |   |
|     | HALI                                                                 |   |
|     | FOR                                                                  |   |
| Γ.  | STOCK                                                                | - |
| I N | VORKING                                                              |   |
|     | OF 1                                                                 |   |
|     | No. VI.—RETURN OF WORKING STOCK FOR HALF.YEAR ENDED DEC. 31st, 1889. |   |
|     | NI.                                                                  |   |
|     | No                                                                   |   |
|     |                                                                      |   |

|   | 1                             |                 |              |                    |
|---|-------------------------------|-----------------|--------------|--------------------|
|   | Loco-<br>motive. Co.          | COACHING.       | MERCH        | MERCHANDISE.       |
| • | Tank First<br>Engines. Class. | Third<br>Class. | Van. Wayons. | Ballast<br>Wagons. |
|   | 4 4 7 7 7                     | 00 00           | 1 8          | 63 63              |
| 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. VII.

Loan Capital authorized but not yet received, as per Account No. 111. Less Balance at Debit of Capital Account, as per Account No. IV.

No. IX.--REVENUE ACCOUNT.

|                                            | s. d.   |                                                                                                                                                                                                      | 1 11 12 3                                                      | 19 6                                                 | 13 8      |
|--------------------------------------------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|------------------------------------------------------|-----------|
| r ending<br>., 1889.                       | લ       | 0000                                                                                                                                                                                                 | aooo 1<br>312 12                                               | 61                                                   | 3942 ]    |
| Half-year ending<br>31st Dec., 1889.       | £ s. d. | 1629 14 6<br>1630 2 11<br>259 16 0<br>37 10 6<br>10 18 0                                                                                                                                             | 123 2 6<br>189 9 9                                             | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |           |
| RECEIPTS.                                  |         | By PassENGERS :                                                                                                                                                                                      | ", Percels, Dogs, and Excess<br>"Fares", ".".<br>", Goods", "" | " Mails ". Rent                                      |           |
| Half-year<br>ended<br>31st Dec.,<br>1888.  | 8       | 1619<br>1603<br>259<br>31<br>14                                                                                                                                                                      | 3526<br>146<br>142                                             | 15<br>46                                             | 3875      |
| Half-ycar<br>ending<br>31st Dec.,<br>1889. | £ 8. d. | 484 6 11<br>590 13 8<br>158 12 8<br>284 14 8<br>190 0 0                                                                                                                                              | 1775 11 0                                                      | 2167 2 8                                             | 3942 13 8 |
| EXPENDITURE.                               |         | To Maintenance of Way, Works,<br>and Stations, see Abstract A<br>,, Locomotive Power ,, B<br>,, Carriages & Wagons ,, C<br>,, Traffic Expenses ,, E<br>,, General Charges ,, E<br>,, Rates and Taxes |                                                                | ,, Balance to Net Revenue Acct.                      |           |
| ended<br>Dec. 31st,<br>1888.               | £       | 413<br>529<br>152<br>284<br>190<br>74                                                                                                                                                                | 1642                                                           | 2233                                                 | 3875      |

8

| Cr.                       | Half-year | Dec. 31st<br>1889.                         | £ s. d. | ount 112 6 11<br>IX. 2167 2 8<br>      |                                  | 2279 9 7 | -        |
|---------------------------|-----------|--------------------------------------------|---------|----------------------------------------|----------------------------------|----------|----------|
| ACCOUNT.                  |           |                                            |         |                                        | ", Interest on Bank Datance      |          |          |
| ENUE /                    | -         | Half-year<br>ended<br>Dec. 31st<br>1888.   | 3       | 43 2233                                |                                  | 0076     | 2410     |
| No. XNET REVENUE ACCOUNT. |           | Half-year<br>ending<br>Dec. 31st,<br>1889. |         | 403 18 9<br>1875 10 10                 |                                  | E C CHOC | 1 6 6172 |
| No. X.                    |           |                                            |         | To Interest on Mortgage Bonds 403 18 9 | " Balance available for Dividend |          |          |
|                           | ar.       | Half-year<br>ended                         | 1888.   |                                        | 1873                             |          | 2276     |

9

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

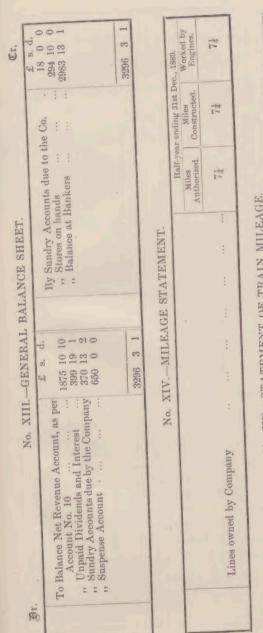
| nding            | 1889.       | £ s. d. £ s. d.<br>1875 10 10 |                                                       | 1450 0 0   | 425 10 10                             |                           |
|------------------|-------------|-------------------------------|-------------------------------------------------------|------------|---------------------------------------|---------------------------|
| Half-year ending | Dec. 31st,  | £ 3. d.                       | 0 0 020                                               | 1200 0 0 1 |                                       |                           |
|                  |             |                               |                                                       |            |                                       |                           |
|                  |             |                               | Balance available for Dividend, as per Account No. X. | er annum   | Ordinary Share Capital, 58. per Share | Balance to next half-year |
| •                | . Half-year | ended<br>Dec. 31st, 1888.     | £<br>1873                                             | 950        | 1200                                  | 423                       |

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### No. XII.-ABSTRACTS.

| _                                              | -                           | -         | -                                                                   | -                                 |                                                                             |          |                                                                                    |                                                                                      |          |
|------------------------------------------------|-----------------------------|-----------|---------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------|----------|------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------|
| Half-year<br>ending<br>Dec. 31st,<br>1859.     | £ s. d.<br>86 8 6<br>72 4 2 | 158 12 8  | Half-year<br>ending<br>Dec. 31st,<br>1889.                          | 10.20                             | 22 6 8<br>9 0 0<br>34 14 10<br>13 14 10                                     | 284 14 8 | Half-year<br>ending<br>Dec. 31st,<br>1889.                                         | 50 0 0<br>140 0 0                                                                    | 190 0 0  |
| CREPAIRS AND RENEWAL OF<br>CARRIAGES & WAGONS. | CARRIAGES AND WAGONS        |           | DTRAFFIC EXPENSES.                                                  | Salaries and Wages                | Printing, Stationery, and Tickets<br>Clothing<br>Gas<br>Incidental Expenses |          | EGENERAL CHARGES.                                                                  | Directors<br>Salaries of Sec. and General Manager<br>and Assistant<br>Fire Insurance |          |
| Half-year<br>ended<br>Dec. 31st,<br>1838.      | £<br>56                     | 152       | Half-year<br>ended<br>Dec. 31st,<br>1888.                           | £<br>209                          | 24<br>                                                                      | 284      | Half-year<br>ended<br>Dec. 31st,<br>1888.                                          | 50<br>140                                                                            | 190      |
| Half-year<br>ending<br>Dec. 31st,<br>1889.     | £ 8. d.                     | 11        | 2 13 0<br>57 14 8                                                   | 484 6 11                          | Half-year<br>ending<br>Dec. 31st,<br>1889.                                  | £ s. d.  | 123 14 7<br>160 18 0<br>46 5 1                                                     | 134 9 6<br>125 6 6                                                                   | 590 13 8 |
| AMAINTENANCE OF WAY, WORKS,<br>AND STATIONS.   | IANCE A<br>ERMANEN          | Materials | Repairs of Bridges, Fences, &c<br>Repairs of Stations and Buildings | Alliks MAINTAINED.<br>Single, 74. | BLOCOMOTIVE POWER.                                                          |          | RUNNING EXPENSES—<br>Wages of Engine Drivers, &c<br>Coal<br>Oil, Tallow, and Waste | REPAIRS AND RENEWALS-<br>Wages                                                       |          |
| Half-year<br>ended<br>Dec. 31st,<br>1888.      | £                           | 169       | 59                                                                  | 413                               | Half-year<br>ended<br>Dec. 31st,<br>1888.                                   | æ        | 127<br>137<br>50                                                                   | 132<br>82                                                                            | 528      |



XV .-- STATEMENT OF TRAIN MILEAGE. No.

11

22,052 21,795 Half-year ended Dec. 31st, 1889. Total, Passenger Trains Other Trains (Ballast, &c.) 21,795 21,905 Half-year ended 31st Dec., 1888.

A. DENNY, Chairman. WILLIAM REA, Secretary of the Company.

### WEST CLARE RAILWAY CO., LTD.

### CERTIFICATE RESPECTING THE PERMANENT WAY.

12

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 25th, 1890.

CERTIFICATE RESPECTING THE ROLLING STOCK.

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

HENRY WAUGH, Locomotive Engineer.

February 25th, 1890.

### AUDITORS' CERTIFICATE.

I have examined the Accounts, with the Vouchers, of the Waterford and Tramore Railway Company for the half-year ending the 31st Dec., 1889, 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 5s. per Share on the Original Shares, has been *bona fide* earned during the halfyear, after debiting Revenue with all expenses, which in my judgment, ought to be charged to that Account.

GEORGE W. MAUNSELL, Auditor.

February 26th, 1890.

### REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS TO 31ST OCTOBER, 1889, TO BE SUBMITTED AT THE Dinth General Meeting of the Shareholders, TO BE HELD AT THE OFFICES OF THE COMPANY, 39 DAME-ST., DUBLIN, On Wednesday, 12th March, 1890,

AT TWELVE O'CLOCK, NOON.

### Directors.

JAMES F. LOMBARD, Esq., J.P., South Hill, Up. Rathmines, Co. Dublin. SIR FRANCIS W. BRADY, BART., D.L., 26 Up. Pembroke Street, Dublin. WILLIAM CARTE, Esq., J.P., Military Road, Dublin. DAVID COFFEY, Esq., J.P., Leeson Park House, Leeson Park, Dublin. WM. M. MURPHY, Esq., M.P., Dartry. Upper Rathmines, Co. Dublin.

### Baronial Directors.

RICHARD STACPOOLE, Esq., D.L., Edenvale, Ennis. MICHAEL MACNAMARA, Esq., Greenpark, Ennis. MICHAEL HOGAN, Esq., Kilnaboy, Corofin, Co. Clare.

### West Clare Railway Company, Limited.

### DIRECTORS' REPORT

To be submitted to the Shareholders at the Half-yearly General Meeting on 12th March, 1890.

**THE** DIRECTORS are glad to be able to report a continued increase of Receipts and Profits.

The Accounts for the Half-year ending 31st October last shew net profits amounting to  $f_{2,0,0,1}$  18s. 9d., against  $f_{1,553}$  14s. 2d. for the corresponding period of 1888, the difference being rather more than the increase of receipts, which was  $f_{477}$  3s. 11d.

The Guaranteed Dividend for the period with which these Accounts deal was distributed amongst the Shareholders as usual on the 1st November last, and the next Dividend will be payable on 1st May next.

Arrangements have been entered into with the Post Office for the conveyance of all the Mails into the District served by the Railway. This Contract will commence on 1st April next.

The Directors retiring by rotation are Messrs. J. F. LOMBARD and DAVID COFFEY, who, being eligible, offer themselves for reelection.

Messrs. CRAIG, GARDNER & Co., Auditors, also retire, and offer themselves for re-election.

The Engineer's Certificate is annexed.

THE following Tabulated Statement shows the Traffic Receipts and Expenditure of the Company, and the number of Passengers, Parcels, Live Stock, and tons of Goods carried for the Halfyear ended October, 1889, as compared with the corresponding period of the preceding year:—

| DESCRIPTION.                             | Half-Year,<br>31st Oct , 1889. | Half-Year,<br>31st Oct., 1888. | Increase<br>in 1889. | Decrease<br>in 1889. |
|------------------------------------------|--------------------------------|--------------------------------|----------------------|----------------------|
| Passengers                               | £ s d.<br>3433 6 7             | .C s. d.<br>3205 15 2          | £ s. d.<br>227 II 5  | £ s. d.<br>          |
| Parcels & Mis-<br>cellaneous             | 123 8 5                        | 79 6 9                         | 44 I 8               |                      |
| Goods & Coal                             | 1369 12 I                      | 1221 I 9                       | 148 10 4             |                      |
| Live Stock                               | 348 16 7                       | 312 15 0                       | 36 I 7               |                      |
| Special & Mis-<br>cellaneous<br>Receipts | 24 11 5                        | 3 12 6                         | 20 18 11             |                      |
| TOTAL TRAFFIC<br>RECEIPTS                | 5299 15 I                      | 4822 11 2                      | 477 3 II             |                      |
| Total Expenses                           | 3204 16 4                      | 3268 17 0                      |                      | 64 0                 |
| Net Revenue                              | 2094 18 9                      | 1553 14 2                      | 54I 4 7              |                      |
|                                          |                                |                                |                      |                      |
| Passengers, No.                          | 66,915                         | 60,256                         | 6,659                |                      |
| Parcels, No.                             |                                | 1,880                          | 435                  |                      |
| Goods &c., Tons                          |                                | 4,319                          | 776                  |                      |
| Live Stock, No                           |                                | 7.835                          | 975                  |                      |
|                                          |                                |                                |                      |                      |

JAMES F. LOMBARD, Chairman. W. J. KENNEDY, Secretary.

Dublin, 24th February, 1890.

## WEST CLARE RAILWAY COMPANY, LIMITED.

## Statement of Accounts up to 31st October, 1889.

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

| ACTS OF PARLIAMENT.                                                                                                                                                                                                                  | 4 per cent. Guar-<br>anteed $f_{IO}$ Shares. $f_{IO}$ Shares. | anteed<br>lares. | TOTAL.   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|------------------|----------|
| The Companies Acts, 1862 to 1883.<br>The Tramways and Public Companies (Ireland) Act, 1883, 46 & 47 Vic., c.43.<br>The Tramways (Ireland) Provisional Order (West Clare Railway) Con-<br>firmation Act, 1884, 47 & 48 Vict., c. 217. | 00 £16,500                                                    | 500              | £180,000 |

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

| £ 163,488<br>16,500 | DESCRIPTION. | Amount<br>Created. | Amount<br>Received. | Arrear. | yet Made. | Unissued. |
|---------------------|--------------|--------------------|---------------------|---------|-----------|-----------|
|                     |              |                    | £163,485<br>16,500  | £12     |           | 11        |
| £179,988            |              | £180,000           | £179,988            | £12     |           | 1         |

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

| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | Amount<br>Expended to                           | Amount Ex-<br>pended during<br>Half-year | TOTAL.       |                                                                      |     | TOTAL.                               |      |
|----------------------------------------|-------------------------------------------------|------------------------------------------|--------------|----------------------------------------------------------------------|-----|--------------------------------------|------|
| To Expenditure-                        | £ s. d.                                         |                                          | £ s. d       | Les d. By RECEIPTS<br>Guaranteed Shres, per Account No. 2            | 1 1 | £ s. d.<br>163.488 0 0<br>16.500 0 0 | . d. |
| Traffic, &c., per<br>Account No. 5 I   | Traffic, &c., per<br>Account No. 5 179,971 10 5 | 28 9 7                                   | 180,000 0    | Unguaranteed shares, per account No. 13<br>Balance to Account No. 13 |     | 12 0                                 | 0 0  |
|                                        |                                                 |                                          |              |                                                                      |     |                                      |      |
|                                        |                                                 |                                          | £180,000 0 0 | 1.0                                                                  |     | £180,000 0 0                         | 0    |

5

No. 5 .- DETAILS OF CAPITAL EXPENDITURE.

| ч.<br>С.                     | d.                               |
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| For Half-year<br>to to 1889, | £ s. d.<br>28 9 7                |
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No. 6 .-- RETURN OF WORKING STOCK.

|                          | LOCOMOTIVE. |                                               | COACHING.   | NG.       |       | MER             | MERCHANDISE AND MINEFALS   | D MINEFALS    |       |
|--------------------------|-------------|-----------------------------------------------|-------------|-----------|-------|-----------------|----------------------------|---------------|-------|
|                          | Engines.    | Composite, Third Class Break Van ToTAL Wagons | Third Class | Break Van | TOTAL | Goods<br>Wagons | Goods<br>Wagons<br>covered | Trucks. TOTAL | TOTAL |
| Stock on 31st Oct., 1889 | 4           | e                                             | 9 .         | 4         | 13    | 51              | 32                         | 52            | 65    |

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

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

| £12 0 0                                              | 0 0                            | NiL.              |
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| £12                                                  | I2 0                           | £ NIL.            |
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| :                                                    |                                | :                 |
| GUARANTEED CAPTTAL-Calls in Arrear per Account No. 2 | Less Balance per Account No. 4 | Balance available |

| Gr.                   | g Oct. 31, 1889.                      | <i>ћ</i> s. d.                                        | 3,433 6 7                                                                                     |                | 123 8 5 | 0                      |            | 24 II 5                                                       | * 200 TE T         | C. 66+10   |                               |
|-----------------------|---------------------------------------|-------------------------------------------------------|-----------------------------------------------------------------------------------------------|----------------|---------|------------------------|------------|---------------------------------------------------------------|--------------------|------------|-------------------------------|
|                       | Half-Year ending Oct. 31, 1889.       | £ s. d.<br>3,421 15 3<br>5 8 0                        |                                                                                               | . I23 8 5      |         | I,369 I2 I<br>348 16 7 |            | IT 3 II                                                       |                    | _          |                               |
| Τ.                    | RECEIPTS.                             | By Passengers<br>" Mulitary<br>" Subscription Tickets |                                                                                               | ., Parcels, &c |         | " Merchandise          |            | " Special and Miscel-<br>laneous Receipts<br>", Transfer Pees |                    |            |                               |
| No. 9REVENUE ACCOUNT. | Half-Year<br>ending<br>Oct. 31, 1888. |                                                       | 3,205 15 2                                                                                    | 79 6 9         | 79 6 9  | I,221 I 9<br>312 I5 0  | I.533 16 9 | 3 12 6                                                        |                    | 4.822 II 2 | I ine Opened, and July, 1887. |
| 9REVEN                | Half-Year<br>ending                   |                                                       | 85 18 7<br>931 3 4<br>450 19 0                                                                |                | 50 14 4 |                        |            | 2,094 18 9                                                    |                    | 5,299 I5 I | I ine Openet                  |
| No.                   | Ryne wurtuke.                         | /ay, Works and<br>see Abstract A                      | Locomotive Power do.<br>Carriages & Wagons do.<br>Traffic Expenses do.<br>General Charges do. | r perso        |         |                        |            | Palance Account. No. 13                                       | ), Dalation of the |            |                               |
|                       | Đr.<br>Half-Year                      | 0ct. 31, 1888.                                        |                                                                                               |                | i       | 3,268 17 0             |            |                                                               | I.553 14 2         | 4,822 II 2 |                               |

7

8 C .-- REPAIRS AND RENEWALS OF CARWIAGES Half-Year ended AND WAGONS. 31st Oct., 1839. (1 \$ 2 £ s. d. 32 14 53 4 85 18 0 d. 2,094 18 9 3,269 I5 2 0 4 IO q. 2.094 I8 0 ŝ :+2 Gr. £3.270 Gr. 0 0 ... £13 12 3 ... 19 2 2 ... £29 7 10 ... 23 16 4 42 0 0 TOTAL £3,270 £3,270 By Balance Revenue Account No. 9 By Amount due by the Grand Jury of the County Clare, as per Arbitrators' Certificate of 14th June, 1889 .... Item Disallowed Went for No. 11.-APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND, 00 £1,800 0 1,470 0 No. 10.-NET REVENUE ACCOUNT. WAGONS--Wages Materials -GUARANTEED DIVIDEND ACCOUNT. CARRIAGES-Wages Materials Fryw 18 4 Man : : : Half-Year ended 31st Oct., 1888. Half-Year ending Oct. 31, 1838. 2,094 18 9 1,553 14 2 £ s. d. 2,094 18 9 1,553 14 d. 1 19 0 5 ŝ : : : £ 04 Half-Year ending Oct. 31, 1889. s. d. ended 1889. d. 0 0 ::: q. 6 6 to 0 ŝ 0 0 658 I9 Half-Year e 31st Oct., 1 ŝ 4 3,270 £3,270 42 Half-year's Dividend due on 1st November, 1889 Available from Net Revenue a/c No. 10 .... Amount to be contributed by County of Clare IEWAL OF PERMANENT WAV-... £65 18 6 ... 531 7 9 ... 61 12 9 00 A .- MAINTENANCE OF WAY, WORKS, &C. NALS & WORKS-To Guaranteed Dividend, paid 1st May, 1889, and Income Tax thereon ... IOA. To Balance (see Account No. 13) No. DGES, SI Vages .... Wages .... Materials ... AND RE ... MAINTENANCE / Salaries Wages Materials s. d. 0 10 Ðr. Half-Year ending Oct. 31, 1888. Đr. 53 14 1,500 0 I,553 I4 Half-Year ended 31st Oct., 1888 42 d.

0 931 3 4 00 00 H 0000 H G 0 3 H 3 H 4 G. 450 19 λ s 172 3 1616 1616 33817 33817 165 0 141 1 444 10 445 10 465 -584 2 35 19 15 10 47 14 209 4 38 13 -Directors' Fees and Travelling Expenses ... Auditors' Fees ... ... ... ... Arbitrators' Fees ... ... ... ... Salaries of Steretary, Accountant and Clerks Office Fixpenses ... ... ... ... Advertising ... ... ... ... Audit Office and Clearing House Expenses Miscellancous Expenses ... ... Miscellancous Expenses ... ... Cleareral Interest Account No. Law Charges See Account No. Salaries and Wages, &c. Fuel, Lighting, Water and General Stores Clothing ... Printing, Stationery, Advertising and Tickets loint Station Expenses ... ... Miscellaneous Expenses ... E .-- GENERAL CHARGES. D.--TRAFFIC EXPENSES. TOTAL TOTAL *L* s, d 159 s, d 1616 0 75 0 1816 11 75 0 1816 11 9 16 11 9 16 11 9 16 11 9 16 11 9 16 11 9 16 11 9 16 11 9 16 11 1 17 0 1 14 10 26 17 0 474 15 10 £ s. d. 579 + I 550 11 6 25 9 0 257 10 6 246 3 9 996 15 8 100 II 9 230 15 1 330 15 1 46 1 9 607 0 1 92 12 5 167 2 9 259 15 2 866 I5 3 s. d 0 7 790 9 4 27 42 otive ... 50 TOTAL £11 16 15 4 TOTAL. B .-- LOCOMOTIVE POWER. ND BU REPAIRS OF STATION Wages ... Materials ... MILES MAINTAINED-Single, 27. 94 0 II 40 I9 9 I35 0 8 
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No. 13.-GENERAL BALANCE SHEET.

Gr.

31st October, 1889.

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| ξ s.<br>2,309 8<br>3,269 15<br>3,269 15<br>961 9                                                                                                                                                                                                                                                                  |                                                                                                                                                | £6,605 I                                  |
| By Capital Account, Balance at Dr. thereof<br>Cash in National Bank, Limited<br>Amount due by the Grand Jury of the<br>County Clare for Guaranteed Dividend to<br>30th April, 1889, per Arbitrators' Award<br>dated 14th June, 1889                                                                               |                                                                                                                                                |                                           |
| <i>£</i> s. d.                                                                                                                                                                                                                                                                                                    | 2,487 0 3<br>142 12 3<br>16 18 6<br>93 17 1<br>2,094 18 9                                                                                      | £6,605 I 9                                |
| To DIVIDEND RESERVE FUND :formed from<br>monies received from the Baronies prior<br>to April, 1888, in excess of amounts<br>distributed at the time, but applied<br>periodically in payment of Dividends in<br>anticipation of Grand Jury Present-<br>ments $\xi_{1,736} = 0$<br>, Interest thereon $\xi_{3} = 2$ | Sundry Creditors<br>Irish Railway Clearing House<br>Reserve Acct. for Renewals, &c<br>Suspense Account - Tools<br>Net Revenue Account (No. 10) | ", COMMISSIONERS OF PUBLIC WORKS-<br>Loan |

10

### No. 14.-MILEAGE STATEMENT.

| Miles Worked<br>by Engines.                  | 27                    |
|----------------------------------------------|-----------------------|
| Miles Constructing,<br>or to be Constructed. | I                     |
| Miles<br>Constructed.                        | 27                    |
| Miles<br>Authorized.                         | 27                    |
|                                              | *                     |
|                                              |                       |
|                                              | :                     |
|                                              | :                     |
|                                              |                       |
|                                              | Line owned by Company |

## STATEMENT OF TRAIN MILEAGE.

| Half-year ended<br>31st Oct., 1888. |                                     | 31st Oct., 1889. |
|-------------------------------------|-------------------------------------|------------------|
| 28,892                              | Passenger, Goods, and Cattle Trains | 29,421           |

OFFICES-39 DAME STREET, DUBLIN, Not. 27th, 1889.

W. J. KENNEDY, Secretary.

I hereby certify that the Permanent Way, Stations, Buildings, and other Works, and the Rolling Stock of the Company have during the past half-year been maintained in good working condition and repair. CERTIFICATE RESPECTING THE PERMANENT WAY AND ROLLING STOCK.

11

WILLIAM BARRINGTON, M.I.C.E., Engineer 31st Oct., 1889.

AUDITORS' CERTIFICATE.

We hereby certify that the above Accounts contain a full and true statement of the Financial position of the Company. as shewn by the Books. We have compared the Revenue Account with the Traffic Returns furnished from the different stations, have seen vouchers for all the payments, and found same to agree. A sum of  $\mathcal{L}_{43}$  8s. 2d. has been charged to the Half-year's Revenue Account for interest on the Dividend Reserve Fund.

12th February, 1890.

CRAIG. GARDNER & Co., Auditors

Ðr.

West Clare Railway Company, Limited.

12

### DIRECTORS' REPORT.

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NOTICE IS HEREBY GIVEN, that the Ninth Ordinary General Meeting of the Shareholders of the Company will be held at the Offices of the Company, 39 Dame Street, Dublin, on Wednesday, the 12th day of March, 1890, at 12 o'clock, noon, for the transaction of the business of a General Meeting.

The Transfer Books will be closed from the 5th to the 12th March, 1890, both days inclusive

By order,

W. J. KENNEDY,

Secretary.

OFFICES-39 DAME STREET, DUBLIN. 24th February, 1890.

Charles Chambers, Printer, 36 Dame-street, Dublin

West Donegal Bailway Company.

### REPORT OF THE DIRECTORS

AND

### STATEMENT OF ACCOUNTS

TILL 31st DECEMBER, 1889,

FOR THE

### Half-Yearly Meeting of Proprietors,

TO BE HELD ON THURSDAY, 27TH FEBRUARY, 1890.

Londonderry: PRINTED AT THE SENTINEL OFFICE, PUMP STREET. 1890.

### BOARD OF DIRECTORS.

### CHAIRMAN :

WILLIAM SINCLAIR, Esq., D.L., J.P., Drumbeg, Inver, Co. Donegal, and Holy Hill, Strabane, Co. Tyrone.

### VICE-CHAIRMAN :

JAMES MUSGRAVE, Esq., J.P., The Lodge, Carrick, County Donegal, and Drumglass House, Belfast.

JOSEPH COOKE, Esq., St. Columb's, Londonderry. ROBERT W. NEWTON, Esq., J.P., Bellevue, Londonderry. SIB S. H. HAYES, Bart., Drumboe, Stranorlar, Co. Donegal.

D. C. PEARSON, Esq., Bay View, Donegal.

\*Major JAMES HAMILTON, D.L., J.P., Brownhall, Ballintra, County Donegal.

\*ARTHUR BROOKE, Esq., J.P., White House, Killybegs, County Donegal.

<sup>e</sup> Representatives of the Baronies of Tyrhugh and Banagh, pursuant to the provisions of The West Donegal Light Railway Order, 1886.

### 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 Simms' Hotel, Strabane, on THURSDAY, 27th FEBRUARY, 1890, at 2.0 p.m., for the transaction of the Ordinary Business of the Company.

The Transfer Books of the Company will be closed from 14th instant until 27th instant (both days inclusive).

(By Order),

J. D. NOTT, Secretary.

Company's Office, Donegal, 13th February, 1890. WEST DONEGAL RAILWAY COMPANY.

### Directors' Report

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

### HALF-YEARLY GENERAL MEETING

TO BE HELD AT SIMMS' HOTEL, STRABANE,

On THURSDAY, 27th FEBRUARY, 1890, at 2.0 p.m.

Statements, duly verified by your Auditors, of your Capital Account from the inauguration of the undertaking till 31st December last, and of your Revenue Account for the Half-year ended that date, are presented herewith.

The Traffic Receipts of the portion of the Line between Stranorlar and Druminin shew an increase of £89 in Passengers, and £61 in Merchandize and Minerals, but there is a decrease of £4 in Parcels, &c., and of £73 in Live Stock, making a total increase in the receipts, £75; and the receipts from the other portion of the Line from Druminin to Donegal for the period from 16th September to 31st December, amount to £246 9s 9d.

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Mr. C. W. Osborne, one of your Directors, having resigned his seat on the Board, the Directors have filled up the vacancy by the appointment of Mr. D. C. Pearson.

The Directors now retiring by rotation are-Messrs. Sinclair, Musgrave, and Pearson, who are eligible and offer themselves for re-election.

Mr. A. M'Corkell, the Auditor now retiring, is also eligible for re-appointment.

(By Order),

J. D. NOTT, Secretary.

BOARD-ROOM, DONEGAL, 13th February, 1890.

| No. 1-STATEMEN                                                                           | NT OF CI          | APITAL AU           | JTHORIZED          | AND CRE                | ATED BY   | No. 1-STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY. | ANY.                                  |          |        |
|------------------------------------------------------------------------------------------|-------------------|---------------------|--------------------|------------------------|-----------|-------------------------------------------------------------------|---------------------------------------|----------|--------|
|                                                                                          | CAP               | CAPITAL AUTHORIZED. | RIZED.             | CAPITAL C              | REATED OR | CAPITAL CREATED OR SANCTIONED.                                    |                                       | BALANCE. |        |
| STATUTORY AUTHORITY.                                                                     | Shares.           | Loans.              | Total.             | Shares.                | Loans.    | Total.                                                            | Shares. Loans.                        | Loans.   | Total. |
| The West Donegal Railway Act, 1879, £81,000<br>The West Donegal Light Railway Order, '86 | £81,000<br>19,000 | £50,000             | £131,000<br>19,000 | £81,000<br>19,000      | £50,000   | £131,000<br>19,000                                                | · · · · · · · · · · · · · · · · · · · | ::       | ::     |
|                                                                                          | 100,000           | 50,000              |                    | 150,000 100,000 50,000 | 50,000    | 150,000                                                           |                                       |          |        |

5

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Amount Unissued.                                                                    | £ s. d.<br>10,850 0 0<br>29,320 0 0<br>              | 42,670 0 0             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------|------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Amount Uncalled.                                                                    | æ s. d.                                              | •                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Calls in Arrear.                                                                    | £ s. d.<br>162 13 3<br>                              | 162 13 3               |
| TTT DUTT IN ETTEN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Amount Created. Amount Received. Calls in Arrear. Amount Uncalled. Amount Unissued. | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 54,929 6 9             |
| ALL VILLAL VILLA,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Amount Created.                                                                     | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 100,000 0 0 54,929 6 9 |
| No. 2-STATEMENT OF SHAKE UATIAN UMBAILED, MILENTIN, MILE | Drscription.                                                                        | Ordinary Shares                                      |                        |

|                                                                                                                                | 2-1-                   | 3.                           | 11        |                                                                                                                                                 |                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| AY ACT, 1879.<br>Total raised                                                                                                  | by Debenture<br>Stock. | £40,000 0 0<br>40,000 0 0    |           | £50,000 0 0<br>40,000 0 0                                                                                                                       | £10,000 0 0                                                       |
| NEGAL RAILWA<br>Raised by Issue                                                                                                | Stock.                 |                              |           |                                                                                                                                                 |                                                                   |
| No. 3-CAPITAL RAISED BY LOANS AND DEBENTURE STOCKWEST DONEGAL RAILWAY ACT, 1879.<br>Raised by   Raised by Issue   Total raised | Loans.                 | Existing at 30th June, 1889, | Increase, | Total Amount authorized to be raised by Loans in respect of Capital created, as per Statement No. 1,<br>Total Amount raised by Loans, as above, | Balance, being available Borrowing Powers on 31st December, 1889, |

| -                                                  | _                                                                                                              |                                          | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                | _                              | _                          |             |   |      |
|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------|----------------------------|-------------|---|------|
|                                                    |                                                                                                                | d.                                       | 60                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                |                                |                            | 82,717 0 10 |   |      |
| Cr.                                                |                                                                                                                | 202                                      | 9 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                |                                | 7 14                       | 0           |   |      |
| -                                                  |                                                                                                                | 48                                       | ,42;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                | 101                            | 4,287 14                   | .717        |   |      |
|                                                    | 88                                                                                                             |                                          | 38,429                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                |                                | 04                         | 82          |   |      |
|                                                    | 1                                                                                                              |                                          | • •                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                |                                | •                          |             |   |      |
|                                                    | Dei                                                                                                            |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                |                                |                            |             |   |      |
|                                                    | tst                                                                                                            |                                          | ::                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                |                                | :                          |             |   |      |
|                                                    | 13                                                                                                             |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                |                                |                            | 2.11        |   |      |
|                                                    | til :                                                                                                          |                                          | ::                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                |                                | :                          |             |   |      |
|                                                    | king                                                                                                           |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                |                                |                            |             |   |      |
| 'L'                                                | rtai                                                                                                           |                                          | 3,2,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                |                                | ,e,                        |             |   |      |
| INC                                                | nde                                                                                                            |                                          | No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                |                                | Balance,                   |             |   |      |
| CC                                                 | 0 :                                                                                                            |                                          | nt l                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                |                                | Ba                         |             |   |      |
| LA                                                 | f the                                                                                                          |                                          | Acec                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                |                                |                            | 18          |   |      |
| ITA                                                | it of                                                                                                          |                                          | r Ac                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                |                                |                            |             |   |      |
| CAP                                                | men                                                                                                            |                                          | as l                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                |                                |                            |             |   |      |
| N                                                  | mce                                                                                                            |                                          | S'a'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                |                                |                            | -11         |   |      |
| E                                                  | mun                                                                                                            | ain a                                    | IAR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                |                                |                            |             |   |      |
| UR                                                 | Con                                                                                                            | a.                                       | by Arcertos-<br>, SHARES, as per Account No. 2,<br>, LOANS, as per Account No. 3,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                |                                |                            |             |   |      |
| LIC                                                | the                                                                                                            | De                                       | 6 CT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                | 1                              |                            | _           |   |      |
| EN                                                 | mic                                                                                                            | d.                                       | 0046                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 06                             | 191                            | 00                         | 82,717 0 10 |   |      |
| EXI                                                | fre                                                                                                            | £ S.                                     | 19191                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 19 19                          | C                              | 00                         | 7 0         |   |      |
| D                                                  | 879.                                                                                                           | £ 0 21                                   | 55.239                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1,053                          | ,871                           | 120                        | 11,         |   |      |
| No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT, | , 16                                                                                                           |                                          | . (                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | =                              | 2,61                           |                            | 85          |   |      |
| PTS                                                | Act                                                                                                            |                                          | &c.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                |                                |                            |             |   |      |
| CEI                                                | (a)                                                                                                            |                                          | ans,<br>lude                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                |                                |                            |             |   |      |
| RE                                                 | zilu                                                                                                           |                                          | v Pl<br>inc                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | : : :                          | ::                             | ::                         |             |   |      |
| 4-                                                 | Ra                                                                                                             |                                          | cing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                |                                |                            |             |   |      |
| No.                                                | egal                                                                                                           |                                          | yan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | : : :                          | ::                             | : :                        |             |   |      |
|                                                    | noc                                                                                                            | 0                                        | urlia<br>nve                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                |                                |                            |             |   | 10 % |
|                                                    | st 1                                                                                                           | 101                                      | Co (Co                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                |                                | OAD                        |             |   |      |
|                                                    | We                                                                                                             | DE                                       | NOI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | !                              |                                | L.                         |             |   |      |
|                                                    | he                                                                                                             | AG                                       | AT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                | SES                            | IIN                        |             |   |      |
|                                                    | to t                                                                                                           | Ad                                       | ENS<br>ENS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | K,                             | EN                             | AIN                        |             |   |      |
|                                                    | ant                                                                                                            | V UL                                     | MP]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TOC                            | AVE                            | DBT                        |             |   | 1    |
| 14                                                 | Pursuant to the West Donegal Railway Act, 1879, from the Commencement of the Undertaking till 31st Dec., 1889. | ure-                                     | ERI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | AB                             | T.I.                           | E (                        |             |   | 1    |
|                                                    | Pu                                                                                                             | ndit                                     | INE<br>N &                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | CH                             | ERA                            | 200                        |             |   |      |
| Dr.                                                |                                                                                                                | To Expenditure-<br>DADIAMENTADY EVDENGES | , ENGINEERING (inclusive of Parliamentary Plans, &c.), 3,942 0 (<br>LAND & COMPENSATION (Conveyancing included), 4,432 16 4,432 16 4,432 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,433 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 4,558 16 16 16 16 16 16 16 16 16 16 16 16 16 | ROLLING STOCK,<br>LAW CHARGES, | INTEREST,<br>GENERAL EXPENSES, | ", COSTS OF OBTAINING LOAN |             | 1 | 1    |
|                                                    |                                                                                                                | O B                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                | 10A                            | 0                          |             |   |      |
| -                                                  | -                                                                                                              | 104                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                |                                |                            |             |   |      |

|                                                                                                                                                                                           | .0                                                                                                                                                                        | 0                         |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--|
| Cr.                                                                                                                                                                                       | 6500 ° d.                                                                                                                                                                 | 16,500 0 0                |  |
| Dr. No. 5-RECEIPTS AND DISBURSEMENTS ON CAPITAL ACCOUNT, Cr<br>Pursuant to The West Donegal Light Railway Order, 1886, from the Commencement of the Undertaking till 31st December, 1889. | $\mathfrak{metts}$ -<br>s of The West Donegal Light Railway Order,<br>s. d. Trig $\mathfrak{L}$ s. d. By Receipts-<br>County Guaranteed Shares, as per Account No. 2,<br> | ,, DAMALICE, [16,50 0 0 ] |  |

|                           |                  |             | No. 6-REJ                                 | TURN OF    | No. 6-RETURN OF WORKING STOCK.    | STOCK.          |                     |                                                                                           |                          |             |
|---------------------------|------------------|-------------|-------------------------------------------|------------|-----------------------------------|-----------------|---------------------|-------------------------------------------------------------------------------------------|--------------------------|-------------|
|                           | LOCOMOTIVE.      | OTIVE.      |                                           |            | COACHING.                         |                 |                     | A                                                                                         | Merchandize.             |             |
|                           | Tank<br>Engines. | Tenders.    | 1st, 2nd, and<br>3rd Class<br>Composites. | 3rd Class. | 3rd Class,<br>with<br>Brake Vans. | Horse<br>Boxes. | Carriage<br>Trueks. | Covered Goods<br>and Cattle<br>Wagons.                                                    | Open Wagons, Brake Vans. | Brake Vans. |
| Stock on 30th June, 1889, | 3                | None.       | ŝ                                         | 5          | 67                                | 1               | 2                   | 40                                                                                        | 3                        | 2           |
| " 31st Dec., 1889,        | 3                | None.       | ŝ                                         | 20         | က                                 | 1               | 2                   | 40                                                                                        | 3                        | 2           |
| Increase,                 | :                | :           | :                                         |            | :                                 | :               | :                   | :                                                                                         | :                        | :           |
| Decrease,                 | :                | :           | :                                         | :          | :                                 |                 |                     |                                                                                           | •                        | :           |
| a la la la                | All the abov     | ve Stock is | maintained b                              | y the Finn | Valley Comp                       | any under       | the Workin          | All the above Stock is maintained by the Finn Valley Company under the Working Agreement. |                          |             |
|                           |                  |             |                                           |            |                                   |                 |                     |                                                                                           |                          |             |

| 3E                                                                          | $\mathcal{E}$ a. d.<br>10,850 0 0<br>29,320 0 0<br>10,000 0 0<br>2,500 0 0 | £52,670 0 0<br>2,021 7 9<br>£50,648 12 3                                                          |                                                           |
|-----------------------------------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| XPENDITUR                                                                   | ::::                                                                       | ::                                                                                                |                                                           |
| JURTHER E                                                                   | ::::                                                                       | ::                                                                                                | L ACCOUNT                                                 |
| TO MEET ]                                                                   | ::::                                                                       | ::                                                                                                | ON CAPITA                                                 |
| No. 7-CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE | e not beenexercised,                                                       | £4,262 11 2<br>2,241 3 5                                                                          | No. 8-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. |
| AND OTHER AS<br>WEST                                                        |                                                                            | il Account, No. 4,<br>I Account, No. 5,                                                           | IMATE OF FURTE                                            |
| APITAL POWERS                                                               | npany's Statutory B<br>r the West Donegal                                  | Deduct Debit Balance at Capital Account, No. 4,<br>Less Credit Balance at Capital Account, No. 5, | No. 8-EST                                                 |
| No. 7-C                                                                     | Shares Unissued :                                                          | Deduct Del<br>Less Credi                                                                          |                                                           |

Not Ascertained.

|        | CR.                                        | Half-Year<br>ended<br>31st Dec.,<br>1889. | £ s. d.                                                                                                                                                 |                                            |                                             | 959 4 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                             | 330 14 7 1,236 0 10 | 2,195 411               | 0 5 0          | 2,195 9 11 |
|--------|--------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------------------|-------------------------|----------------|------------|
|        |                                            |                                           | £ 8. d.<br>70 4 5<br>165 6 0<br>530 5 6                                                                                                                 | 817 8 0                                    | 113 6 1                                     | 28 10 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 905 6 3                     | 330 14 7            |                         |                |            |
|        | No. 9-REVENUE ACCOUNTWEST DONEGAL RAILWAY. | Receipts.                                 | By Passengers- 24 & No.<br>First Class, 632 654<br>Second 22/2 4,907<br>Third /26/8 10,514<br>Excess Fares,                                             |                                            | ", Parcels, Horses, Carriages,<br>and Dogs, | " Mails,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | " Merchandize and Minerals, | " Live Stock,       | Total Traffic Receipts, | Transfer Fees, |            |
| 10 1 m | WEST DON                                   | Half-Year<br>ended<br>31st Dec.,<br>1888. | £<br>53<br>124<br>441<br>1                                                                                                                              | 619                                        | 103                                         | 28                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 759                         | 364                 | 1,873                   |                | 1,873      |
| 1      | ACCOUNT                                    | Half-Year<br>ended<br>31st Dec.,<br>1889. | £ s. d.<br>1,536 13 5<br>1 1                                                                                                                            | 563 15 5                                   |                                             | and the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                             |                     |                         |                | 2,195 9 11 |
|        | No. 9-REVENUE                              | Expenditure.                              | To Commuted Payment of 70 per Cent. of<br>Traffic Receipts in respect of Working Ex-<br>penses under Agreement with the Finn<br>Valley Railway Company, | To Balance carried to Net Revenue Account, |                                             | and the second s |                             |                     |                         |                |            |
|        | DR.                                        | Half-Year<br>ended<br>31st Dec.,<br>1888. | £<br>1,311                                                                                                                                              | 562                                        |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                             |                     | -                       |                | 1,873      |

20 3 10 19 -16 16 15 Half-Ye 31st 2,771 563 176 3,999 486 47 CR. for Half-Year ended by the Finn Valley as per Article 12 of le from Landowners Juarantees of Divi-Shares, pursuant to of West Donegal Rail-Account By Balance of this Account to 30th Juue, 1889 (hitherto standing in Balance Sheet) ... By Balance from Revenue Account By Bala By Bala (page 9), By this sum By the c., Railway Con Working Agn By Amounts rec in respect of th dends on "F sections 5" ACCOUNT.-WEST DONEGAL RAILWAY. Half-Yea ended 31st Dec., 1888. 739 1,000 177 562 92 6 6 4 10 9. Half-Year ended 31st Dec., 1889. -19 113 £ 5. 806 11 3,999 176 155 2,859 Land-West REVENUE NET from Board of Works, 10half yea No. To Interest of Loo To Rates and Tax To Dividends on owners, pursuan Donegal Railway To Rent of Doneg To Balance carrie DR. Half-Year ended 31st Dec., 1,739 £ 804 30 177

|                                                    | 000-                                                                                                                                                      |           |
|----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
|                                                    | $\begin{array}{c} x & s. & d. \\ 2,046 & 10 & 8 \\ 1,767 & 10 & 7 \\ 5,631 & 16 & 2 \\ 319 & 9 & 11 \end{array}$                                          | 9,765 7 4 |
|                                                    | 8.<br>111111111111111111111111111111111111                                                                                                                | 10        |
| CR.                                                | £ 04                                                                                                                                                      | ,76       |
|                                                    |                                                                                                                                                           | 03        |
| No. 11-GENERAL BALANCE SHEET WEST DONEGAL RAILWAY. | £s.d.2,859184By High Count No. 4,23391By High Count of Justice—Chancery Division (Ireland)6,6711911By Outstanding Accounts,                               |           |
| EE                                                 | d.                                                                                                                                                        | 4         |
| SH                                                 | s.<br>18<br>19                                                                                                                                            | 9,765 7 4 |
| CE                                                 | 59 53                                                                                                                                                     | 10        |
| AN                                                 | 2,84                                                                                                                                                      | 9,76      |
| BAL                                                | g.                                                                                                                                                        | 1.02      |
| No. 11-GENERAL                                     | To Balance of Net Revenue, as per No. 9<br>To Dividends of Guaranteed Shares unpaid and<br>accruing till 31st December, 1889,<br>To Outstanding Accounts, |           |
| DR.                                                | o Balance of Net Reven<br>o Dividends of Guara<br>accruing till 31st De<br>o Outstanding Account                                                          |           |

