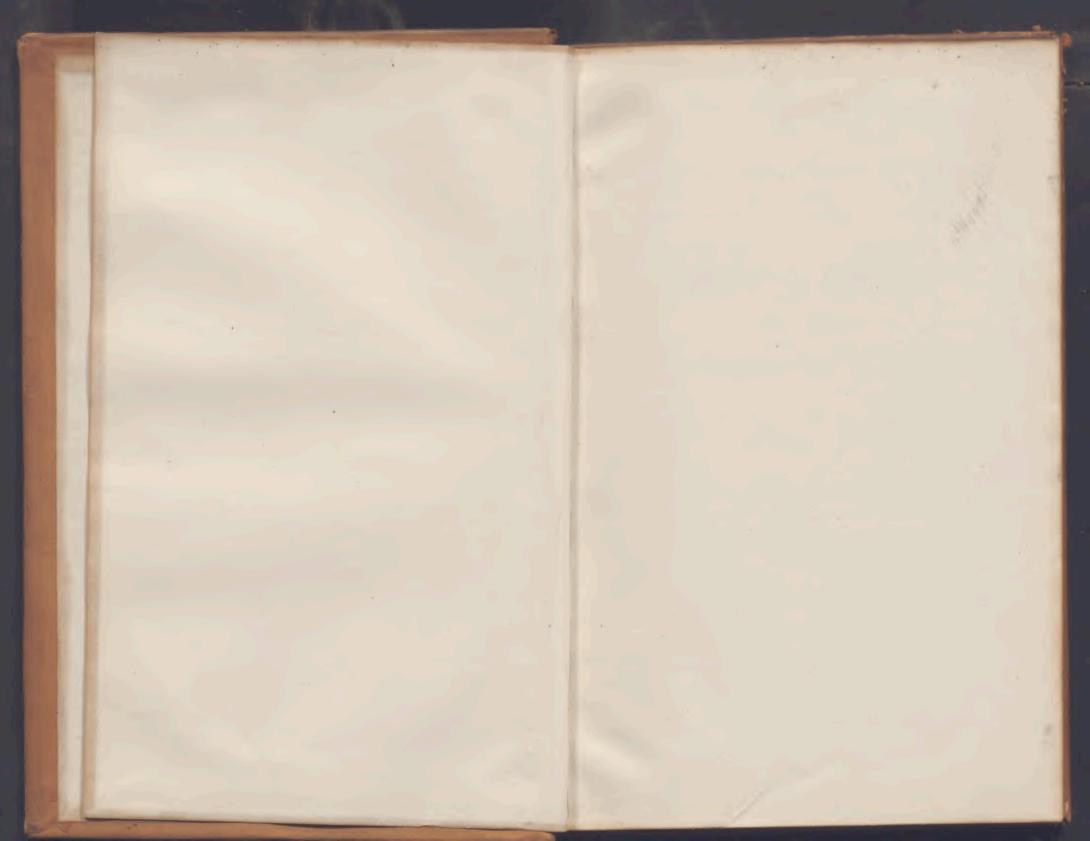
# SEORETARY'S OFFICE G.S.& W.R.





Athenry and Cuam Kailway.

# **REPORT OF DIRECTORS**

AND.

# STATEMENT OF ACCOUNTS,

To 25th March, 1890,

TO BE SUBMITTED AT THE

## SIXTY-FOURTH

Half-yearly Meeting of Proprietors,

TO BE HELD IN TUAM,

On Wednesday, 14th May, 1890.

### 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-Fourth 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 14th day of May, 1890, 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 WEDNESDAY, the 7th inst., inclusive, until after conclusion of said meeting.

By Order,

DAVID RUTTLEDGE, Jun., Secretary.

Тилм, 20th April, 1890.

### ATHENRY AND TUAM RAILWAY COMPANY.

REPORT of the Directors, to be submitted at the Sixty-fourth Halfyearly Meeting of the Shareholders, to be held in Tuam, on Wednesday, the 14th day of May, 1890.

The following analysis of the Traffic for Half-years ended 31st December, 1888 and 1889, will enable a comparison to be made under each description of Traffic for the respective periods :--

| Description   | Half-ye   | ar, Dec., 1889   | Half-ye | ear, Dec., 1888   | Incr  | ease in 1889   | Decr | ease in 1889           |
|---|---|--|---------|---|-------|--|------|------------------------|
| Description   | No.   | £ s. d.  | No.     | £ s. d.   | No.   | £ s. d.  | No.  | £ s. d.                |
| Passengers-<br>Ist class sub-<br>scribers<br>and class do.<br>Ist class single<br>and ","<br>3rd ","<br>and ","<br>ard ","<br>ard ","<br>ard ","<br>Military-<br>Officers<br>Soldiers<br>Sundries | 412<br>781<br>8,044<br>1,044<br>1,298<br>11,030<br>2<br>158 | 51 9 10<br>78 0 11<br>453 19 8<br>103 13 0<br>106 5 8<br>378 8 6<br>0 5 6<br>10 3 10<br>3 6 11 |         | 54 17 0<br>78 0 4<br>436 19 9<br>101 12 0<br>86 13 4<br>355 12 3<br>6 1 8<br>8 14 8 |       | 0 0 7<br>16 19 11<br>2 1 0<br>19 12 4<br>22 16 3<br>0 5 6<br>4 2 2 | 52   | 3 7 2                  |
| Total   | 22,769  | 1,185 13 10  | 21,321  | 1,128 11 0  | 1,448 | 57 2 10  |      | -                      |
| Parcels, &c<br>Mails<br>Goods . Tons<br>Coals . ,,<br>Live Stock No.  | 5,995<br>346<br>20,372                                      | 133 16 2<br>75 0 0<br>976 5 3<br>25 12 0<br>491 15 5   |         | 147 6 6<br>75 0 0<br>913 16 5<br>21 10 6<br>503 13 5                                |       | 62 8 10<br>4 I 6   |      | 13 10 4<br><br>11 18 0 |
| Total Traffic<br>Receipts   | -   | 2,888 2 8  | -       | 2,789 17 10   | -     | 98 4 10  | -    |                        |

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

The Receipts for the half-year ending 31st December, 1889, show an increase of  $\pounds 98$  4s. 10d. as compared with the corresponding period of the previous year.

A sum of  $\pounds_{137}$  75. 3d., being a moiety of surplus receipts over  $\pounds_{5,000}$  in accordance with your agreement with the Waterford and Limerick Railway, has been received and placed to your account.

The receipts for the current half-year have been considerably interfered with by the disturbance in the pig trade, but your Directors hope that the falling off which took place at the commencement will be more than made up during the remainder of the period.

> PERCY B. BERNARD, Chairman. DAVID RUTTLEDGE, JUN., Secretary.

# ACCOUNTS.

ATHENRY AND TUAM RAILWAY.-Half-year ending 25th March, 1890.

| No. 1. 01at   | otatement of Capital autionized and created of the company. | - mailur           |                          |                 |                               |                   |                                   |                             |                    |
|---|---|--------------------|--------------------------|-----------------|-------------------------------|-------------------|-----------------------------------|-----------------------------|--------------------|
|   | 0   | Capital authorized | zed                      | Capital         | Capital created or sanctioned | nctioned          |                                   | Balance                     |                    |
| Acts of Parliament  | Shares  | Loans              | Total                    | Sharcs          | Loans                         | Total             | Shares                            | Loans                       | Total              |
| 21 & 22 Vic., cap. 112,   | 90,000  | 30,000             | £ £ £                    | 90,000          |                               | £ 120,000         | 2                                 | 31                          | 1                  |
| No. 2. Statement of Stock and Share Capital created, showing the proportion received.   | of Stock and  | d Share C          | apital creai             | ted, shores     | ing the pro                   | portion ru        | recived.                          |                             |                    |
| De  | Description   |                    |                          |                 | Ar                            | Amount<br>Created | Amount<br>Received                | Calls<br>in Arrear          | Amount<br>Unissued |
| 9,000 Shares (original capital) of £10 each Share,  | ach Share,  |                    | 0.                       |                 | - 30                          | 60,000            | 61,828                            | £<br>122                    | 28,050             |
| No. 3.  |   | Capital r.         | Capital raised by Loans. | ans.            |                               |                   |                                   |                             |                    |
|   |   |                    |                          |                 |                               |                   | Raised by Loans<br>at 4 per cent. |                             | Total Loans        |
|   |   |                    |                          |                 |                               |                   | 3                                 | s. d. E                     | s. d.              |
| Existing at 29th September, 1889, -   |   | 1                  |                          | 1               | -                             | 1                 | 17,495                            | 5 7 IT,495                  | 95 5               |
| Do. at 25th March, 1890, -  | -   |                    |                          | -               |                               |                   | 16,977 I4                         | 14 8 16,977 14              | 77 I4              |
| Increase  | •   |                    | 1                        |                 | 1                             |                   |                                   |                             | 1                  |
| Decrease,   | •   |                    |                          | 1               | •                             | •                 | 1                                 | - 2                         | SIT IO II          |
| Total Amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per<br>Statement No. 1, | y Loans an  | d by Deb           | benture St.              | ocks in re<br>- | espect of                     | Capital -         | created, as                       | per<br>- 30,000<br>- 16,977 | 00 00<br>77 I4     |
| Balance, being available Borrowing Powers, at 25th March, 1890,   | g available   | Borrowii           | ng Powers                | at 25th         | March, I                      | 890, -            | ,                                 | - I3,022                    | 22 5               |

|  |   |         |  |                        |   |               | 1        |             |
|--|---|---------|--|------------------------|---|---------------|----------|-------------|
|  |   | d.      | 0 00   | 784 IO IO<br>30 0 0    | н   | 7             | H        | 00          |
| Cr.  | Total                                     | 5.      | 0<br>14  | 784 IO I<br>30 0       | 13  | 100           | 6        | 5           |
|  | To  | 2       | 61,828 0<br>16,977 14  | 784                    | 5,669 13  | 85,289        | 17,143 9 | 102,433     |
|  | Amount<br>received during<br>Half-year    | £ s. d. | Dr si7 io II   | 11                     | 1   | Dr. 85,289 18 | I        |             |
|  | p. 68                                     | s. d.   | 0 5  | 0 I                    | н   | 6             |          |             |
|  | sceive                                    | 5       | 0 5  | O O                    | I3  | 6             |          |             |
|  | Amount received<br>to<br>29th Sept., 1889 | 3       | 61,828<br>17,495   | 784 IO IO<br>30 0 0    | 5,669 I3  | 85,807 9 6    |          |             |
| RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | BY RECEIPTS                               |         | Shares, per Account No. 2, - $6_{1,828}$ 0 0 $Dr$ . —<br>Loans, per Account No. 3, $17,495$ 5 7 $517$ 10 | Sundries, as follows : | Transfer from Revenue to<br>credit of Capital Account,- |               | Balance  |             |
| XPENDITURE                                   | Total                                     | £ 5. d. | 00   |                        | A Seal  |               |          | IO2,433 7 8 |
| TS AND E.                                    | Amount<br>cxpended during<br>Half-vcar    | [ s. d. | i<br>i<br>2  |                        |   |               |          | 1           |
| EIP  | ded                                       | P       | · 00   |                        |   |               |          | 00          |
| REC  | t expendent to                            |         |  |                        |   |               |          | 2           |
|  | Amount expended<br>to to 1884             | J       | £<br>IO2,433   |                        |   |               |          | T02,433     |
| Mo. 4.                                       | TO EXPENDITURE                            |         | On Lines open for<br>Traffic, -  |                        |   |               |          |             |
| 3<br>Fi                                      | TOE                                       |         | On 1<br>Tr   |                        |   |               |          |             |

|  | Cr.      | Half-year<br>ended<br>25th March,<br>1890 | £ 1. d.<br>1,300 0 0<br>137 7 3  | I,437 7 3 | Cr.      | ear                                       | 14,771 11 9<br>1,369 6 7<br>5 9 9  |
|--|----------|---|--|-----------|----------|---|--|
| No. 5. Details of Capital Expenditure for the Half-year ending<br>25th March, 1890.<br>NIL.<br>No. 6. Return of Working Stock.   |          | RECEIPTS                                  | By Rent received from Waterford and Limerick<br>Railway Company for Six Months, at £216 13. 4d.<br>Moiety of Surplus Receipts over £5,000 per annum<br>received from Waterford and Limerick Railway<br>Company for year ended 31st Dec., 1889, as per<br>agreement |           |          |   | By Balance brought from last Half-year's Account<br>, Balance from Revenue Account, No. 9<br>,, Interest, &c |
| NIL.   | ACCOUNT. | Half-year<br>ended<br>25th March,<br>1889 | <i>k i. d.</i><br>1,300 0 0  | 1,300 0 0 | ACCOUNT. | Half-year<br>ended<br>25th March,<br>1889 | 13,860 0 10<br>1,106 12 11   |
| No. 7. Estimate of further Expenditure on Capital Account.<br>NIL.   | REVENUE  | Half-year<br>ended<br>25th March,         | £ 1. d.<br><br>51 3 8<br>16 17 0<br>1,369 6 7  | 1,437 7 3 | REVENUE  | Half-year<br>ended<br>25th March,<br>1890 | K 1. d.<br>  |
| No. 8. Capital Powers and other Assets àvailable to meet further<br>Expenditure, as per No. 7.         Share Capital authorized or created, but not yet<br>received, as per Nos. 1 and 2, -       L       s. d.         Share Capital No. 3,       -       -       28,172 0 0         Loan Capital No. 3,       -       -       13,022 5 4         Less Balance at Capital Account, per Account No. 4,       17,143 9 1       -         Total,       -       24,050 16 3 | 0.       | EXPENDITURE                               | To Law Charges   |           | NET NET  |   | ", Interest on Government Loan   |
|  | No.      | ar  |  | 1,300 0 0 | Mr. No.  | L U                                       | 248 14 9<br>348 14 9<br>14 5 6   |

16,146 8 I

14,966 14 9

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

TUAM, 16th April, 1890.

We, the AUDITORS of the ATHENENT and TUAM RAILWAY COMPANY, hereby Certify that we have examined the Half-yearly Accounts of the Company for the Half-financial condition of the Company, showing a gross sum of £16,128 148. 14. 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.

| No. 11.  | Proposed Appropriation of Balance avuilable for Divi  | dend.   | Er.            | <i>k</i> s. d.<br>17,143 9 1<br>216 13 4   | 17,360 2 5 |            | o.<br>Miles<br>Worked by<br>Engines                                   | I 5 #                  |              | Half-year ende<br>31st Dec., 188   | 21,120                   |
|--|---|---|----------------|--|------------|------------|---|------------------------|--------------|------------------------------------|--------------------------|
| Half-year<br>ended<br>25th March,<br>1889  |   | Half-year<br>ended<br>25th March,<br>1890                             |                |  | I          |            | 25th March, 1890.<br>Miles<br>Constructing<br>or to be<br>Constructed | 1                      | 1            |                                    |                          |
| £ 5. d.<br>14,603 14 6   | Balance available for Dividend, as per Account<br>No. 10, -   | L 1d<br>16,128 14 1   |                | Capital Account—Balance to Debit, per Account<br>No. 4,<br>Waterford and Limerick Co.'s—Rent for March   |            |            | Half-year ended 251<br>Miles<br>Constructed                           | ISA                    |              |                                    |                          |
| 14,603 14 6  | Balance carried forward to next Half-year,  | 16,128 14 1   |                | count—Balance<br>and Limerick C  |            |            | Ha<br>Miles<br>Authorized   | ISA                    | E.           |                                    | Ŧ                        |
| No. 12.<br>A.  | ABSTRACTS.<br>MAINTENANCE OF WAY AND WORKS.—N   | IL.*  | BALANCE SHEET. | By Capital Acco<br>No. 4,<br>, Waterford a   |            | STATEMENT. |   |                        | TRAIN MILEAG |                                    | •                        |
| * Line work  | LOCOMOTIVE POWER.—NIL.*<br>RS AND RENEWALS OF CARRIAGES AND WAGO<br>red by Waterford and Limerick Company under lease f |   | ENERAL BALA    | L s. d.<br>16,128 14 1<br>411 16 4<br>210 4 8<br>669 7 4   | 17,360 2 S | MILEAGE ST |   |                        | ATEMENT OF 7 |                                    | •                        |
| dating f<br>D.   | TRAFFIC EXPENSES.—NIL.  |   | GE             | Credit thereof   | I          |            | I   | •                      | STAT         |                                    | Mixed Trains,            |
| E.<br>Half-year<br>ended<br>25th March,<br>1889<br>L s. d.<br>6 6 0<br>25 0 0<br>8 11 10 | GENERAL CHARGES.  | Half-year<br>ended<br>25th March,<br>1890<br>4<br>6 $6$ $025$ $0$ $0$ |                | To Net Revenue Account—Balance at C<br>as per Account No. 10, -<br>., Unpaid Dividends, -<br>., Public Works Loan Commissioners,<br>., Amount due to Bank, - |            |            |   | Line owned by Company, |              |                                    | Passenger, Goods, and Mi |
| 19     17     11       59     15     9   | Postage, Travelling, and Miscellaneous, -   | 9 7 8<br>10 10 0<br>51 3 8  | 题r. No. 13.    | To Net Revenue<br>as per Acco<br>"Unpaid Divic<br>", Public Work"  |            | No. 14.    | Half-year ended<br>March 25, 1889                                     | ISA Li                 | No. 15.      | Half-year ended<br>31st Dec., 1888 | 21,276 P                 |

BALLYCASTLE RAILWAY COMPANY.

000

# REPORT OF DIRECTORS

AND

# STATEMENT OF ACCOUNTS,

For the Half-year ended 30th June, 1890,

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE

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

Twenty-Fifth Half-yearly General Meeting.

TO BE HELD IN THE

# ANTRIM ARMS HOTEL, BALLYCASTLE,

On Friday, 15th day of August, 1890, AT 2-15 O'CLOCK, P.M.,

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

# DIRECTORS.

- 2 JOHN CASEMENT, ESQ., J.P., Magherin Temple, Ballycastle, Chairman.
- 3 RICHARD M. DOUGLAS, ESQ., J.P., Portballantrae, Coleraine. Deputy Chairman.
- WILLIAM HAMILTON, Esq., J.P., Ballymoney. 2
- 3 THOMAS M'ELDERRY, ESQ., Ballymoney.
- ALEXANDER M'NEILL, Esq., J.P., Gardenvale, Ballymoney.
- 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.
  - Vacates in February, 1891.
  - Vacates in February, 1892.

  - Vacates in February, 1893. Represents Belfast & Northern Counties Railway Co.
  - Represents the Grand Jury of Co. Antrim.

# Ballycastle Railway Company.

NOTICE is hereby given that the Twenty-fifth Ordinary [General Half-Yearly Meeting of the Shareholders of this Company will be held in the ANTRIM ARMS HOTEL, BALLYCASTLE, on FRIDAY, the 15th day of August, 1890, at the hour of 2-15 o'clock, p.m., to receive Report of Directors and Statement of Accounts, and to transact the other usual business.

The Transfer Books will be closed from the 1st to the 15th August, inclusive.

(By Order),

HAMILTON M'ALLEN, SECRETARY.

Dated at Ballymoney, 16th July, 1890.

# DIRECTORS' REPORT.

THE Directors present herewith their Statement of Accounts for Half-year ended 30th June, 1890,

The gross receipts amount to £2,063 os. 9d., being an increase of £43 8s. 10d, when compared with corresponding period last year. This increase is made up as follows—

| Inci                                       | rease.         |   |             | Decrease.   |
|--|----------------|---|-------------|---|
| Parcels. &c.,<br>Merchandise,<br>Rents, &c | £13<br>60<br>1 | 3 | 7<br>6<br>6 | Passengers, £12 3 0<br>Live Stock, 3 13 6<br>Minerals, 16 3 3 |
|  | £75            | 8 | 7           | £31 19 9  |

The working expenses amount to  $\pounds 1377$  9s. 8d. as compared with £1331 5s. 9d. for the corresponding half of 1889, being an increase of £46 3s. 11d., which is chiefly due to the same causes as stated in the last Report, viz. :--advance in the price of coal and other materials, and extra repairs to the rolling stock.

At the approaching meeting your Directors will submit for the approval of the Shareholders a resolution authorising them to charge for their services a sum not to exceed £100 per annum, to be applied towards the reduction of the Bank overdraft. This has been sanctioned by the Board of Works under their agreement with the Company.

(Signed),

JOHN CASEMENT, Chairman.

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

|  | Total.                | NIL.   |  |
|--|-----------------------|--|--|
| DALANCE.   | Loans.                | NIL  |  |
|  | Shares.               | NIL.   |  |
| NUTIONED.  | Total.                | £135,000   |  |
| CAPITAL AUTHORISED. CAPITAL CREATED OR SANCTIONED. | Loans.                | £45,000  |  |
|  | Shares.               | £90,000  |  |
| RISED.   | Shares. Loans. Total. | £135,000   |  |
| AL AUTHO   | Loans.                | £45,000  |  |
| CAPITY   | Shares.               | £90,000  |  |
| A one on Danie account                             | AUL OF LANIAMENT.     | " Ballycastle Railway Act, 1878." £90,000 £45,000 £135,000 £90,000 |  |

| Amount Unissued                     | £28,420<br>NIL,<br>£28,420  |
|-------------------------------------|---|
| Calls in Arrear. Amount Uncalled. A | TIN<br>TIN<br>TIN<br>TIN  |
| Calls in Arrear.                    | $\begin{array}{ccc} \mathcal{E} 6 & 0 & 0 \\ & N1L. \\ \mathcal{E} 6 & 0 & 0 \end{array}$ |
| mount Created. Amount Received.     | $\pounds 51, 574 0 0$<br>\$9, 026 10 0<br>$\pounds 60, 600 10 0$                          |
| A mount Created.                    | £80,000<br>10,000<br>£90,000  |
| D'ESCRIPTION.                       | Ordinary £10 Shares<br>Baronial Guarantee Shares  |

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

\*Issued at a discount of £973 10 0

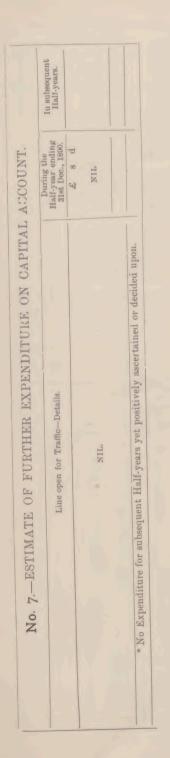
| No. 3-CAPITAL RAISED BY LOAN AND DEBENTURE STOCK.  | AN AND DE                                 | BENTURE ST(                                   | DCK.                                |   |
|--|---|---|-------------------------------------|---|
| RAISED BY LOANS.   | At 4 per cent.                            | At 4 per cent. At 44 per cent. At 5 per cent. | At 5 per cent.                      | Total.  |
| Existing at 31st Dec, 1889,  | $\pounds$ s d<br>20,000 0 0<br>20,000 0 0 | ₽ 8 q   | £ 8. d.<br>10,000 0 0<br>10,000 0 0 | <u></u> |
| Increase,  |   | E :   |                                     |   |
| Total amount authorised to be raised by Loans in respect of Capital created as per Statement No. 1,<br>Total amount raised by Loans as above | ated as per Stateme                       | nt No. 1,                                     |                                     | 45,000 0 0<br>30,000 0 0  |
| Balance being available borrowing powers at 30th June, 1890,   | ne, 1890,                                 |   |                                     | 15,000 0 0  |
|  |   |   |                                     |   |
| D. M. J DEVERTING AND EVENTION ON CADING A CONTINUE  | AN TAN TANTIN                             | TOODA TATTO                                   | Thin .                              |   |

| 1  |  | T                                   | 0                               | 00  | 5                      | 5           | 0            | 0            |
|--|--|-------------------------------------|---------------------------------|---|------------------------|-------------|--------------|--------------|
| Cr.  | al.  | 20                                  | 60,600 10                       | 00  | 2                      | 15          | 11,201 19 10 | 101,959 15 0 |
|  | Total.   | 42                                  | 600                             | 30,000<br>30                              | 127                    | 90,757 15   | 201          | 959          |
|  |  | F                                   | 60,                             | 30,                                       |                        | 90,         | 11,          | 101,         |
|  | Amount<br>Received<br>during<br>Half-year to<br>June 30, 1890. | £ 3. d.                             | 1                               |   |                        | :           | :            |              |
| ACCOUNT  | Amount<br>Received<br>to<br>Dec. 31, 1889. J                   | £ s d                               | 60,600 10 0                     | 30,000 0 0<br>30 0 0                      | 27 5 2                 | 90.757 15 2 | :            |              |
| IL   | R<br>Dec.  |                                     | 60,0                            | 30,(                                      |                        | 90.         |              |              |
| No. 4-RECEIPT AND EXPENDITURE ON CAPITAL ACCOUNT |  | By Receipts-                        | As per Account No. 2.<br>LOANS- | As per Account No. 3.<br>Cancelled Shares | Miscellaneous Receipts |             | Balance,     |              |
| D EXPEND   | Total.   | £ 8. d.                             | 89,037 14 7<br>19,999 0 5       |   | 3                      | 1.          |              | 101,959 15 0 |
| SECEIPT AN                                       | Amount<br>Expended<br>during<br>Half-year to<br>June 30, 1890. | £ 8. d.                             |                                 |   |                        |             |              |              |
| No. 4-I  | Amount<br>Expended<br>to<br>Dec 31, 1889.                      | £ 8. d.                             | 89,037 14 7<br>12.922 0 5       |   |                        | 1           |              | 101,959 15 6 |
| Dr.  |  | To Expenditure-<br>On Line open for | traffic<br>Working Stock        |   |                        |             |              |              |

No. 5.- DETAILS OF CAPITAL EXPENDITURE FOR HALF.YEAR ENDING 30th JUNE, 1890.

NIL.

|                              |              | Total.   | 60   |  |
|------------------------------|--------------|--|--|--|
|                              |              | Break<br>Vans.                                   |  |  |
|                              | NDISE.       | Cattle<br>Wagor.s.                               | 10 10  |  |
|                              | MERCHANDISE. | Open<br>Wagons.                                  | 40   |  |
| No. 6RETURN OF WORKING STOCK |              | ed<br>ns.  | 15   |  |
|                              |              | Total.   | 10<br>10   |  |
|                              |              | Break<br>Vans.                                   | 55   |  |
| -RETURI                      | COACHING.    | 3rd Class.                                       | ຄ  |  |
| No. 6                        |              | Composite<br>1st, 2nd & 3rd Class.<br>3rd Class. | en en  |  |
|                              | Locomotive   | Tank<br>Engines.                                 | ee eo  |  |
|                              |              |  | Stock at 31st Dec., 1889,<br>,, 30th June, 1890, |  |



|   |   | 00                           | 67                          |
|---|---|------------------------------|-----------------------------|
| No. 8CAPITAL POWER & ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER No. 7. | s a.  | 43,420 0 0<br>11,201 19 10   | 32,224 0 2                  |
| PEI   |   | -                            | 60                          |
| S AS  | p 0 0   |                              |                             |
| CURI  | $\begin{array}{cccc} \pounds & \mathrm{s} & \mathrm{d} \\ 28,426 & 0 & 0 \\ 15,000 & 0 & 0 \end{array}$ |                              |                             |
| IUN   | 28,15   |                              |                             |
| EXPE  | ::  |                              | :                           |
| ER  |   |                              | ,                           |
| URTH  | ::  | :                            | :                           |
| ET F  |   |                              |                             |
| ) ME  | No. 2,  |                              | :                           |
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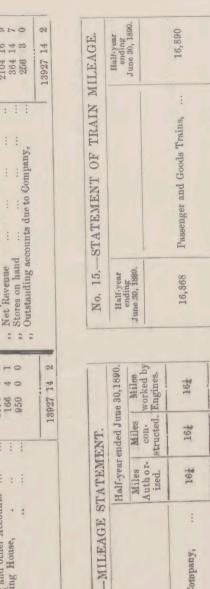
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| č                 | Half-year<br>ending<br>June 30, 1890                | 3   | 1   |                        | 16 1                                     | 4          | 16  | 0            |
|                   | Hal<br>en<br>une 30                                 | 3   | 1167  |                        | 736 ]                                    | 1904       | 158 1   | 33           |
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|                   |   | <sup>3</sup> d<br>7 10<br>9 0<br>8 0  | 1 10  | 2                      | 9 6 1                                    |            | 1001  |              |
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|                   | 2   | £<br>51<br>98<br>905<br>12  | 901   |                        | 600<br>78<br>57                          |            | 150   |              |
|                   |   | 580<br>1,474<br>23,224  | 25,278<br>, and }   |                        | 13                                       | DIS        |   |              |
|                   |   | 580     1,474     23,224  | 25,278<br>Pareels, Excess Luggage, and<br>Horses, Carriages and Dogs, |                        | 3,830 tons<br>795 ,,                     | 4,625 tons |   |              |
|                   |   |   | nd J  |                        | ,830                                     | 1,62       | · : :   |              |
|                   | TS.   |   | Lug<br>res a  |                        | ଟକ                                       | 4.         | Mails,<br>Transfer fees,<br>Rents,<br>Miscellaneous Receipts, |              |
|                   | RECEIPTS.   | ts,   | cess  |                        |  |            | Ree   |              |
|                   | RE  | Passengers-<br>1st Class,<br>2nd ,,<br>3rd ,,<br>Season Tickets,                                    | , Ex  |                        | ise,<br>k,                               |            | Mails,<br>Transfer fees,<br>Rents,<br>Miscellaneous           |              |
|                   |   | By Passengers-<br>1st Class,<br>2nd .,<br>3rd .,<br>Season Tick                                     | cels<br>rses,   |                        | Merchandise,<br>Live Stock,<br>Minerals, |            | fer f   |              |
| EN                |   | Pass<br>1st<br>2nd<br>3rd<br>Seaso  | Par<br>Ho   |                        | Merchand<br>Live Stoc<br>Minerals,       |            | Mails,<br>Transfe<br>Rents,<br>Miscella                       |              |
| 100               |   | By  | 6 6   |                        | N  |            | N S S S S S S S S S S S S S S S S S S S                       |              |
| 9REVENUE ACCOUNT. | 6   | d<br>9<br>0<br>0<br>0<br>0<br>0   | 10  | 0                      | 100                                      | -          | 0940  |              |
| A                 | Half-year<br>ending<br>ne 30, 188                   | s d<br>12 g<br>11 10<br>11 3<br>12 0  | 17 1<br>14  | 12                     | 1000                                     | 5          | 002604  | 111          |
| UE                | Half<br>end<br>ne 30                                | £<br>60<br>907<br>9   | 079 1<br>85 1   | 1165 1                 | 540<br>82<br>74                          | 862        | 150   | 1 6          |
| EN                | Ju.   |   | 10  |                        | 10                                       | 186        |   | 9 2019 11 11 |
| EV.               | Half-year<br>ending<br>June 30, 1890. June 30, 1889 |   | 10 10   |                        | 00                                       |            |   |              |
| -R                | Half-year<br>ending<br>me 30, 189                   |   |   |                        | 5 11                                     |            |   | 0            |
| 6                 | H   | 6.2 47 6.5  |   |                        | 1377<br>685                              |            |   | 2063         |
| No.               |   | B<br>B<br>C<br>D  | H   | : : :                  | ıt,                                      |            |   |              |
| 4                 |   | Maintenance Way and Works,<br>Locomotive Power,<br>Repairs and Renewals of Carriages and<br>Wagons, |   |                        | COUL                                     |            |   |              |
|                   |   | iage  | ,<br>20 : :   |                        | c Ac                                     |            |   |              |
|                   | 143   | rks,<br>Carr  | al Charges,   |                        | enu                                      |            |   |              |
|                   | EXPENDITURE   | <br>10 %  | <br>  |                        | Rev                                      |            |   |              |
|                   | LIGH  | and<br>vals   |   | • • •                  | Net                                      |            |   |              |
|                   | CPEN  | Maintenance Way an<br>Locomotive Power,<br>Repairs and Renewa<br>Wagons,<br>Traffic Expenses,       | s,<br>ind   |                        | to ]                                     |            |   |              |
|                   | Ex  | tenance W<br>motive Pov<br>irs and Re<br>Wagons,<br>ic Expenses                                     | arge  | nsurance,<br>Charges,  | ried                                     |            |   |              |
|                   |   | nanc<br>otive<br>7ago<br>Exp  | l Ch<br>NSA7<br>ama   | Insurance,<br>Charges, | car                                      |            |   |              |
|                   |   | Maintenance Wa,<br>Locomotive Power<br>Repairs and Ren<br>Wagons,<br>Traffic Expenses,              | Géneral Charges,<br>Taxes,<br>COMPENSATION-<br>Damage and<br>Rents,   | v Ch                   | ince                                     |            |   |              |
|                   |   |   |   | Fire In<br>Law C       | Balance carried to Net Revenue Account,  |            |   |              |
|                   |   |   | 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5                                 |                        | 6  |            |   |              |
|                   | IIalf-year<br>coding<br>June 30, 1889.              | 0 0 0 0 0 0 0   |   |                        | 6.01                                     |            |   | 11           |
| Dr.               | alf-y<br>endir<br>e 30,                             | s 11 3 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4  | 11 7 11<br>11 7<br>11 5<br>0 5  | 3 13                   | 10 00                                    |            |   | 11           |
|                   | H   | £<br>427<br>396<br>396<br>48<br>312   | 100<br>27<br>6  | 6                      | 1331<br>688                              |            |   | 2019         |

| Cr.                  | ar endi                               | क<br>भ | 1 11 685  | 227 5 5   | 2104 16 9  | 3017 13 3 |  |   | £227 5 5<br>£227 5 5                                 |
|----------------------|---------------------------------------|--------|---|---|------------|-----------|--|---|--|
| LT.                  |                                       |        | By Balance from Revenue Account, No 9,  | ", Amount received from Grand Jury<br>of County Antrim, for Baronial<br>Guarantee Shareholders, | " Balance, |           |  | DIVIDEND PAID ON BARONIAL GUARANTEE SHARES. |  |
| NET REVENUE ACCOUNT. | Half-year<br>ending<br>June 30, 1889. | £ s d  | 688 68  | 243 5 8   | 2183 5 4   | 3114 17 2 |  | AID ON BAR                                  |  |
| -NET REVE            | Half-year<br>ending<br>June 30, 1890. | æs d.  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 2790 7 10<br>227 5 5  | 1          | 3017 13 3 | 2104 16 9                              | DIVIDEND P.                                 | Antrim,<br>uarantee shares                           |
| No 10-               |                                       |        | <ul> <li>Po Isalance from last half-year's account,</li> <li>"Interest on Mortgage Bonds and Board of Works,"</li> <li>"On Banking Account,</li> <li>"On Temporary Loans, &amp;c.,</li> </ul> | ", Paid holders of Baronial Guarantee", " abares as ner Statement No. 11                        |            |           | ", Balance carried to next half-year's | No. 11,-STATEMENT OF I                      | By Amount received from Grand Jury of County Antrim, |
| Dr.                  | Half-year<br>ending<br>June 30, 1889. | £ s d  | 2093         13         9         7           643         14         11         6         6           65         15         10         6         6  | 2871 11 6<br>042 5 8  | 2          | 3114 17 2 | 2183 5 4                               |   | By Ar<br>To Di<br>To In                              |

Repairs and Renewals of Carriages and Waggoons. Half-year June 30, 1390. Half-year ending June 30, 1890. 256 8 d. 256 16 2 42 3 10 17 13 3 17 13 3 17 13 3 2 11 0 Half year ending June 30, 1890. & 8 a d 5 5 7 9 17 6 1 12 10 7 112 10 7 112 10 9 0 0 8 8 8 00 90 18 10 34 4 4 40 18 75 2 337 4  $\begin{array}{ccc}14&100\\19&14&3\end{array}$ 001 ostage, Stationery, &c. 27 11 13 6 CARRIAOFS: Wages and General Superintendence, Materials, Wages and General Superintendence, Materials, Salaries, Wages, &c., Fuel. Lighting, Water, and General Stores, Printing, Stationery, and Tickets, Miscellaneous Expenses, Clothing, Wagon Covers, &c., Arbitrators Re Baronial Guaranteed Dividend Salary of Secretary and Assistant Office and Travelling Expenses, Postage, Statid Advertising and Printing, Clearing House Expenses, Telegraph Expenses, TRAFFIC EXPRISES. GENERAL CHARGES. Half year ending June 30, 1889 £ 8 d 16 2 8 6 9 5 14 17 0 10 15 10 48 4 9 Half-year ending June 30,1889 Half-Year ending June 30,1889 £ 7 8 66 7 8 8 14 5 12 16 11 8 4 7 9 0 0 100 9 7 JOHNON No. 12-ABSTRACTS. 60 312 4 E. 8 10 14 18 18 241 47 17 22 241 22 D. Half-year ending June 30, 1890. Half-year ending June 30, 1890. £ 8. d. 64 10 £ 8. d. 6 -10-8 -349 9 -170 5 453 16 ~1 00 292 29 347 106 4 20.02 10 £ 8 d d. -40 000 00 14 18 25 19 114 0 166 12 40 16 13 °, 3 147 51 41 42 164 MAINTENANCE OF WAY, WORKS, &C. Solaries, Office Expenses, and General Superintendence. RUNNING EXTREMES. Wages connected with the working of Locomotive Engines, Coal. Nallow, and other Stores, REMINS AND IENTWALS --Wages. Wages. Salaries, Office Expenses and General Superintendence, Maintenance and Renewal of Permanent Way,... and LOCOMOTIVE POWER. Repairs of Roads, Bridges, Signals, Works, ... Repairs of Stations and Buildings, Total MILES MAINTAINED-Double Single Wages, Materials, Half-year ending June 3012889 & 8 d Half-year ending June 30,1889 & s. d. 109 3 10 135 15 8 36 8 9 
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HAMILTON M'ALLEN, Secretary of the Company.

| TOUTT                            | Half-year<br>ending            | a une out tooo.       |  | 16,890                      | -       | Company.                                |
|----------------------------------|--------------------------------|-----------------------|--|-----------------------------|---------|---|
| No. 15STATEMENT OF INALM MILLAUL |                                |                       |  | Passenger and Goods Trains, |         | JOHN CASEMEMT, Chairman of the Company. |
| No. 15                           | Half-year<br>ending            | June 30, 1889.        |  | 16,868                      | -       | JOHN C                                  |
|                                  | Half-year ended June 30, 1890. | Miles had             | Author. con. workeu by<br>ized. structed. Engines. | 164                         | <br>164 |   |
| ENT.                             | ended Jun                      | Miles   Miles   Miles | ized. structed. Engines.                           | 164                         | 164     |   |
| LATEM                            | Half-year                      | Miles                 | Author-<br>ized.                                   | 164                         | 164     |   |
| No. 14-MILEAGE STATEMENT.        |                                |                       |  | Lines owned by the Company, |         |   |

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. . .

To Balance due Bankers and Temporary Loans Sundry outstanding and other Accounts ... Irish Railway Clearing House, .....

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42

| CERTIFICATE RESPECTING THE PERMANENT WAY, ETC. | I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have during he past Half-year, been maintained in good working condition and repair. | JAMES F. MACKINNON, Engineer. | CERTIFICATE RESPECTING THE ROLLING STOCK.<br>I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools have,<br>uring the past Half-year, been maintained in good working order and repair. | GEU. BRADSHAW, Locomotive Superintendent |
|--|---|-------------------------------|---|--|
|  | I he hest   |                               | I h<br>uring th   |  |

six months ending June, 30 1890, and that they contain a full and true statement of the financial condition of the Company. for Ballycastle Railway Company JO A ccounts We have examined the find

AUDITORS' CERTIFICATE.

T. B. HAMILTON, ALEX. M'ALISTER, { Auditor:

BALLYMONEY, 14th July, 1890.

REPORT OF THE DIRECTORS

AND

# STATEMENT OF ACCOUNTS

OF THE

# Belfast and County Down Railway

### COMPANY,

For Half-year ended 30th June, 1890,

TO BE SUBMITTED TO THE

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

TO BE HELD IN THE

BOARD-ROOM, AT BELFAST TERMINUS,

On TUESDAY, the 5th AUGUST, 1890,

AT THE HOUR OF ONE O'CLOCK, AFTERNOON.

MEETING to be held on 5th August, 1890. DIVIDENDS payable on 1st September, 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 R. W. KELLY, 13 & 14 Cope Street, Dublin.
- 1 W. J. PIRRIE, Queen's Island, Belfast.
- I JOHN CAMPBELL, Lennoxvale, Belfast.
- 2 D. L. COATES, J.P., Clonallon, Strandtown, Belfast.
- 2 HENRY L. MULHOLLAND, M.P., Ballywalter Park, County Down.
- 2 THOMAS ANDREWS, Ardara, Comber.
- 3 JOSEPH RICHARDSON, Springfield, Lisburn.
- 3 JAMES BARBOUR, J.P., Ardville, Holywood.
  - 1 Vacates in February, 1891.
  - 2 Vacates in February, 1892.
  - 3 Vacates in February, 1893.

### REPORT.

Your Directors beg to submit herewith the Accounts to the 30th June last, duly certified by your Auditors.

### RECEIPTS.

The Receipts from all sources show an increase on the half-year of  $\pounds 1,413$ , as follows, viz. :—

|  | 1889.   | 1890.  | Increase.                           | Decrease.                   |
|--|---|--|-------------------------------------|-----------------------------|
| Number of Passengers   | 708,061   | 744,102  | 36,041                              |                             |
| Passengers<br>Parcels, Horses and Carriages<br>Mails<br>Merchandise<br>Live Stock<br>Minerals<br>Rents and Transfer Fees | £<br>27,164<br>2,031<br>700<br>7,134<br>1,136<br>3,344<br>452 | $\begin{array}{c} \pounds \\ 28,440 \\ 2,062 \\ 700 \\ 7,414 \\ 1,069 \\ 3,254 \\ 435 \end{array}$ | £<br>1,276<br>31<br><br>280<br><br> | £<br><br><br>67<br>90<br>17 |
|  | 41,961  | 43,374   | 1,413                               |                             |

### WORKING EXPENSES.

The Working Expenses show an increase on the halfyear of  $\pounds 4,114$  19s 3d; this increase is mainly due to the cost of Three New Passenger Brake Vans and a New Engine having been charged in the Accounts for the past half-year.

### CAPITAL ACCOUNT.

A sum of  $\pounds 5,104$  2s 5d has been expended on this Account for the past half-year, for particulars of which you are referred to Account No. 5.

### DEBENTURE AND PREFERENCE STOCKS.

4

Four per Cent. Preference Stock amounting to  $\pounds 5,154$ , and Four per Cent. Debenture Stock amounting to  $\pounds 6,990$ , have been issued during the half-year, and the premiums received thereon carried to credit of Reserve Fund.

### RESERVE FUND.

This Fund has been credited with £1,364 19s 2d, the premiums received on the issue of Preference and Debenture Stocks, and also with interest amounting to £79 9s 3d.

The balance now at credit of this Account, amounts to £19,720 15s 3d.

### **REVENUE ACCOUNT.**

After providing for interest on all prior charges, there remains at credit of the Net Revenue Account a sum of £19,166 4s 5d, which your Directors recommend should be applied as follows :—

| In | payment of Dividends for the half-year   |        |      |   |
|----|--|--------|------|---|
|    | ended 30th June last on the 5 per  |        |      |   |
|    | cent. Preference Stock,  | £6,203 | 10 0 | ) |
| In | payment of Dividends for the half-year<br>ended 30th June last on the 4 per cent                                       |        |      |   |
|    | Preference Stock,  | £3,551 | 2 5  | 5 |
| In | payment of Dividends for the half-year<br>ended 30th June last on the Original<br>Shares of the Company at 6 per cent. |        |      |   |

£7.078 10 0

£19.166 4 5

Leaving a Balance to be carried to next half-year's Account of £2,333 1 6

per annum,

### DOWNPATRICK, KILLOUGH, & ARDGLASS LIGHT RAILWAY.

5

Your Directors beg to state that having undertaken the promotion of this line, at the urgent request of an influential deputation from the District, they applied in compliance with the provisions of the Light Railways Act, 1889, for the entire Capital required for the construction of the Railway.

Subsequently, on the report of Mr. J. G. BARTON, C.E., the Board of Works recommended that the Capital required for the construction should be raised as follows, viz.:—

"The authorised Capital to be £51,000, made up of "a contribution of £4,000 by the promoters (the Belfast "and County Down Railway Company); £17,000 of Share "Capital, to be raised by Grand Jury Presentment, "guaranteeing the payment of dividends thereon in per-"petuity; and the residue a free grant of £30,000, or to "be raised by a perpetual annual payment of 3 per cent. "thereon, or partly by one and partly by the other."

This recommendation was made after the notice for application for a presentment to the Grand Jury at the Spring Assizes had been published. It therefore became necessary to publish a fresh notice for the Summer Assizes which have just been held, and a presentment for a 3 per cent. Baronial Guarantee on the sum of £17,000, portion of the capital of the undertaking, was duly passed by the Grand Jury on the 18th inst.

An Extraordinary Meeting of the Proprietors has been summoned for 1-30 p.m. on the 5th August next (after the General Meeting to be held on that date), in accordance with the Light Railways (Ireland) Act, 1889, to which a copy of the Downpatrick, Killough, and Ardglass Light

BELFAST AND COUNTY DOWN RAILWAY, Engineer's Office, BELFAST. 10th July, 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 30th June, 1890.

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

About  $\frac{3}{4}$  of a mile has been relaid with steel rails. About 20,000 Tons of Ballast have been put on the line.

The new Station at Neill's Hill has been completed, and inspected and passed by the Board of Trade.

Holywood Station has been enlarged and improved. The new Cattle Beach and Siding at Crossgar Station have been completed.

The Block Telegraph has been erected between Newtownards and Donaghadee.

Additional Refreshment Rooms have been provided at Belfast Terminus.

The Platform at Crossgar and the Up Platform at Saintfield have been lengthened, and a Goods Dock Platform has been built at Comber.

A new Wagon Repairing Shop has been built at Belfast.

The Carriage Shed adjoining No. 4 Platform, at Belfast has been extended to hold I4 additional carriages.

Arrangements for washing carriages have been put in at Belfast.

A new Cattle Beach has been built at Bangor.

Alterations have been carried out at Scrabo to meet the increased stone traffic.

Dundrum and Newcastle Passenger Stations have been repaired and painted throughout.

Bangor Terminus is being considerably enlarged, and the works are in progress.

I am Gentlemen,

Your obedient Servant,

GEO. P. CULVERWELL, Engineer.

6

Railway Order, 1890, will be submitted for the consideration and approval of the Proprietors then present in person or by proxy.

### NEW ROLLING STOCK.

The Three New Passenger Brake Vans and the New Engine ordered for replacement, and referred to in last report, have been received.

Twelve New Ballast Wagons have been received during the half-year, and added to Stock; and of the 20 open 10-ton Wagons referred to in last half-year's report 12 have been built in the Company's shops and added to Stock.

Owing to the increasing Passenger Traffic, your Directors have decided to order additional Rolling Stock, and tenders have been invited for Passenger Carriages to be delivered in time to meet the requirements of next season's traffic.

(Signed by order of the Board),

R. W. KELLY, Chairman.

J. MILLIKEN, Secretary.

Board Room, 15th July, 1890 No. 1-STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

| -   |  | -                         |                         |   |                           |                                | I WHITE THE COMPANY           | . I NEY TIMO         |         |         |
|-----|--|---------------------------|-------------------------|---|---------------------------|--------------------------------|-------------------------------|----------------------|---------|---------|
|     | ACTS OF PARLIAMENT   | 0                         | CAPITAL AUTHORISED.     | RISED.  | CAPITAL                   | CAPITAL CREATED OR SANCTIONED. | ANCTIONED.                    |                      | BALANCE |         |
|     |  | Stock and<br>Shares.      | Loans.                  | Total.  | Stock and<br>Shares.      | Loans.                         | Total.                        | Stock and<br>Shares. | Loans.  | Total.  |
| By  | By "The Belfast and County Down Railway                                      | £ 8. d.                   | £ 8.                    | d. £ 8. d.  | £ 8. d.                   | £ 8. d.                        | £ 8. d.                       | £ 8. d.              | £ 8. d. | £ 8. d. |
| * * | "The Portpatrick Railway Act, 1857."<br>"The Belfaat and County Down Railway | 500,000 0 0<br>15,000 0 0 | 166,666 0               | 0 666,666 0 0 15,000 0 0  | 500,000 0 0<br>15,000 0 0 | 166,666 0 0                    | 666.666 0 0<br>15,000 0 0     |                      | 1.      | : :     |
|     | The Belfast and County Down Railway<br>(Newcastle Transfer) Act, 1881.       | 50,000 0 0                |                         | 50,000 0 0  | 50,000 0 0                |                                | 50 000 0 0                    |                      |         |         |
|     | "The Belfast and County Down Railway   | 75,000 0 0                | { 88,000 0 { 25,000 0 } | 0* 188,000 0 0  | 75,000 0 0                | \$ 25.0                        | 0                             |                      | : :     | : :     |
|     | 1884."   | 125,000 0 0               | 138,000 0               | 0 263,000 0 0   | 0 125,000 0 0             | 0                              | 263,000 0 0                   |                      |         |         |
|     | Reduction under Acts of 1876   | 765,000 0 0 0 30,909 0 0  | 367,666 0<br>22,000 0   | $ \begin{smallmatrix} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0$ | 765.000 0 0<br>30.909 0 0 | 867,666 0 0<br>22,000 0 0      | 1,132,666 0 0<br>52,909 0 0   |                      |         |         |
| _   | Redeemed under Act of 1881   | 734,091 0 0               | 845,666 0<br>§35,193 0  | 0 1,079,757 0 0<br>0 \$35,193 0 0                                     | 0 734,091 0 0             | 345,666 0 0<br>\$35,193 0 0    | 1,079,757 0 0<br>\$35,193 0 0 |                      |         |         |
|     | Dadinet in rearrant of Dout-11-11  | 734,091 0 0               | 310,473 0               | 0 1,044,564 0 0   | 0 734,091 0 0             | 310,473 0 0 1                  | 0 1,044,564 0 0               |                      |         |         |
| -   | Railway Shares sold  |                           | 7,500 0 0               | 7,500 0 0   |                           | 7,500 0 0                      | 7,500 0 0                     | :                    | :       | :       |
|     | Total  | 734,091 0 0               | 302,973 0 0             | 0 1,037,064 0 0   | 0 734,091 0 0             | 902,973 0 0 1                  | 0 0 1,037,064 0 0             |                      |         |         |
|     |  |                           |                         | * Redeemable.   | & Redeemed                |                                |                               |                      |         |         |

| ECEIVED.  | Amount Uncalled. Amount Unissued. | 22,444 U 0  | 22,444 0 0  |
|---|-----------------------------------|---|-------------|
| PROPORTION R.   | Calls in Arrear.                  | re<br>8<br>9  |             |
| HOWING THE  | Amount Allotted. Amount Received. | & s. d.<br>288,,980 0 0<br>248,,141 0 0<br>50,000 0 0<br>177,556 0 0  | 711.047 0 0 |
| L CREATED, S  | Amount Allotted.                  | £ 8. d.<br>238,950 3 0<br>248,141 0 0<br>50,000 0 0<br>177,556 0 0  | 711.647 0 0 |
| HARE CAPITA   | Amount Created.                   | £         R.         d.           2355,950         0         0           2451,141         0         0           560,000         0         0           200,000         0         0 | 734,091 0 0 |
| No. 2-STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. | DESCRIPTION.                      | Ordinary £50 Shares<br>5 per cent. Preference Stock<br>4 per cent. "A" do.<br>4 per cent. Preference Stock  | 1 otal.     |

| At 3},<br>ber cent.         At 3},<br>per cent.         At 3},<br>per cent.         At 3<br>per cent.         Dispervents<br>bereault         Dispervents<br>Stocks         Dispervents<br>Stocks <thdispervents< th=""> <thdispervents< th=""></thdispervents<></thdispervents<>  | At 84<br>per cent.         At 84<br>per cent.         At 84<br>per cent.         DEBRATTIRE<br>per cent. <thdebratire< thd=""> <thdebratire< thd="">         DEBRATTI</thdebratire<></thdebratire<> |                                     | TRRMINABLE<br>DERENTURAS<br>DERENTURAS<br>AGT OF 1881 |                   | RAISED BY ISSUE OF<br>DEBENTURE STOCKS, | TOTAL<br>RAISED BY | TOTAL<br>RAISED BY<br>LOANS,               |
|--|---|-------------------------------------|---|-------------------|---|--------------------|--|
| at-       & a. d.  | at- $\pounds$ s. d. $\emptyset$ s. d. $\vartheta$ s. d.   |                                     | At  |                   | At 3<br>per cent.                       | STOCKS.            | DRBENTURES,<br>AND<br>DEBENTURE<br>STOCKS. |
| June, 1800   | June, 1890       June, 1890       0       181,635       0       133,000       0       239,635       0       292,443       0               6,990       0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       10,0       1   | Existing at-<br>Sist December, 1889 |   | d. £ s<br>144,646 | d. £ s.<br>0 138,000 0                  | £ 8.<br>282,646 0  | в.   |
| 0 06,9 0 0 06,9 0 0 06,9 0 0 0,0 0 0,0 0 0,0 0 0,0 0 0,0 0 0,0 0 0,0 0 0,0 0 0,0 0 0,0 | Total Amount Authorised to be raised by Leans, Debentures, and Debenture Stocks in respect of Capital created, as 202,073     902,073     0       Total Amount raised by Leans, Debentures, and Debenture Stocks in respect of Capital created, 202,073     902,073     0   | 30th June, 1890                     | 2,807   | 0                 | 0 138,000 0 0                           | 289,636 0          | 0  |
|  | 302,973 0<br>292,443 0  | Increase                            |   |                   | 0                                       | 0                  | 0  |

| Cr.  | TOTAL.  | £ 8. d.<br>711,647 0 0<br>2,807 0 0<br>289,636 0 0   | 1,004,090 0 0<br>28,617 9 11<br>1,032,707 9 11 |
|--|---|--|--|
|  | Amount<br>Received<br>during<br>Half-year ended<br>June 30, 1890. | £ 8. d.<br>5,154 0 0<br><br>6,990 0 0  | 12,144 0 U                                     |
| COUNT.   | Amount<br>Received<br>to<br>Dec. 31, 1889.                        | £ 8. d.<br>706,493 0 0<br>2,907 0 0<br>282,646 0 0   | 991,946 0 0                                    |
| No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |   | d. Stock and Shares, per<br>Account No. 3<br>Debentures per Account No. 8<br>Debenture Stocks per Account<br>No. 8   | Balance,                                       |
| EXPENDI  | TOTAL   | <ul> <li>2 8. d.</li> <li>618,086 15 10</li> <li>85,210 2 0</li> <li>258,250 2 0</li> </ul>  | 1,032,707 9 11                                 |
| EIPTS AND  | Amount<br>Expended<br>during<br>Half-year ended<br>June 90, 1890. | & s. d.<br>1,996 8 10<br>3,107 13 7<br>  | 5,104 2 5                                      |
| No. 4-REC  | Amount<br>Expended<br>Dec. 31, 1889.                              | 8, 268, 259 2, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0,  | 1,027,603 7 6                                  |
| Dr.  |   | To Expenditure :<br>On Lines open for Traffic (No. 5)<br>Wibing Stock<br>Wibing Stock<br>Mailway<br>Less Amount sold<br>Downpatick, Jundeum, and Neweastle<br>Bailway Purchase<br>Downpatick, Holywood, & Bangor Bailway<br>Purchase |  |

| 19  |                              | 100 March 100  |  | 1 |
|---|------------------------------|--|--|---|
|   | TOTAL.                       | <ol> <li>8. al.</li> <li>1,462</li> <li>8. al.</li> <li>1.511</li> <li>1.511</li> <li>1.511</li> <li>1.22</li> <li>4.33</li> <li>1.9</li> <li>1.0</li> <li>1.1</li> <li>1.2</li> <li>1.2</li> <li>1.2</li> <li>1.2</li> <li>1.2</li> <li>1.2</li> <li>1.5</li> /ol> | 5,154 2 5<br>50 0 0<br>5 104 9 5                         |   |
| 1890.   | Miscellaneous<br>Stock.      | & 8. d.  | 87 12 4<br>Cr.   |   |
| D JUNE 30,  | Working Stock                | £ 8. d.<br><br><br>488 19 0<br>2,618 14 7  | 3,107 13 7   |   |
| YEAR ENDE   | Way and Works. Working Stock | <i>L</i> 8. 8. d.<br>1,462 8 8 8<br>122 11 0<br>122 14 0<br>19 10 3<br>19 10 3<br>1381 0 4<br>29 3 10<br>29 3 10   | 1,958 16 6   |   |
| No. 5-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED JUNE 30, 1890. |                              | Improvements at Belfasu, Holywood, and Bangor Stations<br>Station at Neill's Hull<br>Evension of Platforms at Knock, Comber, Saintfield, and Crossgar Stations -<br>New Signals and Signal Cabins at Dundonald and Sydenham<br>New Cattle Beach at Crossgar<br>New Cattle Beach at Crossgar<br>Block Telegraph (in compliance with Regulation of Railways' Act, 1889)<br>Automatic Veroum Brake Fittings (in compliance with Regulation of Railways' Act, 1889)<br>New State Maner<br>New State Hander   | Purchase Money for portion of 6-feet Strip at Bloomfield |   |

|                               | SE.          | бооdв<br>Соvered Waggons<br>Сакие<br>И адуона<br>Сакие<br>И адуона<br>Госал<br>Вашанс Wagona.<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сосал<br>Сососа<br>Сосал<br>Сосал<br>Сосососососососососососососос<br>Сососо<br>Сосососос | 46 32 5 362 24           | 46 32 5 374 35      |                           |
|-------------------------------|--------------|---|--------------------------|---------------------|---------------------------|
|                               | MERCHANDISE. | ayourt radmit<br>Goods & Cattle<br>Waggons  | 69                       | 69                  | ::                        |
|                               | M            | sabis   | 31 4                     | 31 4                |                           |
| 4                             |              | Flat Waggons<br>with door in side<br>Flat Waggons   | 16                       | 88                  | 12                        |
| No. 6-RETURN OF WORKING STOCK |              | Flat Box<br>Waggona   | 88                       | 66                  | ::                        |
| SUNG                          |              | IstoT   | 125                      | 125                 | ::                        |
| NORK                          |              |   | 1                        | 1                   | : :                       |
| OF 1                          |              | Horse Boxes   | 10                       | 9                   | ::                        |
| URN                           | JOACHING.    | Composite<br>Passengers<br>Luggage Vans   | 2 8                      | 2 8                 |                           |
| -RET                          | COAC         | Snd and Srd   | 20                       | 20                  | ::                        |
| No. 6-                        |              | Srd Class<br>lat and 2nd  | 41 2                     | 41 2                |                           |
| 4                             |              | saalO bas   | 17                       | 17                  | ::                        |
|                               |              | Ist Class   | 29                       | 29                  | ::                        |
|                               | OTIVE.       | Телдетв   | 6                        | 9                   | • :                       |
|                               | Locom        | Engines   | 20                       | 20                  | : :                       |
|                               |              |   | Stock on 31st Dec., 1889 | Do. 30th June, 1890 | Increase during half-year |

|  |                      | TOTAL.  | 2 s. d. | Not Ascertained         |               |   | 1:1411 | PER No. 7.  | £ 8. d. | . 22,444 0 0   | 10,530 0 0                | 32,974 0 0<br>28,617 9 11                                | 4,356 10 1 |
|--|----------------------|---|---------|-------------------------|---------------|---|--------|---|---------|--|---------------------------|--|------------|
| COUNT.   | FURTHER EXPENDITURE. | In<br>Subsequent<br>Half-years,               | & 8. d. | Not Ascertained         |               |   |        | ENDITURE AS 1   |         |  | ••                        |  |            |
| 7ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. | Ft                   | During Half-<br>year ending<br>Dec. 31, 1890. | & 8. d. | Not Ascertained         |               | • |        | No. 8. – CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER No. |         |  |                           |  |            |
| XPENDITURE (   | 9 19 100             |   |         |                         |               |   |        | BLE TO MEET   |         |  |                           |  |            |
| F FURTHER E  |                      |   |         |                         |               |   |        | SSETS AVAILA  |         | (No. 2)  | (No. 3)                   |  |            |
| -ESTIMATE 0  |                      |   |         |                         |               |   |        | AND OTHER A   |         | , as per Statement                                       |                           |  |            |
| No. 7.   | In MIL               |   |         | TRAFFIC                 |               |   |        | ITAL POWERS   |         | Share Capital created not yet received, as per Statement | horised ,, ,,             | Less Balance at debit of Canital (as ner Account No. 4). |            |
|  |                      |   |         | LINES OPEN FOR TRAFFIC- | WORKING STOCK |   | Ī      | No. 8CAP  |         | Share Capital cre  | Loan Capital authorised " | Less Balance at c  |            |

| Cr.                    | Half-year<br>ended<br>June 30, 1890.               | રુ છે.   |                          |   | 31,202 11 0       |                           | š   | 11,737 9 2  | 42,940 0 2             | 434 14 2                               | 43,374 14 4 |
|------------------------|--|--|--------------------------|---|-------------------|---------------------------|---|-------------|------------------------|--|-------------|
|                        | ſ  | पू<br>क<br>ब्र   | 28,440 6 5               | 2,062 4 7<br>700 0 0                                  |                   | $7,921 16 11 \\507 17 7$  | $\begin{array}{c} 7,413 & 19 & 4 \\ 1,068 & 19 & 3 \\ 3,254 & 10 & 7 \end{array}$ |             |                        | 412 14 2<br>22 0 0                     |             |
| No. 9-REVENUE ACCOUNT. | RECEIPTS.  | By Passengers-<br>First Class No. 83,382 £3,784 13 2<br>Second 108,301 5,788 13 6<br>Third   |                          | " Parcels, Horses and Carriages                       |                   | " Merchandise 33,867 tons | ". Live Stock 49,211 tons   |             | Total Traffic Receipts | " Rents                                |             |
| INUE ACC               | Half-year<br>ended<br>June 30, 1889                | 2, 8, 652 8, 4,<br>5,898 13 2<br>13,783 3 3 3<br>4,329 15 10   | 27,161 0 7               | 2,031 1 7<br>700 0 0                                  | 29,895 2 2        | 7,648 8 1<br>514 12 6     | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                              | 11,613 18 0 | 41,500 0 2             | 437 4 5<br>15 2 6                      | 41,961 7 1  |
| 6                      | Half-year<br>ended<br>June 30, 1890. June 30, 1889 | £ 8. a. d. 65,480 9 11 65,480 9 11 22,745 15 8 55,605 4 8 2,055 4 8 2,055 4 8 2,055 4 9  |                          | 13 2 6  | 634 12 4          |                           |   |             | 23,723 19 4            | 19,650 15 0                            | 43.374 14 4 |
| N                      | EXPENDITURE.                                       | To Maintenance of Way, Works, &c. (See Abstract A)<br>Levomoldve Power<br>Loromoldve Power<br>Traffic Expenses<br>Traffic Expenses<br>Law Charges<br>Law Charges | " Parliamentary expenses | { Personal Injury<br>Damage and Loss of Goods £13 2 6 | " Rates and Taxes | •                         |   |             | Total Working Expenses | Balance carried to net Revenue Account |             |
| Dr.                    | Half-year<br>ended<br>une 30,1889                  | $ \begin{array}{c} & & & & & & & & & & & & & & & & & & &$  |                          | 0 01 201<br>0 10 0                                    | 615 9 7           | -                         | 1   |             | 10,609 0 1             | 22,352 7 0                             | 41.961 7 1  |

| Cr.                        | Half-year<br>ended<br>June 30, 1890.               | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | 25,860 1 2            |
|----------------------------|--|--|-----------------------|
| OUNT.                      |  | By Balance brought from last Half-year's Account<br>., Dividend on Shares in Portpatrick and Wigtown-<br>., Tolls on Belfast Central Raliway, per Great<br>Northern Railway Co. (Ireland)<br>., Bankers' and General Interest Account<br>., Balance brought from Revenue Account, No. 9  |                       |
| No. 10NET REVENUE ACCOUNT. | Half-year<br>ended<br>June 30 1890. June 30, 1889. | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$  | 25,800 1 2 24,895 2 7 |
| No. 10.                    |  | To Interest on Treasury Loan<br>,, 4 per cent. Debenture Stock<br>,, 4 per cent. A Preference Stock<br>,, Unpaid Land Claims<br>,, Terminable Debentures<br>,, Bangor Mortgæges<br>,, Bangor Mortgæges<br>,, Ranngor Mortgæges<br>,, Ranngor Mortgæges<br>,, Bangor Mortgæges<br>,, Bangor Mortgæges<br>,, Bangor Mortgæges<br>,, Bangor Mortgæges<br>,, Bangor Mortgæges<br>,, Bangor Mortgæges<br>,, Bandor Stock<br>,, Bandor Mortgæges<br>,,, Bandor Mortgæges<br>,,, Bandor Mortgæges<br>,,, Bandor Mortgæges<br>,,,, Bandor Mortgæges<br>,,,,, Bandor Mortgæges<br>,,,,,,, |                       |
| Dr.                        | Half.year<br>ended<br>June 30, 1889.               | 2, 651 19 8<br>2, 625 13 1<br>2, 070 13 1<br>2, 070 13 1<br>1, 125 0 0<br>1, 125 0 0<br>53 13 2<br>54 14 1<br>58 13 2<br>54 14 0<br>256 0 0<br>18, 098 0 4   | 24,895 2 7            |

|                      | 14.7   | No. 11.               | No. 11PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.  | DEND.                |                                       |                  |
|----------------------|--|-----------------------|--|----------------------|---------------------------------------|------------------|
| Half                 | Half-year ended June 30,   | ne 30, 1869.          |  | Half-y               | Half-year ended June 30, 1890.        | e 30, 1890.      |
| Rate<br>per<br>Cent. | Dividend.  | Total.                |  | Rate<br>per<br>Cent. | Dividend.                             | Total.           |
|                      | & 8. d.  | £ 8. d.<br>18,098 0 4 | Balance available for Dividend, as per Account No. 10  |                      | £ 8. d.                               | £ 8.<br>19,166 4 |
| 19 4 0               | $\begin{array}{c} 6,203 & 10 & 6\\ 3,448 & 0 & 9\\ 7,078 & 10 & 0 \end{array}$ |                       | 5 per Cent. Preference Stock            £348,141           4 per Cent.             177,556           Ordinary Shares             235,950 | 10 <del>4</del> 9    | 6,203 10 6<br>3,551 2 5<br>7,078 10 0 | 11 0 200 21      |
|                      |  | 16,730 1 3            |  |                      |                                       | 10,000 4 1 2     |

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| ONS.  | Half-year<br>ended<br>June 30, 1890.                | & 8. d<br>2,120 5 0  | 625 10 8<br>2,745 15 8  | alf-yes<br>ended<br>30, 1   | 658 10 0   | 427 6 3<br>81 17 4<br>22 9 7   | 0  | Half-year<br>ended<br>June 30, 1890.       | £ 8<br>400<br>37 1<br>37 1<br>1,214<br>1,214<br>97               | 100 4<br>35 4<br>6 19   | 2,055 4 8  |
|---|---|--|---|-----------------------------|--|--|--|--|--|---|------------|
| S AND WAG                                     |   | £ a. d.<br>534 11 10<br>509 5 2<br>1,076 8 0<br>207 13 5   | 12  |                             |  |  |  |  | ecountant, and   |   |            |
| REFAIRS AND RENEWALS OF CARRIAGES AND WAGONS. |   | Carriages-<br>Wages and General Superintendence<br>Materials<br>Three New Passenger Brake Vans<br>purchased<br>Wages-and General Superintendence                                   | Materials   |                             | Salaries and Wages, &c.<br>Fuel, Lighting, Water, and General Stores | Printing, Stationery, and Tickets<br>Shunting Expenses<br>Wagon Covers, Ropes, &c. | Miscellaneous typenses   | GUNERAL CHARGES                            | Directors  | Fire Insurance<br>Telegraph Expenses<br>Railway Clearing House Expenses |            |
| C. REP.                                       | Half-year<br>ended<br>June 30, 1889.                | £ s. d.<br>474 13 1<br>451 5 7<br>436 10 10  | 3 15  | alf-yea<br>ended<br>e 30, 1 | £ 8. d.<br>3,977 12 10<br>509 1 1                                    | 329 5 4<br>73 11 2<br>42 15 9  | 13   | E.<br>Half-year<br>ended<br>June 30, 1889. | 2 8. d.<br>400 0 0<br>37 10 0<br>1,138 0 7<br>141 13 7<br>96 1 3 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                    | 1,944 3 11 |
|   | Half year<br>ended<br>June 30, 1890. June 30, 1889. | £ 8. d.<br>273 17 2  | 3,365 10 10<br>1.845 1 11   |                             | 5,459 9 11   | lf-yes<br>nded<br>30, 1  | æ 8. d.  |  | 4,534 8 7  | 2,891 \$ 10<br>7,591 9 0<br>615 6 5                                     | 6,976 2 7  |
| IS, &c.                                       |   | £ 8. d.<br>2,412 19 9<br>952 11 1  | 501 12 9<br>1,343 9 2   |                             |  |  | £ 8. d.  | 1,998 11 4<br>2,161 10 8<br>220 8 0        | 638 2<br>638 2<br>413 6<br>1.840 0                               |   |            |
| MAINTENANCE OF WAY, WORKS, &c.                |   | Salaries, Office Expenses, and General<br>Superintendence<br>Maintenance and Renewal of Permanent<br>Wayes<br>Wages<br>Less Old Materials <u>£1,337</u> 16 5<br>Less Old Materials | Repairs of Roada, Bridges, Signals, and<br>Works<br>Repairs of Stations and Buildings | Miles Maintained            |  |  | Salaries, Office Expenses, and General<br>Superintendence<br>Running Expenses— |  | Repairs and Renewals-<br>  | Less for use of I   |            |
| Δ.  | Half-year<br>ended<br>une 30, 1889                  | 226 8 5<br>226 8 5<br>2,245 12 7<br>1,656 7 6  | 449 17 7<br>599 8 6   |                             | 6,177 14 7<br>B.   | lf-year<br>nded<br>30, 18  | £ 8. d.<br>149 2 8   | 1,895 4 10<br>1,638 10 6<br>222 2 2        | 12<br>18<br>15   | 5,037 6 11<br>403 2 9   | 4,634 4 2  |

Belfast, 24th July, 1890.

ROD. MACKAY, Auditors of the Company.

AUDITORS' CERTIFICATE. We have examined the Accounts of the Belfast and County Down Railway Company for the half-year ended June 30th, 1890, and find Stocks and Shares are *long 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. 1st July, 1890.

CERTIFICATE RESPECTING THE KOLLING 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. 1st July, 1890. GEO. P. CULVERWELL, Engineer.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

Half-year ended June 30, 1890.

Half-year ended June 30, 1889.

No. 15.-STATEMENT OF TRAIN MILEAGE.

186,123

181,629 32,367 213,996

34,604

Goods and Mineral I'rains

Passenger Trains

89

68

68

Company

owned by

Lines

68

Miles Worked by Engines.

Miles Con-structed.

Miles Authorised.

Half-year ended June 30, 1890.

14.-MILEAGE STATEMENT.

No.

Half Year ended June 30,

Total

88

68

39

Total

68

220,727

HUGH EVANS, Accountant of Company.

R. W. KELLY, Chairman of Company.

£ s. d. 28,617 9 11 5,330 15 10

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

", General Stores-Stock of Materials on hand

5 6 7

6 10

£18,276

solicitors' and Parliamentary Costs Reserve Account
 Reserve Fund at 31st December, 1389 ... £13,27

19,166 4

L

" Sundry Outstanding Accounts due by the Company

s.

41

00

19,790 15

1,444 8 5

Credited at 30th June, 1890

Traffic Accounts due to the Company
Sundry Outstanding Accounts due to the Company
Bank Balance

Cr.

No. 13.-GENERAL BALANCE SHEET

Dr.

659

0

49,415 4

AUDITORS.

ROD. MACKAY, JOHN GARDEN,

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

BELFAST, 24th July, 1890.

0

49,415 4

# Belfast and County Down Railway.

NOTICE IS HEREBY GIVEN, that the EIGHTY-NINTH 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 5th day of AUGUST, 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 WEDNESDAY, the 23rd day of July, 1890, until such Ordinary Meeting shall have been held.

By order of the Directors,

JOHN MILLIKEN, Secretary.

Dated at the Company's Office, BELFAST, 1st July, 1890.

### BELFAST AND COUNTY DOWN BAILWAY COMPANY.

NOTICE IS HEREBY GIVEN, THAT AN EXTRAORDINARY MEETING of the Proprietors of the Belfast and County Down Railway Company will be held at the Office of the Company, Queen's Quay, Belfast, on TUESDAY, the 5th day of August, 1890, at the Hour of halfpast ONE o'clock in the Afternoon, for the purpose of considering the provisions of a proposed Order in Council, entitled "The Downpatrick, Killough, and Ardglass Light Railway Order, 1890" (of which the Belfast and County Down Railway Company are the promoters), and approved of by the Grand Jury of the County Down, and of an application by the Belfast and County Down Railway Company, under the Tramway (Ireland) Acts and the Light Railways (Ireland) Act, 1889, to the Lord Lieutenant in Council, by such Order to sanction the promotion by the said Company of the Light Railway and Transway from Downpatrick to Ardglass, mentioned in the said proposed Order, and the construction, maintenance, management, and working of the said Light Railway by the said Company; and to authorise the said Company to raise as capital such additional sum of money for such purpose, and in such manner as shall be specified in such Order, and to confirm an agreement to be made by the Treasury with the said Company for the construction, maintenance, and working of the said Light Railway, and that the same may be aided by a free grant of £30,000 out of monies to be provided by the Treasury.

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

Dated this 18th day of July, 1890.

JOHN MILLIKEN, Secretary of the Company. Belfast and Northern Counties Railway.

REPORT OF THE DIRECTORS AND STATEMENT OF ACCOUNTS

For Half-year ended 30th June, 1890,

TO BE SUBMITTED TO THE PROPRIETORS,

### AT THE

Ninetieth Half-Yearly General Meeting,

TO BE HELD AT

YORK ROAD TERMINUS, BELFAST,

On Wednesday, the 6th day of August, 1890,

AT TWELVE O'CLOCK NOON.

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

BELFAST R. CARSWELL AND SON, PRINTERS, QUEEN'S BUILDINGS, ROYAL AVENUE.

### LIST OF DIRECTORS.

### Chairman.

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

### Deputy-Chairman.

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

- (a) W. J. PIRRIE, Esq.,
- ... Queen's Island, Belfast
- (a) WILLIAM CHAINE, Esq.,
- (a) JOHN B. GUNNING MOORE, Esq., J.P., Loymount, Cookstown.
- (b) JOSEPH RICHARDSON, Esq.,
- (b) RICHARD W. KELLY, Esq.,
- (c) EDMUND M'NEILL, Esq., J.P.,
- (c) JAMES WILSON, ESq.,

- ... Cairncastle Lodge, Larne
- ... Springfield, Lisburn.
  - ... Cope Street, Dublin.
  - ... Craigdunn, Craigs, Co. Antrım
  - ... Tomb Street, Belfast.
- (a) Retire at ensuing Meeting.
- (b) Retire August, 1891.
- (c) Retire August, 1892

# DIRECTORS' REPORT.

BELFAST, 16th July, 1890.

YOUR Directors beg to submit herewith the Accounts for the half year ended 30th June last, duly audited.

The Receipts from all sources amounted to £103,177, being an increase over corresponding half year of £7,737, of which sum the Ballymena and Larne Section contributed £7,236.

### **REVENUE EXPENDITURE.**

In the Working Expenses (55.43 per cent. of the receipts) there is a considerable increase compared with corresponding period, chiefly due to the continued enhanced prices paid for coal and materials generally, together with advance in rates of wages, and law and other charges incurred in connection with the Railway and Canal Traffic Act.

It will also be observed that the amount received for working the lines of other Companies was  $\pounds 532$  less than for the six months ended 30th June, 1889.

### FINANCE.

The Net Revenue Account No. 10, after providing for Interest on Loans and Debenture Stock, &c., shows an available balance of £38,459 0s 11d. The dividends on the Preference Stocks absorb £19,860 10s 0d, leaving a balance of £18,598 10s 11d, out of which the Directors recommend that a dividend be paid at the rate of four and a half per cent. per annum on the Ordinary Stock, placing the sum of £2,000 to Reserve Fund and carrying forward £1,690 8s 7d to the credit of next half-year's account.

During the half-year, terminable loans taken over with the Ballymena and Larne Railway amounting to  $\pounds750$  were paid off; and the sum of  $\pounds27,000$  Ordinary Stock was issued, the premium on which has been placed to credit of Capital Account. The balance at debit of that account now stands at  $\pounds33,866$  14s 2d.

### CAPITAL EXPENDITURE.

The Capital Expenditure for the past half-year has been  $\pounds 6,826$  19s 11d, details of which are given in Account No. 5. That sum includes an outlay of  $\pounds 1,295$  9s 11d on the improvement of the Ballymena and Larne Line and its Rolling Stock, in accordance with the arrangement made at time of purchase.

In the Estimate of further Capital Expenditure there is an item for "Train Tablet Apparatus." The object of introducing this system, which is an absolute block, is to facilitate the working of trains on a single line, increase the safety, and ensure greater punctuality. It is in operation on a number of English and Scotch Railways, and has already been tested on the busiest portion of your line, with most satisfactory results. It is now proposed to extend the system to other sections of the line.

### RAILWAY AND CANAL TRAFFIC ACT.

The Board of Trade inquiry, under the above Act as affecting the Irish Railway Companies, was held in Dublin in April last. Your Directors were pleased to observe that no specific complaint was sustained regarding the existing rates charged by this Company.

The preparation of the necessary Statements and Returns for the purposes of the inquiry involved a large amount of labour on the part of your Officers and Staff.

### LARNE AND STRANRAER STEAMBOAT SERVICE.

The new steamer "Princess Victoria," referred to in the report of the Directors twelve months ago, commenced to run on 1st May last, and has given every satisfaction. Since that date there has been a considerable increase in the passenger traffic.

Arrangements have been made for two Services daily during the summer months. The Second Service commenced on 14th July instant.

### PARLIAMENTARY.

The Bill promoted by the Company in the present session of Parliament for amalgamating the Carrickfergus and Larne Railway with your system, and for other purposes, received the Royal assent on 22nd May. You will be asked at a Special Meeting to be held at the termination of the ordinary business, to sanction the exercise of powers conferred upon the Company by the Act.

A Form of Proxy, for use at the Special Meeting, is enclosed with this Report.

### DIRECTORS AND AUDITORS.

The Directors who retire by rotation are Messrs. W. J. Pirrie, Wm. Chaine, and John B. Gunning Moore, all of whom are eligible for re-election.

The Auditor retiring by rotation is Mr. George Sneath, who will be proposed for re-election.

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 clause in the Act of Incorporation limiting votes by proxy was repealed by the Act of 1890, and all holders of  $\pounds 250$  and upwards of Ordinary Stock are entitled to vote by proxy, irrespective of distance from the place of meeting.

The Dividend Warrants will be posted on 30th August, and it is particularly requested that Shareholders will please notify to the Secretary any change in their address before that date.

5

| NO. I  | THT | INDUTON    | UNA UDC                         | OF CAPITAL AUTHUNISED AND UNEALED DI |            | I HE CUMPANY                    |             |
|--|-----|------------|---------------------------------|--------------------------------------|------------|---------------------------------|-------------|
|  |     | CI         | CAPITAL AUTHORIZED.             | GED.                                 | CAPITAL    | CAPITAL CREATED OR SANCTIONED.  | NCTIONED.   |
| ACT OF PARLIAMENT.                                 |     | Stock      | Loans or<br>Debenture<br>Stock. | Total.                               | Stock      | Loans or<br>Debenture<br>Stock. | Total.      |
| D. Dolfoot and Dillinnana Railway Act. 1845        |     | £385.000   | £128,333                        | £513,333                             | £385,000   | £128,333                        | £513,333    |
|  |     | 225,000    | 40,000                          | 265,000                              | 225,000    | 40,000                          | 265,000     |
| h, '' '' '' 1                                      |     | 180,000    | 60,000                          | 240,000                              | 180,000    | 60,000                          | 240,000     |
| 59 59  |     | 7.500      | 62,500                          | 70,000                               | 7,500      | 62,500                          | 70,000      |
| 53   |     | 12.500     |                                 | 12,500                               | 12,500     |                                 | 12,500      |
|  |     | 100,000    | 33,000                          | 133,000                              | 100,000    | 33,000                          | 133,000     |
| (gala)   |     | 135,000    | 44,999                          | 179,999                              | 135,000    | 44,999                          | 179,999     |
| LOHUOHUEITY and COLEMENTS, (MARC) 1874             |     | 150,000    | 50,000                          | 200,000                              | 150,000    | 50,000                          | 200,000     |
|  |     |            | 35,000                          | 35,000                               |            | 35,000                          | 35,000      |
| Delfact & Montheam Conneliae                       |     | 300,000    | 60,000                          | 360,000                              | 300,000    | 000,000                         | 360,000     |
| 1878 ···· 1878                                     |     | 18,000     |                                 | 18,000                               | 18,000     |                                 | 18,000      |
| Daily case of Dunsing 33 9 1878                    |     | 18,000     | :                               | 18,000                               | 18,000     | :                               | 18,000      |
| 66 66  |     | 8,000      | :                               | 8,000                                | 8,000      |                                 | 8,000       |
| Dispersion 11 1961 19 19 19 19 19 1961             |     | 60,000     | 20,000                          | 80,000                               | 60,000     | 20,000                          | 80,000      |
|  |     | 25.000     | 8,000                           | 33,000                               | 25,000     | 8,000                           | 33,000      |
| 66 66  |     | 30.000     |                                 | 30,000                               | 30,000     |                                 | 30,000      |
| 66   |     | 10.000     |                                 | 10,000                               | 10,000     |                                 | 10,000      |
|  | : : | 80,000     | 58,290                          | 138,290                              | 80,000     | 58,290                          | 138,290     |
| ", Belfast and Northern Counties and Ballymena and |     | 96 163     | 137.197                         | 173.360                              | 36.163     | 137.197                         | 173,360     |
| LATHE RAILWAY COMPANIES ALMARGAMMAN AND AND        | :   |            |                                 |                                      |            |                                 |             |
| 1-T-10   |     | 21 790 163 | £737.319                        | £2.517.482                           | £1.780.163 | £737.319                        | \$2,517,482 |

| RECEIVED.   | Amount Unissued.  | £ 8. (f                |                                      | 180,130 0 0                | £180,130 0 0                  |
|---|---|------------------------|--------------------------------------|----------------------------|-------------------------------|
| ROPORTION   | Amount Created. Amount Received. Calls in Arrear. Amount Uncalled. Amount Unissued. | الله B. d.<br>         |                                      |                            |                               |
| WING THE P  | Calls in Arrear.  | & s. d.<br>            |                                      |                            |                               |
| EATED, SHOV   | Amount Received.  | & s. d.<br>662,583 0 0 | 492,850 0 0                          | 444,600 0 0                | £1,600,033 0 0                |
| CAPITAL UR  | Amount Created.   | 2 8. d.<br>602,583 0 0 | 492,850 0 0                          | 444,600 0 0<br>180,130 0 0 | £1,780,163 0 0 £1,600,033 0 0 |
| No. 2STATEMENT OF STOCK & SHARE CAPITAL UREATED, SHOWING THE PROPORTION RECEIVED. | DESCRIPTION.  | ::                     | ************************************ | ::::                       |                               |

| ζ.  | Raised by<br>Essue<br>of Debuture<br>Stock. Raised by Loans<br>and by | At 4 Debenture Stock per cent.                | <ul> <li>£ s d</li> <li>£ s d</li> <li>£ s d</li> <li>591,736 0 0</li> <li>699,906 0 0</li> </ul> |          | 2737,319 0 0<br>53,000 0 0<br>   |  |
|---|---|---|---|----------|--|--|
| IRE STOCI   |   | Total Loans                                   | £ s d<br>78,920 0 0   |          | men No. 1  |  |
| DEBENTU   |   | At 4 <sup>1</sup> / <sub>4</sub><br>per cent. | £ 3 d<br>4,600 0 0  | : :      | l, as per Staten   |  |
| I QNA SN  | RAISED BY LOANS.  | At 43<br>per cent.                            | 2 8 4 60,200 0 0  | : :      | Capital createe  |  |
| BY LOAN   | RA  | At 4 <sup>‡</sup><br>per cent.                | £ s d<br>4,080 0 0  |          | k, in respect of   |  |
| , RAISED  |   | At 4<br>per cent.                             | £ s d<br>10,040 0 0   |          | l Debenture Stoo<br>k, as above  |  |
| No. 3CAPITAL RAISED BY LOANS AND DEBENTURE STOCK. |   |   |   | Incrense | Total Amount authorized to be rulsed by Loans and Debenture Stock, in respect of Capital created, as per Statemen No. 1<br>Less Amount not yet available<br>Total Amount raised by Loans and Debenture Stock, as above |  |

| -  |  |   | _              |
|--|--|---|----------------|
| Cr.  | Total<br>to<br>30th June, 1890.                                  | £         s         d           1,600,033         0         0           78,170         0         0           501,736         0         0           2,260,939         0         0           4,772         17         4           33,866         14         2           330.655         30.655         11         6 |                |
|  | Amount<br>Received<br>during<br>Half-year to<br>30th June, 1890. | <ul> <li>£ s d</li> <li>27,000 0 0</li> <li>Cr. 750 0 0</li> <li>28,250 0 0</li> <li>3,826 0 0</li> <li>30,075 0 0</li> </ul>   |                |
| ACCOUNT  | Amount<br>Received<br>to<br>31st Dec., 1889,                     | £         s         d           1,573,033         0         0           73,920         0         0           591,736         0         0           2,243,680         0         0           2,244,636         17         4   |                |
| No. 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |  | By Receipts :<br>Stock per Account<br>No. 3<br>Loans per Account<br>No. 3<br>   |                |
| EXPENDITU  | Total<br>to<br>30th June, 1890.                                  |   | 0 11 0/00000   |
| PTS AND  | Amount<br>Expended<br>during<br>Half-year to<br>30th June, 1890. | 2 s d<br>1,133 6 8<br>5,603 13 3<br>  | 0,620 19 11    |
| 4-RECEI  | Amount<br>Expended<br>to<br>31st Dec., 1880.                     |   | / TT TC/ TOP'Z |
| Dr. No.  |  | To Expenditure :<br>On Lines open for Traffic (No. 5)<br>Working Stock,<br>Subscriptions to other Railways<br>and undertakings  |                |

| Е, 1890.  | ck. TOTAL.     | d <u>£</u> s d<br>Cr. 52 3 2<br>171 5 3<br>171 5 3<br>51 11 7<br>51 11 7<br>0 5,010 0 0<br>5,010 0 1<br>1 100 12 6<br>100 1 3<br>8 4 1<br>100 1 3<br>1 100 1 3<br>1 |
|---|----------------|--|
| 30th JUN  | Working Stock. | £ 5,003 13   |
| EAR ENDED   | Way & Works.   | £         8         d           52         3         2           52         3         2           6         5         3           7         6         3           6         5         3           235         11         7           235         13         3           6         2         3           6         3         3           6         3         3           10         1         3           100         1         3           100         1         3   |
| No. 5-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 30th JUNE, 1890. |                | Belfast-Skore for Locomotive Department<br>  |

|                           | .            | Ballast.<br>Wagons.            | 43   | ::   |
|---------------------------|--------------|--------------------------------|--|--|
|                           |              | .Into'I                        | 1884   | ::   |
|                           | E.           | Break Vans.                    | 38 38  | ::   |
|                           | MERCHANDISE. | Travelling<br>Cranes.          | eo eo  | ::   |
|                           | ERCH         | Boiler Trucks.                 | 67 67  | ::   |
|                           | M            | Trucks.                        | 98 %   | ::   |
|                           |              | .enogeW neg0                   | 1299   | ::   |
|                           |              | Covered and Cattle.<br>Wagons. | 456 456  | . :  |
| N                         |              | Total.                         | 234<br>234                                       | ::   |
| 6-RETURN OF WORKING STOCK |              | Passengers'<br>Luggage Vans.   | 23 23  | ::   |
| ST ST                     |              | Fish and other<br>Vans.        | 23   | ::   |
| CINC                      |              | Post-Office<br>Sorting Vans.   | 61 63  | . :  |
| ORF                       | NG.          | Саттілge<br>Ттиска             | 00 00  | ::   |
| F W                       | COACHING     | Horse Boxes                    | 17<br>17   | ::   |
| 0 1                       |              | Composite.                     | 60   | ::   |
| URN                       |              | Srd Class                      | 84   | ::   |
| RET                       |              | 2nd Class                      | 100  | ::   |
|                           |              | eesiO tei                      | 10   | ::   |
| No.                       | VE.          | Total.                         | 58   | cı :                                       |
|                           | OCOMOTIVE    | Goods Engines.                 | 23   | ::   |
|                           | Loc          | Passenger<br>Engines.          | 35   | : 50                                       |
|                           |              |                                | ::   | ::   |
|                           |              |                                | 1::  | ur,<br>                                    |
|                           |              |                                | 30th June, 1890,<br>31st Dec., 1889,             | lf-yes                                     |
|                           |              |                                | une,   | g Ha                                       |
|                           |              |                                | th J   | uring                                      |
|                           |              |                                | on 30<br>31                                      | se d'                                      |
|                           |              |                                | Stock on 30th June, 1890,<br>,, 31st Dec., 1889, | Increase during Half-year,<br>Decrease do. |
|                           |              |                                | 02   | I  |

Not ascertained. In subsequent Half-years. .... 1,000 ° 1,400 લર During Half-year ending 31st December, 1890. No. 7-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. £ 1,400 400 1,000 100 

 Train Tablet Apparatus
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247,543 0 0 33,866 14 2 No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, as per No. 7 2. 8. 4. 2. 4. 2. 5. 4. £ 8. d. 67,413 0 0 180,130 0 0 £14,413 0 0 0 Less Balance at debit of Capital (as per Account No. 4) Share Capital created, but not yet issued (as per Account No. 2) Loan Capital authorised, but not yet received (as per Account No. 3) Loan Powers not yet available

3,200

300

213,676 5 10

| Cr.      | Half-Year<br>ended<br>30th June,<br>1890. | प<br>इ<br>इ   | - 48,829 7 11                          |                            | 63 376 0 g   |             |                         | 971 15 7            |  | 9 | and the second s |
|----------|---|---|--|----------------------------|--|-------------|-------------------------|---------------------|--|---|--|
|          |   | ર ક   | 40,509 12 4<br>4,304 15 7<br>3,955 0 0 | 40,475 10 7<br>2,776 12 10 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |             | C                       | 793 17 5<br>47 17 0 |  |   |  |
| ACCOUNT. | RECEIPTS.                                 | By Passenger5-<br>First Class, No. 44,554 & 4,572 11 8<br>Second 10,000 7,505 0 7<br>Third 10,700 29,392 0 0<br>Senson Ticket Holders, 1,055 2,300 10 7 | ", Parcels, Horses, Carriages, &c      | " Mérchandise 101,458 tons | ". Live Stock  |             | " Mileage and Demurrage | ., Rents            |  |   |  |
|          | Hulf-Year<br>ended<br>30th June,<br>1889. | £<br>3,088<br>7,756<br>23,856<br>2,387<br>2,387   | 37,887<br>4,056<br>3,940<br>45,883     |                            | 35,119<br>2,204<br>5,871<br>6,435                    | 48,628      | 110                     | 786                 |  |   |  |
| -REVENUE | Half-Year<br>ended<br>30th June,<br>1890. | £ s d<br>15,648 0 11<br>17,862 10 2<br>6,075 5 9<br>17,424 15 6   | 0                                      | 8,271 17 11                | 1 44   | 676         | 2,285 14 1<br>221 5 0   | 57,199 14 9         | 45,977 11 5                            |   |  |
| No. 9    | · EXFENDITURE                             | To Maintenence of Way, Works, &c. (See Abstract A)<br>Locomotive Power<br>Carried and Sepairs<br>Traffic Expenses<br>D)                                 | Less received for Working :            | 468                        |  | ss of Goods | " Rates and Taxes       |                     | Balance carried to net Revenue Account |   |  |
| Dr.      | Half-Year<br>ended<br>30th June,<br>1889. |   |  | 8,803<br>47,526            | 56   | 118         | 2,484<br>221            | 50,400              | 45,040                                 | 3 | -  |

|                           | 0°   | 00 0 0 0 000 mg   | 9           |
|---------------------------|--|---|-------------|
| Cr.                       | Half-year<br>ended<br>30th June,<br>1890.          | $\begin{array}{c} \begin{array}{c} \begin{array}{c} & & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ \end{array} \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ \end{array} \\ \begin{array}{c} & & & & \\ & & & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & & & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & & & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & & & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & & & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & & & \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & & & \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & & & \\ \end{array}  | 12          |
|                           | Half-ye<br>ended<br>oth Jun<br>1890.               | 5,282 1<br>5,282 1<br>2560 0<br>19 6<br>36 17<br>36 17<br>172 10<br>1,179 10<br>5,977 11  | 53,261 12   |
|                           | H 301  | 5,<br>45,   | 53,         |
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|                           |  | zht fro<br>Carrick<br>Limava<br>Portru<br>count<br>sat Cen<br>Sharee<br>Sharee<br>ght fro<br>ght fro  |             |
|                           |  | rought from last Half-Year's Account<br>on Carriokfergus and Larne Railway Shares<br>on Linnavdy & Dungren Railway Shares<br>on Portstewart Tranway Company's Loan<br>on Portrush Tranway Company's Loan<br>eoltas Central Railway per Great Northern<br>selfast Central Railway per Great Northern<br>on Shares and Interest on Loan of Nor<br>on Shares and Interest on Loan of Nor<br>on Shares and Interest on Loan of Nor<br>prought from Revenue Account, No. 9   |             |
| E.                        |  | <ul> <li>By Balance brought from last Half-Year's Account</li> <li>Dividend on Currickfergus and Larne Railway Shares</li> <li>Interest on Portstewart Tranway Company's Loan.</li> <li> on Portrush Tranway Company's Loan.</li> <li> on Bortrush Tranway Construction Account franway construction Account franway construction Accounts</li> <li> Tolls on Belfast Central Railway per Great Northern Railway Shares and Interest on Loan Virght on Shares and Interest on Loan Virght from Revenue Account, No. 9</li> <li> Balance brought from Revenue Account, No. 9</li> </ul>  |             |
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| IC                        |  | By By   |             |
| 1-7                       | ar<br>ie,  |   |             |
| IU                        | alf-yea<br>ended<br>th June<br>1889.               | 5,942<br>500<br>22<br>37<br>172<br>5,040  | 26          |
| Z                         | Half-year<br>ended<br>30th June,<br>1889.          | 5,342<br>5005<br>22<br>57<br>37<br>172<br>172<br>45,040   | 51,426      |
| VE                        |  |   | -           |
| 1-7                       |  |   |             |
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| RI                        | year<br>led<br>une,                                | s d<br>2 11 7<br>0 0 0<br>9 0 11  | 1 12 6      |
| ET RI                     | alf-year<br>ended<br>th June,<br>1890.             | £ 8 d<br>4,082 11 7<br>720 0 0<br>8,469 0 11  | 3,261 12 6  |
| -NET RI                   | Half-year<br>ended<br>30th June,<br>1890.          | £ 5 d<br>14,082 11 7<br>720 0 0<br>38,459 0 11  | 53,261 12 6 |
| -NET RI                   | Half-year<br>ended<br>30th June,<br>1890.          |   | 53,261 12 6 |
| 10NET RI                  | Half-year<br>ended<br>30th June,<br>1890.          |   | 53,261 12 6 |
| 0. 10NET RI               | Half-year<br>ended<br>30th June,<br>1890.          |   | 53,261 12 6 |
| No. 10NET REVENUE ACCOUNT | Half-year<br>ended<br>30th June,<br>1890.          |   | 53,261 12 6 |
| No. 10NET RI              | Half-year<br>ended<br>30th June,<br>1890.          |   | 53,261 12 6 |
| No. 10NET RI              | Half-year<br>ended<br>30th June,<br>1890.          |   | 53,261 12 6 |
| No. 10NET RI              | Half-year<br>ended<br>30th June,<br>1380.          | £1,703 10 4<br>225 17 8<br>11,834 14 5<br>313 7 2<br>5 2 0<br>5 2 0<br>hern Railway Com-<br>ars of Belfast Central  | 53,261 12 6 |
| No. 10NET RI              | Half-year<br>ended<br>30th June,<br>1880.          | £1,703 10 4<br>225 17 8<br>11,834 14 5<br>313 7 2<br>5 2 0<br>5 2 0<br>hern Railway Com-<br>ars of Belfast Central  | 63,261 12 6 |
| No. 10NET RI              | Half-year<br>ended<br>30th June,<br>1890.          | £1,703 10 4<br>225 17 8<br>11,834 14 5<br>313 7 2<br>5 2 0<br>5 2 0<br>hern Railway Com-<br>ars of Belfast Central  | 53,261 12 6 |
| No. 10NET RI              | Half-year<br>ended<br>30th June,<br>1890.          | £1,703 10 4<br>225 17 8<br>11,834 14 5<br>313 7 2<br>5 2 0<br>5 2 0<br>hern Railway Com-<br>ars of Belfast Central  | 53,261 12 6 |
| No. 10NET RI              | Half-year<br>ended<br>30th June,<br>1890.          | £1,703 10 4<br>225 17 8<br>11,834 14 5<br>313 7 2<br>5 2 0<br>5 2 0<br>hern Railway Com-<br>ars of Belfast Central  | 53,261 12 6 |
| No. 10.—NET RI            | Half-year<br>ended<br>30th June,<br>1800.          | £1,703 10 4<br>225 17 8<br>11,834 14 5<br>313 7 2<br>5 2 0<br>5 2 0<br>hern Railway Com-<br>ars of Belfast Central  | 53,261 12 6 |
| No. 10NET RI              | Half-year<br>ended<br>30th June,<br>1800.          | n Loans on Bond £1,703 10 4<br>Temporary Loans 225 17 8<br>Debenture stock 11,893 14 5<br>and Gen. Interest 313 7 2<br>set on Reserve Fund<br>ongiven kalway Gua-<br>5 2 0<br>d Shares 5<br>yable to Great Northern Railway Com-<br>relatiol, as joint-owners of Belfast Central<br>y   | 53,261 12 6 |
| No. 10,-NET RI            | Half-year<br>ended<br>30th June,<br>1890.          | n Loans on Bond £1,703 10 4<br>Temporary Loans 225 17 8<br>Debenture stock 11,893 14 5<br>and Gen. Interest 313 7 2<br>set on Reserve Fund<br>ongiven kalway Gua-<br>5 2 0<br>d Shares 5<br>yable to Great Northern Railway Com-<br>relatiol, as joint-owners of Belfast Central<br>y   | 53,261 12 6 |
| No. 10,-NET RI            | Half year<br>ended<br>30th June,<br>1890.          | n Loans on Bond £1,703 10 4<br>Temporary Loans 225 17 8<br>Debenture stock 11,893 14 5<br>and Gen. Interest 313 7 2<br>set on Reserve Fund<br>ongiven kalway Gua-<br>5 2 0<br>d Shares 5<br>yable to Great Northern Railway Com-<br>relatiol, as joint-owners of Belfast Central<br>y   | 53,261 12 6 |
| No. 10NET RI              | Half year<br>ended<br>30th June,<br>1890.          |   | 58,261 12 6 |
| No. 10NET RI              |  | n Loans on Bond £1,703 10 4<br>Temporary Loans 225 17 8<br>Debenture stock 11,893 14 5<br>and Gen. Interest 313 7 2<br>set on Reserve Fund<br>ongiven kalway Gua-<br>5 2 0<br>d Shares 5<br>yable to Great Northern Railway Com-<br>relatiol, as joint-owners of Belfast Central<br>y   | 58,261 12 6 |
|                           |  | To Interest on Loans on Bond       £1,703 10 4          Temporary Loans       225 17 8          Debenture Stock       133 7 2          Bankers and Gen. Interest       313 7 2          To Interest on Reserve Fund       313 7 2          To Interest on Reserve Fund       5 2 0          To Interest on Reserve Fund       5 2 0          Rent payable to Great Northern Railway Gua-       5 2 0          Rent payable to Great Northern Railway Company (Ireland), as joint-owners of Beltast Central Railway           Balance available for Dividend   |             |
| Dr. No. 10NET RI          | Half-year<br>ended<br>00th June, 1800. 1800. 1800. | To Interest on Loans on Bond       £1,703 10 4         """ To Interest on Loans and Gen. Interest       225 17 8         """ To Debenture stock       11,893 14 5         """ To Interest on Reserve Fund       313 7 2         "" To Interest on Reserve Fund       313 7 2         "" To Interest on Reserve Fund       5 2 0         "" To Interest on Reserve Fund       5 2 0         "" To Interest on Reserve Fund       5 2 0         "" Rent payable to Great Northern Railway Gun-<br>pany (freland), as joint-owners of Belfast Central<br>Railway          " Balance available for Dividend   | 51,426      |

| _   |   |   |                              |                          |                   |
|---|---|---|------------------------------|--------------------------|-------------------|
|   | Half-year<br>ended<br>30th June,<br>1890. | £ 5 d<br>38,459 0 11  |                              | 36,768 12 4              | 1,690 8 7         |
| VIDEND.   |   | \$ s d<br>19.860 10 0   | 14,908 2 4                   | 34,768 12 4<br>2,000 0 0 |                   |
| FOR DI  |   | £9,857 0 0  | :                            | :                        | :                 |
| BLE   |   | :   | :                            | :                        | :                 |
| VAILA   |   | :::   |                              |                          | :                 |
| NCE A   |   | :::   | :                            |                          | :                 |
| BALAI   |   | :::   |                              |                          | :                 |
| OF  |   | :::   |                              | :                        | :                 |
| TION  |   | : в.  |                              |                          |                   |
| OPRIA   |   | nt No. 10)<br>per annu  |                              |                          | :                 |
| APPR  |   | er Accou  | 1<br>2<br>2                  | :                        | :                 |
| SED   |   | end (as p<br>tock, at<br>,, at  | ck at                        |                          |                   |
| No. 11PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND. |   | Balance available for Dividend (as per Account No. 10)<br>0n. £392,850 Preference Stock, at 4 per cent, per annum<br>,, £444,600 ,, at 44 , , , , | 662,583 Ordinary Stock at 44 | To Reserve Fund          | to next half-year |
| No. 1   |   | Balance a<br>On £492<br>', £44  | ", £662                      | To Res                   | Balance to        |
|   | Half-year<br>ended<br>30th June,          | £<br>39,570<br>9,857<br>10,004  | 14,985                       | 3,000                    | 1,724             |

# No. 12.--ABSTRACTS.

| NS. Half-vear                                 | soth June, 1890.                      | ж в u<br>3,435 18 2                   | 2,639 7 7   | 6,076 5 9         | Half-year<br>ended<br>30th June, 1890.<br>£ s d    | 12,501 1,566  | 695 15<br>1,308 7<br>499 13 | 557 6 1                               | 17,424 15 8           | Half-year<br>anded<br>30th June, 1800.   | £ 8<br>750 0<br>50 0   | 2,554<br>341<br>142<br>209                           | 470 15<br>258 17<br>356 10<br>157 1 | 6.291 8 5   |
|---|---------------------------------------|---------------------------------------|---|-------------------|--|---|-----------------------------|---------------------------------------|-----------------------|--|--|--|-------------------------------------|-------------|
| REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. |                                       |                                       | Salaries, Office Expenses, and Gen-<br>eral Superintendence 1,131 5 1<br>Wages 1,426 19 2 | TRAPPIC EXPRISES. |  | Salaries and Wages, &c<br>Fuel, Lighting, Water, and General Stores | s<br>ous Expenses           | Wagon Covers, nopes, oc               |                       | GENERAL CHARGES.   | Directors<br>Auditors and Public Accountant<br>Salarles of Secretary, General Manager, Accountant, | and Clerks   | Telegraph Expenses                  |             |
| C Half-vear                                   | and and a south June, 1889            | £<br>72<br>1,601                      | 72<br>1,271<br>1,609  | 5,662             | Half-year<br>ended<br>30th June, 1869              | 10,899<br>1,393   | 732 1,113                   | 326                                   | 15,055                | E<br>Half-year<br>ended<br>30th June, 1889   | £<br>750<br>50   | 2,424<br>334<br>180<br>193                           | 337<br>260<br>300<br>142            |             |
|   | Half-year<br>ended<br>30th June 1830. | £ 8 d<br>500 13 6                     | 10,537 19 1   | 4,609 8 4         |  | 15,048 0 11   |                             | Half-year<br>ended<br>30th June 1890. | source and source and | 324 13 5   | 19 100 10 5  |  |                                     | 17.862 10 2 |
| s, &c.  |                                       | £ s d                                 | 6,404 3 11<br>4,133 15 2<br>2,846 9 7<br>1,762 18 9                                       |                   |  |   |                             |                                       | p 8 7                 | 1  | 7,574 9 5<br>7,574 9 5<br>242 7 3<br>606 14 10   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |                                     |             |
| MAINTENANCE OF WAY, WORKS, &C.                |                                       | nses, and General<br>newal of Perman- | Wages<br>Materials<br>Repairs of Roads, Bridges, Signals,<br>and Works and Buildines      |                   | Double Sate Gauge Gauge 331<br>Single 1673 48 2153 | Total 201 48 249  | LOCOMOTIVE POWER.           |                                       |                       | Salaries, Office Expenses, and General<br>Superintendence<br>Running Expenses Wages connected with the work- |  | Repairs and Renewals                                 |                                     |             |
| A   | Half-year<br>ended                    | £<br>518                              | 6,304<br>4,203<br>2,487<br>1 7 66   | 41400             |  | 15,273  | B                           | Half-year<br>ended                    | Uth June, 1889        | 288  | 4,010<br>0,448<br>224<br>559   | 2,012<br>1,878                                       |                                     | 15 410      |

| Cr.                           | s d   | 14 2            | 10 7                          | 13 5  | 2 4                          | 17 9                      | 5 2                               |                 |                                       |                               | 5     | 0 0   | 0 5                             | 5 |  |  |   | 10 6         |
|-------------------------------|---|-----------------|-------------------------------|---|------------------------------|---------------------------|-----------------------------------|-----------------|---------------------------------------|-------------------------------|-------|---|---------------------------------|---|--|--|---|--------------|
|                               | ્યુ   | 39,866 14       | 23,991 10                     | 16,866 13   | 9,749                        | 1,930                     | 5,728                             |                 |                                       | 1                             | 7,429 | 2.166   | 1,119                           |   |  |  |   | £ 102,847 10 |
|                               | count   | :               | •                             | :   | :                            |                           | :                                 |                 |                                       | 11 2                          |       |   |                                 |   |  |  |   | 3            |
|                               | per Ac  | :               | :                             |   | :                            |                           | -                                 |                 | £5,953 15                             | 11 0/.6'1                     |       | d .   | :                               |   |  |  |   |              |
|                               | sreof as  | :               |                               |   | :                            |                           | :                                 |                 | Any                                   | :                             |       | and Bon                                       | :                               |   |  |  |   |              |
|                               | ebit the  |                 |                               |   |                              |                           |                                   |                 | t Comp                                |                               |       | Shares a                                      |                                 |   |  |  |   |              |
|                               | se at De  | :               | nds                           | :   | nts                          | :                         | unts                              |                 | teamboa                               | nstructi                      |       | npany's                                       | npanies                         |   |  |  |   |              |
| EET.                          | Balanc  | :               | nd in ha                      | :   | c Accou                      | st Office                 | IG Accou                          |                 | anraer S                              | away Co                       |       | way Con                                       | ther Con                        |   |  |  |   |              |
| No. 13-GENERAL BALANCE SHEET. | By Capital Account, Balance at Debit thereof as per Account | :               | Cash at Bankers and in hands  | tores   | Outstanding Traffic Accounts | Amount due by Post Office | Sundry Outstanding Accounts       | L               | Larne and Stranraer Steamboat Company | Portrush Tramway Construction |       | Portstewart Tramway Company's Shares and Bond | Balances due by other Companies |   |  |  |   |              |
| ANC                           | apital A  | No. 4           | sh at Ba                      | General Stores                                    | itstandi                     | nount d                   | indry Ou                          | Loans, viz:     | Larne                                 | Portra                        |       | rtstewa                                       | alances o                       |   |  |  |   |              |
| BAI                           | By C  |                 | ., Ca                         | " Ge  | ", Ou                        | " Ar                      | " Su                              | Loi             |                                       |                               |       | " Po  | ,, Ba                           |   |  |  |   | _            |
| CRAL                          | s d   | 0 11            | 13 6                          | 19 2  | 0 0                          | 13 4                      | 1 1                               |                 |                                       | 2 0                           |       |   |                                 |   |  |  |   | 10 6         |
| GENH                          | ્સ  | 38,459          | 709 13                        | 13,357  | 11,046                       | 20,110 13                 | 4,654                             |                 |                                       | 14,510                        |       |   |                                 |   |  |  |   | 102,847 10   |
| 13-(                          | as per  |                 |                               |   | •                            | :                         | :                                 |                 | 0 0 0 0 0 0 0                         |                               |       |   |                                 |   |  |  | 6 | -22          |
| No.                           | ercof, a  | :               |                               | :   | :                            | :                         | :                                 | :               | £14,000<br>510                        |                               |       |   |                                 |   |  |  |   |              |
|                               | edit th   | :               |                               | d Loans   | :                            | :                         | :                                 | :               | : :                                   |                               |       |   |                                 |   |  |  |   |              |
|                               | e at Ci   |                 |                               | ock, and  |                              |                           |                                   |                 | : :                                   |                               |       |   |                                 |   |  |  |   |              |
|                               | Balance   | :               | terest                        | nture St  | :                            | unts                      | rpanies                           | :               |                                       |                               |       |   |                                 |   |  |  |   |              |
|                               | To Net Revenue Account, Balance at Credit thereof,          | 0               | Unpaid Dividends and Interest | ", Interest accrued on Debenture Stock, and Loans | :                            | ng Accounts               | " Balances due to other Companies |                 | : :                                   |                               |       |   |                                 |   |  |  |   |              |
|                               | nue Ac  | Account No. 10. | ividends                      | corned o  | Temporary Loans              | ", Sundry Outstanding     | ue to of                          | -spun           | General<br>Special                    |                               |       |   |                                 |   |  |  |   |              |
| Dr.                           | et Reve   | Accourt         | npaid Di                      | terest a  | mporar                       | indry Ou                  | lances d                          | " Reserve Funds | Ge                                    | •                             |       |   |                                 |   |  |  |   |              |
|                               |   |                 |                               |   | 100                          | 2                         | 63                                | -               |                                       |                               |       |   |                                 |   |  |  |   |              |

### Half-Year ended 30th June, 1890. Half-Year ended 30th June, 1889. Miles Con-Miles Worked Miles Autho-rised. Miles structing or to be Conby Engines structed. Constructed. 188 188 189 156} Lines owned by Company 61 61 61 61 " worked 249 249 249 2171

No. 14-MILEAGE STATEMENT.

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

| Half-Year   | ended 30th J                                 | une, 1889 |                             | Half-Year   | ended 30th,                                  | June, 1890. |
|---|--|-----------|-----------------------------|---|--|-------------|
| Belfast and<br>Northern<br>Counties<br>Railway &<br>Branches. | Lines<br>worked by<br>B. & N. C.<br>Railway. | Total.    |                             | Belfast and<br>Northern<br>Counties<br>Railway &<br>Branches. | Lines<br>worked by<br>B. & N. C.<br>Railway. | Total.      |
| 287,386   | 69,905                                       | 357,291   | Passenger Trains            | 817,678   | 72,388                                       | 390,066     |
| 151,219   | 28,686                                       | 179,905   | Goods and Mineral<br>Trains | 178,351   | 28,585                                       | 206,936     |
| 438,605   | 98,591                                       | 537,196   | Total                       | 496,029   | 100,973                                      | 597,002     |

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.

16th July, 1890.

BERKELEY D. WISE, Engineer.

oun July, 1890.

### CERTIFICATE RESPECTING THE ROLLING STOCK.

1 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.

16th July, 1890.

BOWMAN MALCOLM, Locomotive Engineer.

### 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.

25th July, 1890.

EDWIN WATERHOUSE, } Auditors G. SNEATH, BELFAST AND NORTHERN COUNTIES RAILWAY COMPANY.

### NINTIETH ORDINARY GENERAL MEETING,

### WEDNESDAY, 6th August, 1890.

NOTICE IS HEREBY GIVEN, THAT THE NEXT ORDINARY HALF-YEARLY GENERAL MEETING of the PROPRIETORS of the above Company will be held at the Terminus of the Company, YORK ROAD, Belfast, on WEDNESDAY, the 6th Day of August, 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 at the conclusion of the said Half-yearly Meeting, an Extraordinary or Special General Meeting of the Proprietors of the Company will be held at the same place to sanction the raising by the issue of New Ordinary Stock and by the creation and issue of Debenture Stock, of the additional capital authorised by the Belfast and Northern Counties Railway Act, 1890, to be raised by the Company as therein provided ; and also to sanction the purchase and acquisition of the Northern Counties Hotel at Portrush, and the land held in connection therewith, and to apply for the purpose of such purchase, and for the other purposes of the said Act of 1890, to which capital is properly applicable, any of the moneys which they now have in their hands, or which they have power to raise under any of the Acts relating to the Company, and which may not have been required for the purposes to which they were by any such Acts made specially applicable; and to confer such powers on the Board of Directors in relation thereto as the Proprietors may think fit.

The TRANSFER BOOKS of the Company will be closed on the evening of TUESDAY, the 22nd day of July, and will remain closed until and including the day of Meeting.

> WM. R. GILL, Secretary.

York Road, Belfast, 5th July, 1890.

# Cork, Bandon & South Coast Railway

# REPORT OF DIRECTORS

AND

# STATEMENT OF ACCOUNTS

FOR

Six Months ended 30th June, 1890,

TO BE

SUBMITTED TO THE PROPRIETORS

### AT THE

### NINETIETH

# HALF-YEARLY GENERAL MEETING

### TO BE HELD AT THE

Offices of the Company, Albert Quay, Cork,

ON WEDNESDAY, 13th AUGUST, 1890,

At 12.30 o'clock, p.m.

### DIRECTORS.

Chairman. J. W. PAYNE-SHEARES, 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.

### Serretary. 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 13th day of August, 1890.

Table showing the Increase and Decrease in the Traffic for the Half-years ended 30th June, 1890 and 1889 :---

| Description of Traffic | Half-year<br>ended<br>30th June, 1890. | Half-year<br>ended<br>80th June, 1889. | Increase  | Decrease             |
|------------------------|--|--|-----------|----------------------|
| Number of Passengers   | 142,007                                | 145,048                                |           | 3,041                |
| Passengers             | £ s. d.<br>11,876 18 8                 | £ s. d.<br>11,958 15 8                 | £ s. d.   | £ s. d.<br>81 17 0   |
| Parcels, &c            | 964 16 8                               | 953 13 8                               | 11 8 0    | -                    |
| Horses, Carriages, &c  | 143 13 9                               | 140 18 0                               | 2 15 9    | -                    |
| Goods                  | 15,609 15 9                            | 16,425 19 2                            | -         | 816 3 5              |
| Live Stock             | 3,203 15 2                             | 2,659 3 1                              | 544 12 1  | -                    |
| Mails                  | 1,510 0 0                              | 1,510 0 0                              | 10-5-0    | -                    |
| Miscellaneous Receipts | 81 0 0                                 | 73 13 0                                | 770       | -                    |
| Total                  | 33,390 0 0                             | 33,722 2 7                             | 565 17 10 | 898 0 5<br>565 17 10 |
| Decrease for Half-year |  |  | -         | 332 2 7              |

YOUR Directors beg to submit herewith the Accounts for the Half-year ended 30th June, duly audited and certified.

### RECEIPTS.

The Gross Revenue from all sources amounts to £33,390, against £33,722 25. 7d. for the corresponding period of 1889, shewing a decrease of £332 25. 7d. This is very small considering that there was a decrease in the fish traffic alone of £1,165 25. 8d., which was caused to a large extent by the strikes in the City taking place as they did at the commencement of the season, the buyers then made arrangements for sending their fish by steamer.

### EXPENSES.

The Working Expenses are practically the same as last year, the increase being only  $\pounds_{15}$  6s. 6d.

### CAPITAL ACCOUNT.

The expenditure on this Account during the half-year amounted to  $\pounds$ 2,448 175. 10d., the principal item being  $\pounds$ 1,930, for 20 additional Goods Wagons.

### **REVENUE ACCOUNT.**

This Account shows a balance of £15,926 4s. 7d., which, added to £,2,563 6s. 10d. brought forward from last half-year, amounts to £18,489 115. 5d. After providing for Interest on Debenture, Preference Stocks and other charges, a balance remains of £5,899 5s. 3d., out of which your Directors recommend the payment of a Dividend at the rate of 3 per cent. per annum on the Ordinary Stock of the Company, carrying forward a balance of  $\pounds_{2,299}$  5s. 3d. to next Account.

### ROLLING STOCK.

The Rolling Stock is all in good order-one third class carriage, one goods van, one covered wagon, one ballast truck, and one stone truck were rebuilt during the half-year.

### PERMANENT WAY AND WORKS.

The Permanent Way and Works have been well maintained. 403 tons of steel rails have been laid (equal to 3<sup>3</sup>/<sub>4</sub> miles of road) and 8,700 sleepers put in;  $66\frac{3}{4}$  miles of the road is now laid in steel;  $5\frac{1}{2}$  miles more will complete the relaying of the main line as far as Dunmanway, and of the Kinsale Section, leaving only 121 miles of the Ilen Valley Section to be done to complete the entire line.  $\pounds_{1,000}$  being portion of the cost of relaying the 334 miles during the past half-year, has been carried to the Suspense Account, and the balance charged against Revenue.

> J. W. PAYNE-SHEARES, Chairman. EDWARD H. DORMAN, Secretary.

Chief Offices, Terminus, Albert Quay, Cork. 23rd July, 1890.

COM PANY. RAILWAY COAST SOUTH AND BANDON CORK,

PITAL AUTHORIZED AND CREATED BY THE COMPANY. 30th June, 1890. Half-year ended

|   | CAP                    | CAPITAL AUTHORIZED | ZED                    | CAPITAL CI             | CAPITAL CREATED OR SANCTIONED | NCTIONED                        |                     | BALANCE |        |
|---|------------------------|--------------------|------------------------|------------------------|-------------------------------|---------------------------------|---------------------|---------|--------|
| ACTS OF PARLIAMENT  | Stock and<br>Shares    | Loans              | Total                  | Stock and<br>Shares    | Loans                         | Total                           | Stock and<br>Shares | Loans   | Total  |
| Cork and Bandon Railway Act, 1845, 8 Vic  | £<br>240,000<br>48 000 | £<br>80,000        | £<br>320,000<br>48.000 | £<br>240,000<br>48,000 | <u>لا</u><br>80,600           | £<br>320,000<br>48,000          |                     | 11      | 11     |
| West Cork Railways Act, 1864, 14 Vic  |                        |                    | 80,000<br>20,000       | 30,000<br>8,500        | 8 000                         | <b>30,000</b><br>8,500<br>8,000 | 11,500              |         | 11,500 |
| Annsale Railway Act, 1000, 22 Vic<br>Ilen Valley Railway Act, 1874, 38 Vic          |                        | 20,000             | 20,000                 | 1                      | 20,000                        | 20,000                          | I                   | 1       | I      |
| Bandon, West Cork and Ilen<br>Valley Railways Act, 1879, 42 Vic                     | 226,638                | 1                  | 226,638                | 226,638                | 1                             | 226,638                         | 1                   | I       | I      |
| Cork, Bandon and South Coast<br>Railway Act, 1888,51 & 52 Vic.                      | 1                      | 40,000             | 40,000                 | I                      | 40,000                        | 40,000                          | 1                   | I       | 1      |
| Total   | 564,638                | 148,000            | 712,638                | 553,138                | 148,000                       | 701,138                         | 11,500              | 1       | 11,500 |
| No. 2STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. | AND SHA                | RE CAPIT           | AL CREA                | TED, SHO               | WING TH                       | E PROPO                         | RTION R             | ECEIVE  | CD.    |

|  |   | _           |
|--|---|-------------|
| Unissued   | ی<br>254<br>9,518<br>8,246  | 18,018      |
| Shares, and Discount<br>on Pref. Stock.  | $\begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} $ | 65,470 12 7 |
| Calls in Arrear  | & s. d.<br>12 3 11  | 12 3 11     |
| Amount Created Amount Received Calls in Arrear Bhares, and Discount<br>on Pref. Stock. | $ \begin{array}{c} \pounds \\ 176,282 \\ 48,000 \\ 37,542 \\ 165,569 \\ 185,569 \\ 185,569 \\ 39,243 \\ 0 \\ 39,243 \\ 0 \\ \end{array} , 0 \\ \end{array} $  | 469,637 3 6 |
| Amount Created   | £<br>240,000<br>48,000<br>38,500<br>178,629<br>48,009   | 553,138     |
| -  |   | :           |
|  |   | :           |
|  | :::::   | :           |
| Description  | Ordinary Stock<br>Preference 53 per cent. Stock<br>Preference 4 per cent. Stock<br>West Cork Preference Stock, 4 per cent<br>Kinsale Preference Stock, do.  | Total .     |

No. 3.-CAPITAL RAISED BY DEBENTURE STOCK.

|  | At 44 per cent.                     | At 4 per cent.        | TOTAL.                  |
|--|-------------------------------------|-----------------------|-------------------------|
| Existing at 31st December, 1889<br>Existing at 30th June, 1890   |                                     | £<br>66,344<br>66,344 | £<br>138,000<br>138,000 |
| Increase   |                                     | 1                     | 1                       |
| Total Amount authorized to be raised by Debentures in respect of Capital created, as per Statement No. 1.<br>Total Amount raised by Debentures | Japital created, as per Statement N | Vo. 1                 | 148,000<br>138,000      |
| Balance, being available borrowing powers at 30th June, 1890   | 1 June, 1890                        | •••                   | 10,000                  |

| -   |   |   | _                                    |
|---|---|---|--------------------------------------|
|   |   | 108 2 000 00 00 00 00 00 00 00 00 00 00 00  | 9                                    |
|   | TY  | 10 00 00 00 00 00 00 00 00 00 00 00 00 0  | 19                                   |
| Cr.   | TOTAL   | £ 3.<br>9,637 3<br>8,000 0<br>7,905 1<br>537 18<br>537 18<br>6,675 2<br>2,231 16  | 956                                  |
|   |   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 628,956 19                           |
| 21  | 800   |   | T                                    |
|   | nt<br>durir<br>/ear<br>189  | ""<br>""<br>ଭା  |                                      |
| 16  | Amount<br>eived du<br>Half-yes<br>June, 1   | ଇ   | 1                                    |
| 1   | Amount<br>Received during<br>the Half-year to<br>30th June, 1890  |   |                                      |
|   |   | 00005   | -                                    |
| 3   | Amount<br>Received to<br>31st Dec., 1889  |   |                                      |
|   | Amount<br>Received to<br>1st Dec., 188  | 469,637 3<br>138,000 0<br>7,905 1<br>7,905 1<br>537 18<br>616,675 2   | 1                                    |
| LUI   | Ar<br>Rec<br>Slst ]   | £<br>595<br>7,905<br>7,905<br>537<br>537  |                                      |
| COL   |   |   |                                      |
| ACC   | 1 900   |   |                                      |
| T   |   | Br RECEIFTS :<br>Shares per Account No. 2<br>Loans per Account No. 3<br>Sundries, Engines sold<br>Received from Reveuue<br>Premium on issue of 4% I<br>Stock, less Discount on<br>Balance   |                                      |
| TI  | r = h   | Br RECEIFTS :   |                                      |
| CAP   |   | RECEI<br>er Accou<br>r Accou<br>from R<br>less Dij<br>Balance   |                                      |
| N   |   | r Ri<br>er A<br>fro<br>n on<br>, les<br>, Bala  |                                      |
| 0   | 1 61  | B<br>ns p<br>dries<br>eiveo<br>miur<br>tock   |                                      |
| URI   | - (ma)  | Sha<br>Loa<br>Rec<br>Prei<br>S  |                                      |
| TIC   |   | OarOO arog  | 6                                    |
| ENI   | H   | 15°.<br>1000 5°.  | 61                                   |
| XP  | TOTAL   | £<br>69,845<br>69,845<br>69,845<br>48,009<br>48,009<br>10,000<br>48,009<br>7,500  | 956                                  |
| DE  |   | £ 8.<br>344,640 15<br>69,845 5<br>10,000 0<br>48,009 0<br>148,961 18<br>7,500 0   | 328.                                 |
| ANI   | 0 000   | 1000  | 0                                    |
| TS  | Amount Ex-<br>pended during<br>the Half-year to<br>30th June, 1890  | 2 8. d.<br>518 17 10<br>.930 0 0<br>  | 171                                  |
| EIF   | ount<br>led d<br>June   | 3008  | 48                                   |
| EC  | Am<br>pend<br>soth B  | 1,95  | 0.4                                  |
| No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |   | 1010 00100  | 696.508 1 8 9.448 17 10 628.956 19 6 |
| 0, 4  | Amount<br>Expended to<br>31st Dec., 1859  | <sup>a. d.</sup><br><sup>a. d.</sup><br><sup>a. d.</sup><br><sup>a. d.</sup>  | -                                    |
| N   | Amount<br>kpended i<br>it Dec., 1   | £<br>121 1<br>915 915 915 915 915 915 915 915 915 915   | 0                                    |
|   | Exp<br>Bist   | $\begin{array}{c} \$ & \$ & \$ \\ \$ 44,121 & 17 \\ 67,915 & 5 \\ 10,000 & 0 \\ 48,009 & 0 \\ 148,961 & 18 \\ 7,500 & 0 \end{array}$  | 6 50                                 |
|   |   | 78:<br>78:<br>11d,<br>1   | 100                                  |
|   |   | Ways<br>war   |                                      |
|   |   | Co. A. Co.  |                                      |
|   | 1: 8  | rurr<br>Dr Tr<br>No. No.<br>Nuay<br>Ry. C<br>way<br>nsior   |                                      |
|   | 100   | NDI<br>NDI<br>NDI<br>NDI<br>NDI<br>NDI<br>NDI<br>NDI<br>NDI<br>NDI  |                                      |
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| Dr.   | -   | To ExtENDITURE: $\pounds$ On Lines open for Traffic, No. 5 $844,121$ $17$ Working Stoek, No. 5. $67,915$ $5$ Subscription to observativays: $10,000$ $0$ Ilen Valley Railway Co. $10,000$ $0$ Cork & Kinsale Ry.Co. Award,<br>West Cork Railway Co. $148,961$ $18$ West Cork Railway Co. $148,961$ $18$ Clonakilty Extension $$ $7,500$ $0$ |                                      |
|   | 1   | Ve Cor Clo  |                                      |
|   | and the owner of the | the second se   |                                      |

No. 5.-DETAILS OF CAPITAL EXPENDITURE. For Half-year ended 30th June, 1890.

| TIMES OF MELT OF MELTO CONTR           |         |   |             |
|--|---------|---|-------------|
| 20 Covered Gooods Wagons               | <br>••• | 1 | 1,930 0 0   |
| ontinuous Brakes                       | <br>    | : | E           |
| Land at Gaggin                         | <br>    |   |             |
| Station Master's House. Ballinascarthy |         |   |             |
| Siding and Tank. Kinsale Junction      | <br>    |   |             |
| emodelling Randon Yard                 | <br>    |   | >           |
| Summa Summannina                       |         |   |             |
|  |         |   | 2,448 17 10 |

o. 6.-RETURN OF WORKING STOCK.

|                    |             |                     |  |                             | _     | _ | _    | -                   | 2.2                 | - |    | -        | _ | _        |
|--------------------|-------------|---------------------|--|-----------------------------|-------|---|------|---------------------|---------------------|---|----|----------|---|----------|
| LatoT              |             |                     |  |                             |       |   | 250  | 170                 | -                   |   | 21 |          | 1 |          |
|                    |             | Special<br>Vehicles |  |                             |       |   | T    |                     | -                   |   | 1  |          | 1 |          |
|                    |             |                     | Goods  | V 3.118.                    |       | 1 | 4    |                     | 7                   |   | 1  |          | 1 |          |
|                    |             |                     | Timber<br>Trucks.  |                             |       |   | 4    |                     | 8                   |   | ١  |          | 1 |          |
| ANDIGE             | TOTOTO      |                     | Hopper   |                             |       |   | 4    | -                   | đ                   |   | 1  |          | 1 |          |
| Thomas             | MERCHANDIAN | -                   | Ballast  | W aguas                     |       |   | 9    |                     | 9                   |   |    |          | ۱ |          |
|                    |             |                     | Cattle Ballast Hopper Timber<br>Wagons, Wagons, Trucks Trucks, |                             |       |   | 16   |                     | 16                  |   |    | 1        | 1 |          |
|                    |             | -                   | Goods Wagons.  |                             |       |   | 25   |                     | 25                  |   |    | 1        | 1 |          |
|                    |             |                     | Goods V  | Covered Open.               |       | 1 | 190  |                     | 211                 |   |    | 21       | 1 |          |
|                    |             | Total               |  |                             |       |   | 47   |                     | 47                  |   | -  | 1        |   |          |
|                    |             | 1                   | Luggage  | Parcel                      | -     | - | 4    | 2                   | 4                   |   |    | I        | 1 | 1        |
| NO. 6RELUNN OF NO. | 1           |                     | Carriage   | Boxes Trucks Parcel<br>Vans |       |   | 60   |                     | 60                  |   | 1  | 1        |   | 1        |
| ET UNI             |             |                     | Horse  | Boxes                       | -     | - | 4    |                     | 4                   |   |    | 1        |   | I        |
| 0N                 | NT CI       | DU                  | 3rd  | Class &<br>Brakes           |       |   | 8    | >                   | 9                   | 1 |    | 1        |   | 1        |
| .0                 | A ALAND V   | CUACHING            | Srd<br>Class   |                             |       |   | 36   |                     | 16                  |   |    | 1        | - | 1        |
| 9                  | 00          | 00                  | 2nd  | Srd                         | eovin |   | -    | -                   | 1                   |   |    | 1        |   | 1        |
|                    | l           |                     | Purd   | Class                       |       |   | -    | -                   | 1                   |   |    | 1        |   | 1        |
|                    |             |                     | lst & 2nd 2nd Class  |                             |       |   | UL   | D.T                 | 10                  |   |    | 1        |   | 1        |
|                    |             |                     | Saloon   |                             |       |   | c    | 4                   | 8                   |   |    | ۱        |   | 1        |
|                    | -           | OULVE               | Tenders  |                             |       |   |      | -                   | 1                   |   |    |          |   | T        |
|                    |             | Locomouve           | Engines  |                             |       |   | 2    | 10                  | 15                  |   |    | 1        |   | 1        |
|                    |             |                     |  |                             |       |   | 0005 | 21st Dec., 1009, 10 | 30th June, 1890, 15 |   |    | Increase |   | Decrease |
|                    | 1           | _                   | -  | -                           | -     | _ |      | -0                  | 0.5                 | - | -  | -        | - | -        |

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| 8                 |                                      |            |                        |              |                |      | £9,248 |  |
|                   | •••                                  |            |                        |              | 1              | •••• |        |  |
|                   | •••                                  | •••        |                        |              |                | •••  |        |  |
|                   |                                      |            |                        | •••          |                |      |        |  |
|                   |                                      |            |                        |              |                |      |        |  |
|                   |                                      |            |                        |              |                |      |        |  |
|                   | • • •                                |            |                        |              |                | •••  |        |  |
|                   | 1.1 JL-T                             | Tall-Cost) | Dallheen               |              | 101            | •••  |        |  |
| Intinnone Realise | Convince Timbor Buildon mith Tan /17 | 11 ale     | Station Rondon, Bundle | tions Corrin | onal Loomotino | •••  |        |  |

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

| Share Capital Authorized, but not yet created, per Account No. 1.<br>Stock and Share Capital Unissued, ", No. 2,<br>Calls in arrear, ", No. 2.<br>Borrowing Powers unexercised, ", No. 3. |   |   |   |   | 1111 | $\begin{array}{c} \pounds\\11,500\\18,018\\12\\12\\10,000\end{array}$ | s d.<br>0 0<br>3 11 |  |
|---|---|---|---|---|------|---|---------------------|--|
| Deduct Debit Balance in Capital Account No. 4   | : | : | : | : |      | 39,530<br>12,281  | 3 11<br>16 10       |  |
|   |   |   |   |   |      | 27,248  | 7 1                 |  |

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| -                     | Half year ended<br>30th June, 1890       | 11,876 18 8  | 2,618 10 5  | 18,813 10 11   | 81 0 0           |                                  | 33,390 0 0 |
|-----------------------|--|--|---|--|------------------|----------------------------------|------------|
|                       | Half<br>30th                             | £ s. d.<br>1,220 14 11<br>2,755 6 5<br>7,844 6 5<br>7,844 6 5<br>7,844 6 10 11   | 1,108 10 5<br>1,510 0 0   | 15,609 15 9<br>3,203 15 2  | 16 0 0<br>65 0 0 |                                  |            |
| No. 9REVENUE ACCOUNT. | RECEIPTS                                 | NO.<br>By Passengers, lst Class 5,124<br>Do. 3rd Class 17,486<br>Do. Brecess Fares   | ", Parcels, Horses, and Carriages ". ""                                     | " Merchandise  | ., Transfer Fees |                                  | 1          |
| REVENU                | Half-year<br>ended<br>30th June,<br>1889 | $\begin{array}{c} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{}} {}^{}_{} {}^{}_{} {}^{} {}^{}_{} {}^{}} {}^{}_{} {}^{}} {}^{}_{} {}^{}} {}^{} {}^{}} $ | 11,959<br>1,095<br>1,510  | 16,426<br>2,659  | 55               |                                  | 33,722     |
| No. 9                 | Half-year ended<br>30th June, 1890       | £ s. d.<br>4,910 5 8<br>4,837 13 7<br>1,548 2 3  |   | 7 3 0<br>498 1 6<br>214 1 2<br>260 1 0                                   | 15               | 15,926 4 7                       | 33,390 0 0 |
|                       | EXPENDITURE                              | To Maintenance of Way, Works, and<br>Stations, see Abstract A.,<br>,, Locomotive Power, do. B.,<br>,, Carriage and Waggon Repairs, do. C.,   | " frame an putees, do, E.,<br>" General Charges, do, E.,<br>" Compensation- | rersonal injury<br>Damage and Loss of<br>Rates and Taxes<br>Law Expenses |                  | " Balance carried to Net Revenue |            |
| Dr.                   | Half-year<br>ended<br>30th June,<br>1889 | £<br>5,091<br>1,403  | 4,200<br>656  | 552<br>457<br>467  | 17,448           | 16,274                           | 33,722     |

No. 98.-WEST CORK RAILWAY.-REVENUE ACCOUNT,

|   | 1890  | s. d.<br>11 10<br>1 1<br>1 10<br>1 1<br>12 11<br>16 4<br>1 7   | 3 0       |
|---|---|--|-----------|
|   | June, 1890  | 2,700 1<br>157<br>354<br>354<br>24 1<br>3,253<br>706   | 7.196 3   |
|   | RECEIPTS  | By Passengers  |           |
|   | June, 1889  | 2,680<br>154<br>854<br>3542<br>3,426<br>3,426  | 7,195     |
|   | June, 1890 June, 1888   | 26 s. d.<br>8,935 12 7<br>8,260 11 2<br>8,260 11 2   | 7,196 3 9 |
|   | M. P. R. D. | To Maintenance, Working, and other charges 8,935 12 7<br>,, Balance available to pay Interest 3,260 11 2 |           |
| T | Ĩ   | 8,675<br>8,675   | 7,195     |

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

For Half-year ended 30th June, 1890.

| June, 1889 | Expenditure.  | June, 1890 June, 1889                       | June, 1889                             | RECEIPTS.   | June, 1890  |
|------------|---|---|--|---|---|
| £<br>412   | To Maintenance, Working, and other charges<br>Balance available to pay Interest | # <sup>8. d.</sup><br>1,081 8 8<br>295 18 9 | 675<br>839<br>839<br>700<br>700<br>700 | By Passengers              711          Parcels            33          Mails            22          Horses, Carriages, and Dogs          493          Cattle           99 | £ e. d.<br>715 18 6<br>25 0 0<br>25 6 9<br>96 2 0<br>96 2 0 |
| 1,522      |   | 1.377 7 5                                   | 1.522                                  | 1 977   | 1 977 7 K   |

| Cr.  | Half-year ended<br>30th June, 1890.                | 2,563 6 10<br>15,926 4 7   | 1   |  | 18,489 11 5 |
|--|--|--|---|--|-------------|
| JUNT,<br>90.   |  | By Balance from last Half-year's Account, 2,563 6 10<br>,, Balance from No. 9 15,926 4 7 | " Bankers' and General Interest                                 |  |             |
| No. 10. — NET REVENUE ACCOUNT,<br>For Hady-year ended 30th June, 1890. | Half-year ended<br>30th June, 1890 30th June, 1889 | <u>لا</u><br>2,351<br>16,274   | 96  |  | 18,721      |
| NET REV. Half-year ende  | Half-year ended<br>30th June, 1890                 | £ s. d.<br>2,939 2 9<br>32 4 1   | 1,937 7 11  | 544 3 4<br>875 0 0<br>12,161 13 4  | 18,489 11 5 |
| No. 10<br>For  |  | To Interest on Debenture Loans, &c<br>Bankers and General Interest                       | ", Ilen Valley Railway Co., 48 per cent.<br>on Traffic Receipts | ". Clonakity Extension Kalway Co.<br>Proportion of Traffic Receipts<br>Bantry Extension-Interest |             |
| ň  | Half-year ended<br>30th June, 1889                 | 2,939  | 1,981   | 483<br>875<br>12.443   | 18,721      |

No. 11. - PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND, 30th June, 1890.

|                                  | d.<br>4   | 0 3                                     | 60     |
|----------------------------------|---|---|--------|
|                                  | s.<br>133   | 100                                     | 20     |
| ine, 1890.                       | £ s.<br>12,161 13<br>6,262 8  | 5,899                                   | 2,299  |
| Half-year ended 30th June, 1890. | £ s. d.<br>795 5 3  |   | 0<br>0 |
| Half-ye                          | Rate per cent.<br>53<br>4<br>4  | 63                                      |        |
|                                  | :::::   | :                                       | :      |
|                                  | Balance available for Dividend as per Account No. 10.<br>No. 1 Preference Stock, 5 \$ per cent £48,000<br>No. 2 Preference Stock, 4 per cent 33,246<br>West Cork Preference Stock, 4 per cent 39,763<br>Kinsale Preference Stock, 4 per cent 39,763 | Ordinary Stock 240,000                  |        |
| 30th June, 1889.                 |   | 6,181<br>8,600                          | 2,581  |
| Half-year ended 30               | Rate per cent.<br>54<br>4   | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | 5      |
| Half-J                           | £<br>48,000<br>38,246<br>169,111<br>39,763  | 240.000                                 |        |

# For Half-year ended 30th June, 1890.

#### No. 12.-ABSTRACTS Continued.

|  | MAINTENANCE OF WAY, WO  | JKKS,   |                           |                             |                           |                |             |
|--|---|---|---------------------------|-----------------------------|---------------------------|----------------|-------------|
| Half-year<br>ended<br>30th June,<br>1889                   |   |   |                           |                             | Half-yes<br>30th Ju       | ur en<br>ne, 1 | ded.<br>890 |
| £<br>100   | Salaries, Office Expenses, and General Super-<br>intendence<br>Maintenance and Renewal of Permanent   |   | 8.                        | d.                          | £<br>150                  | s.<br>0        | d.<br>0     |
| 1,901<br>2,292   | Way :   | 2,193   |                           | 76                          | 4,280                     | 7              | 1           |
| <b>440</b><br><b>3</b> 58                                  | Repairs of Roads, Bridges, Signals, and<br>Works  |   | _                         |                             | <b>3</b> 86<br>9 <b>3</b> |                | 70          |
| 5,091  | MILES MAINTAINED :  |   |                           |                             |                           |                | 2           |
| 0,001  |   |   |                           |                             | 4,910                     | 5              | 8           |
| в.   | LOCOMOTIVE POWE   | <br>R.  |                           |                             | 4,910                     | 5              | 8           |
| B.<br>£  | Salaries. Office Expenses and General Super-  | R.  | S.                        | d.                          | 4,910<br>£                |                | 8<br>d,     |
| B.   | Salaries, Office Expenses, and General Super-<br>intendence   | £   | s.                        | d.                          |                           | s.             |             |
| B.<br>£<br>70<br>1,253                                     | Salaries, Office Expenses, and General Super-<br>intendence<br>RUNNING EXPENSES :   | £   | -                         | d.                          | £                         | s.             | d,          |
| B.<br>£<br>70<br>1,253                                     | Salaries, Office Expenses, and General Super-<br>intendence<br>RUNNING EXPENSES :<br>Wages connected with the working of<br>Locomotive Engines<br>Coal and Coke<br>Oil, Tallow, and other Stores<br>Water | £<br>1,332<br>1,999<br>141<br>139             | 11<br>4<br>19             | 5                           | £                         | s.             | d,          |
| B.<br>£<br>70<br>1,253<br>1,546<br>121<br>109              | Salaries, Office Expenses, and General Super-<br>intendence<br>RUNNING EXPENSES :   | £<br>1,332<br>1,999<br>141<br>139             | 11<br>4<br>19<br>10<br>19 | 5<br>10<br>1<br>3           | £                         | s.<br>0        | d.<br>0     |
| B.<br>£<br>70<br>1,253<br>1,546<br>121<br>109<br>50<br>484 | Salaries, Office Expenses, and General Super-<br>intendence   | £<br>1,332<br>1,999<br>141<br>139<br>6<br>548 | 11<br>4<br>19<br>10<br>19 | 5<br>10<br>1<br>3<br>6<br>4 | £<br>70                   | s.<br>0        | d.<br>0     |

No. 12.-ABSTRACTS.

| alf-year<br>ended<br>0th June,                                      |   |                              |  | Half-year ended<br>30th June, 1890.   |
|---|---|------------------------------|--|---|
| 1889  |   |                              | £ s. d.  | £ s. d.   |
| £<br>30   | Salaries, Office Expenses, and General intendence   | Super-                       | _  | 30 0 0  |
| 377<br>271  | CARRIAGES :<br>Wages<br>Materials   |                              | 488 5 6<br>382 18 10   | 871 4 4   |
| 348<br>377  | WAGONS:<br>Wages<br>Materials   |                              | $   \begin{array}{r}     305 12 0 \\     341 6 2   \end{array} $ | 646 18 2  |
| 1,403   |   |                              |  | 1,548 2 6   |
| D.  | TRAFFIC EXPE  | NSES.                        |  |   |
| £<br>3,476<br>469<br>29<br>123<br>40<br>53<br>61<br>9               | Salaries and Wages<br>Fuel, Lighting, and General Stores<br>Advertising<br>Printing, Stationery, and Tickets<br>Wagon Covers and Ropes<br>Miscellaneous Expenses<br>Clothing<br>Horse Shunting Expenses   | ····<br>•···<br>•···<br>•··· | 1111111  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  |
| 4,260   | A CONTRACTOR  |                              | 100  | 4,465 3 3   |
| E.  | GENERAL CH  | ARGE                         | S.   |   |
| £<br>250<br>20<br>10<br>139<br>24<br>4<br>71<br>32<br>8<br>38<br>60 | Directors<br>Auditors<br>Arbitrators (Bantry Extension)<br>Salaries<br>Office Expenses, Stamps, &c<br>Advertising<br>Fire Insurance<br>Irish Railway Clearing House<br>Travelling Charges<br>Printing, &c |                              |  | $\begin{array}{c} \pounds & \text{s. d} \\ 250 & 0 & 0 \\ 20 & 0 & 0 \\ 9 & 9 & 0 \\ 167 & 5 & 0 \\ 20 & 14 & 5 \\ 5 & 0 & 0 \\ 71 & 4 & 0 \\ 71 & 7 & 7 \\ 19 & 16 \\ 27 & 7 & 10 \\ 60 & 0 & 0 \end{array}$ |
| 60  | Umcers Superallituation   |                              |  | 00 0  |

|                     | d.<br>1000000000000000000000000000000000000  | 8          |
|---------------------|--|------------|
| Cf.                 | 8.<br>16<br>17<br>17<br>13<br>13   | 0          |
|                     | ±         a.         d.           12,281         16         10         0           755         0         0         0         1           171         17         11         7         11           5,732         13         0         4,500         0         0   | 25,206 0 2 |
| NO. 101-101-101-101 | #       s.       d.       By Capital Account, Balance at debit thereof, as per       #       s. d.         rendit thereof as per       12,161 13       4       Account No. 4       12,161 13       4       12,281 16 10       12,281 16 10       12,281 16 10       12,281 16 10       16,755 0       10         ren              12,281 16 10       10         ren              17,764 12 5       5        17,117 11       11       11         ren              1,764 12 5       5        17,117 11       17       11       11       17       17       17       17       17       17       17       17       17       17       17       11       17       11       11       11       17       11       17       11       11       17       11       17       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11 </th <th></th> |            |
|                     | d.<br>10.76 88 44 d.   | 63         |
|                     | s.<br>13<br>11<br>11<br>11<br>11<br>11<br>11   | 0          |
|                     | £<br>12,161<br>4907<br>3,803<br>3,803<br>2,179<br>2,179<br>2,179<br>2,179<br>2,179   | 25,206 0 2 |
|                     | s per  |            |
|                     | thereof a  |            |
|                     | To Net Revenue Account, Balance at credit thereof as per<br>Account No. 10   |            |

No. 14.-MILEAGE STATEMENT.

| Half-yea<br>30th Ju                |           | 10 00 00                                   | 132     |
|------------------------------------|-----------|--|---------|
| 1200                               |           | :::  |         |
|                                    |           | : : :                                      |         |
| No. N                              |           | Passenger Trains<br>Goods do.<br>Mixed do. |         |
| Half-year ended<br>30th June, 1889 |           | 4,967<br>31,164<br>90,866                  | 126,997 |
|                                    | -         |  | !       |
| Miles<br>Worked<br>by<br>Enginee   | CONTIGHTS | 60<br>24 <sup>2</sup>                      | 844     |
| Miles<br>to be<br>Con-             |           | 11   | 1       |
| Miles<br>Con-                      |           | 60<br>24 <sup>3</sup> /4                   | 84\$    |
| Miles<br>authorized                |           | 60<br>24 <sup>8</sup>                      | 84.8    |
| 1                                  |           | wned by Company                            |         |

Ow W.OI

Lines Lines J. W. PAYNE-SHEARES, Chairman of the Company. EDWARD H. DORMAN, Secretary and Act. of the Company.

ear ended une, 1890

5,146 3,134 3,720

2,000

MILEAGE.

TRAIN

OF

-STATEMENT

No. 15.

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, July 9th, 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, July 14th, 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 bona fide due thereon, after charging the Revenue of the Halfyear with all Expenses which ought, in our judgment, to be paid thereout.

FRANCIS SARGENT, Auditors. HENRY H. BEALE,

Cork, July 18th, 1890.

Cork, Bandon and South Coast Railway

## NINETIETH 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 13th day of AUGUST, 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 30th June, 1890, and of transacting the general business of the Company.

The Transfer Books will be closed from the 31st July to the 13th August, both days inclusive.

By order of the Board,

EDWARD H. DORMAN, Secretary.

CHIEF OFFICES, TERMINUS, ALBERT QUAY, Cork, 22nd July, 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 ... 13th AUGUST. DIVIDENDS PAYABLE ... 1st SEPTEMBER.

PURCELL AND COMPANY, PRINTERS, CORK.

CORK, BLACKROCK, AND PASSAGE RAILWAY

COMPANY.

# REPORT OF DIRECTORS AND STATEMENT OF ACCOUNTS

SIX MONTHS ENDED 30th JUNE, 1890,

FOR

TO BE SUBMITTED TO THE SHAREHOLDERS

AT THE EIGHTY-EIGHTH

## HALF-YEARLY GENERAL MEETING,

TO BE HELD AT THE OFFICES OF THE COMPANY,

TERMINUS, ALBERT STREET, CORK,

On FRIDAY, 22nd day of August, 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

EIGHTY-EIGHTH HALF-YEARLY GENERAL MEETING to be held on FRIDAY, the 22nd day of August, 1890,

at One o'clock, p.m.

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

The Receipts from all sources shew an increase on the Half-year of  $\pounds 989$  19s. 6d., as follows, viz. :--

| Description of Traffic.  |      | 1890                           | 1889                                 | Increase                  | Decrease                   |
|--|------|--------------------------------|--------------------------------------|---------------------------|----------------------------|
| Number of Passengers   |      | 190,550                        | 175,540                              | 15,010                    |                            |
| Passengers<br>Subscription Tickets<br>Parcels and Dogs<br>Mails<br>Hire of Steamers<br>Merchandize<br>Miscellaneous Receipts | •••• | £<br>5,980<br>1,606<br>301<br> | £<br>5,512<br>1,487<br>275<br>20<br> | £<br>468<br>119<br>26<br> | £<br> -<br>  20<br> -<br>8 |
|  |      | 8,512                          | 7,522                                | 990                       |                            |

This result your Directors consider satisfactory, as during the Winter months the service was re-arranged, resulting in a considerable saving of expenditure, and without either loss of Revenue or inconvenience to the public.

The Citizens' River Steamers Company Ltd. having gone into voluntary liquidation, your Directors deemed it advisable in your interest to acquire the property of that Company as a going concern, involving an expenditure to 30th June of  $\pounds I$ ,465 2s. 8d., which has been charged to Capital Account.

The River Passenger and Goods service from St. Patrick's Bridge is now worked by this Company with manifest advantage to the travelling public, who can travel by Rail or Steamer at their option, Tickets by Steamer being available for Return by Railway and vice versa.

The acquisition of this property enabled your Directors to open a new Station at Aghada, providing a liberal service for that locality, thereby affording facilities to the residents of Cloyne and Ballycotton for using your line.

With the view of working economically and efficiently the Goods traffic on the River, a contract for the building of a small Goods Steamer has been made with Messrs. Mac Ilwaine & Mac Coll Limited, of Belfast. This Steamer your Directors hope to put into commission in November next.

A sum of £37 175. Id. is also charged to Capital Account, for building a signal cabin and additional signals at Blackrock Station. The completion of this work puts the Company in a position to meet the growing requirements of the traffic, and enables a half-hourly service to be given to the public when required.

The balance at the credit of Revenue Account amounts to £2,055 155. od. 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 of One and a half per cent. per annum, being 3/- per Share, payable on the 2nd September, 1890, carrying forward £228 7s. 8d. to next Half-year.

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

#### Birectors.

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.

#### General Manager.

J. J. O'SULLIVAN.

#### Secretary.

F. K. PARKINSON.

Company's Offices, Terminus, Albert Street, Cork, 1st August, 1890. PASSAGE RAILWAY COMPANY. CORK, BLACKROCK, AND

HALF-YEAR ENDING 30TH JUNE, 1890.

Statement of Capital authorised and created by the Company.

[No. 1.]

| 1                             | Total.   | 11,660 {Cancelled by Act of      | 8,600  | 8,600   |
|-------------------------------|--|----------------------------------|--|---|
| Balance.                      | Shares. Debenture<br>Stock.                                | { Cancelled<br>1881              | 8,600  | 8,600   |
|                               | Shares.  | £<br>11,660                      |  |   |
| actioned.                     | Total.   | £<br>161,670                     | 26,000   | 189,670                                       |
| Capital created or sanctioned | Shares. Debenture<br>Stock.                                | £<br>43,330                      |  | 43,330  |
| Capital c                     | Shares.  | £<br>118,340                     | 26,000   | 146,340                                       |
| sed.                          | Total.   | £<br>173,330                     | 2,000 34,600   | 158,000 51,930 209,930 146,840 43,830 189,670 |
| Capital authorised            | Shares, Debenture<br>Stock,                                | £<br>43,330                      | 8,600  | 51,930  |
| Cap                           | Shares.  | 130,000                          | 26,000   | 158,000                                       |
|                               |  | :                                | ::   |   |
|                               |  | :                                | ::   | :   |
|                               | rade.  | :                                | ::   | :   |
|                               | ard of T   | :                                | ::   | :   |
|                               | f the Bo   | :                                | ::   |   |
|                               | ificates o   | :                                | ::   | Total   |
|                               | Acts of Farliament, or Certificates of the Board of Trade. | 9 & 10 Victoria, 16th July, 1846 | Cork Improvement Act, 1868<br>Steam Vessels' Act, 1881 | Tot   |

Statement of Share Capital created, showing the proportion received.

[No. 2.]

| Amount unissued.   | ی<br>12,920<br>   | 12,920  |  |
|--|---|---------|--|
| Amount uncalled.   | લ્ય : : :   |         | 3.   |
| mount created. Amount received. Calls in Arrear. Amount uncalled | લ્લ : : :   |         | against overdraft  |
| Amount received.   | $\frac{\pounds}{2,000}$ 13,080*<br>2,000<br>118,340           | 133,420 | of those Shares issued to Munster and Leinster Bank Ltd., as security agains |
| Amount created.  | $\frac{\pounds}{26,000}$<br>26,000<br>118,340                 | 146,340 | I Leinster Bank ]  |
|  | :::   | :       | ter and  |
|  |   |         | o Muns   |
|  |   |         | ssued t  |
|  | :::   |         | Shares i   |
|  | :::   |         | of those   |
| tion.  | :::   |         | • 350  |
| Descrip  | e Share   | d       |  |
|  | Preference Shares<br>5 per Cent. Preferenc<br>Ordinary Shares | Tota    |  |
| Q  | ence  | Total   |  |

Capital raised by Loans and Debenture Stock.

FD RV LOANS

| I thans, and by        | Jebenture Stock.  | ai   | 38,750<br>38,100                                     | 650                  | £43,330<br>38,100   | £5,230  |
|------------------------|---|------|--|----------------------|---|---|
|                        | Total Del   | 42   | 32,900   |                      |   |   |
|                        | At 44 per<br>Cent.  | का   | 2,500  |                      | ::  | :   |
| in owner Pri no        | At 4 <sup>1</sup> / <sub>4</sub> per At 4 <sup>1</sup> / <sub>2</sub> per Cent. | લ્મ  | 300  | :::                  | No. 1.  | :   |
|                        | At 4 per<br>Cent.   | व्य  | 30,100<br>30,100                                     |                      | Statement ]   | * * *   |
|                        | Total.  | ब्रे | 5,850  |                      | created, as per   | 0<br>0<br>0   |
| TO LEVEL OF            | At 5 per Cent.  | લ્સ  | 700  |                      | pect of Capital   | 90  |
| CONTRACT TO A CONTRACT | At 4 per Cent.   At 4½ per Cent.   At 5 per Cent.                               | સ    | 4,450 3,800  | 650                  | re Stock, in resl   | Balance, being available Borrowing Powers at 30th June, 1890. |
|                        | At 4 per Cent.  | લ    | 700  |                      | nd by Debenture<br>Stock, as above  | owing Powers  |
|                        |   |      | : :  | ::                   | oans, a<br>benture  | le Borr   |
|                        |   |      | ::   | : :                  | d by L<br>by De   | availab   |
|                        |   |      | ::   | ::                   | be raise<br>ns, and   | being   |
|                        |   |      |  | ::                   | ised to<br>by Loa   | salance,  |
|                        |   |      | Existing at 31st Dec., 1889<br>,, at 30th June, 1890 | Increase<br>Decrease | Total amount authorised to be ruised by Loans, and by Debenture Stock, in respect of Capital created, as per Statement No. 1.<br>Total amount raised by Loans, and by Debenture Stock, as above | B   |
|                        |   |      |  |                      |   |   |

| [No. 4.]  | Dr.   | B   | teceipts and  | Receipts and Expenditure, on Capital Account.   |   | Cr.  |   |
|---|---|---|---|---|---|--|---|
|   | Amount<br>Expended to<br>31st Dec., 1889                            | Amount expended<br>during Half-year<br>ending 30th June,<br>1890. | TOTAL.  |   | Amount Received<br>to<br>31st Dec., 1889.   | Amount Received<br>during Half-year,<br>ending 30th June,<br>1890. | TOTAL.  |
| To ExFENDITURE<br>On Lines open<br>for Traffic<br>Working Stock<br>Special Items<br>Steam Vessels | £ s. d.<br>140,028 11 6<br>13,323 11 5<br>15,485 9 5<br>11,078 17 5 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$              | £ 3, d.<br>140,066 8 7<br>13,323 11 5<br>15,485 9 2<br>12,544 0 1 | BY RECEIFTS<br>Shares, per Account No 2<br>Loans, per Account No. 3<br>Debenture Stock, per Account No. 3<br>Bonus on Shares re-issued<br>Forfeited Shares<br>Old Materials of abandoned Line | 133,420         6.         d.           133,420         0         0         0           5,850         0         0         0           35,850         0         0         0            32,900         0         0            3339         0         0            335         1         0            2,5510         0         0 | £ 8. d.  | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ |
| X   |   |   |   | Balance   | 176,880 6 5   | Paid 710 0 0 176,170<br>5,249                                      | 176,170 6 5<br>5,249 2 10                             |
|   | 179,916 9 6   | 1,502 19 9 181,419 9 3  | 181,419 9 3   |   |   |  | 181,419 9 3   |

9 181,419

Details of Capital Expenditure, for Half-year, ending 30th June, 1890.

17 1,502 19 £37 1,465 :: :: Signal Cabin and Interlocking Signals at Blackrock Station LINE OPEN FOR TRAFFIC-VESSELS STEAM

1010

HOTSES. 02 02 Нієћтау Vehicles. \$ \$ Ballast. 03 03 .... WAGGONS Covered Goods. 200 Capital Account. Third Class and Brakes. 00 of Working Stock. •••• COACHING. uo Second Class. Estimate of further Expenditure 4 4 . . . First Class. Return \* 44 LOCOMOTIVE. Engines. • 00 00 : : Increase during the Half-year Decrease ditto ditto Stock on the 31st December, 1889 ... Do. on the 30th June, 1890 ... [No. 6.] [No. 7.]

TOTAL. FURTHER EXPENDITURE In Subsequent Half-years. During the Half-year ending 31st Dec., 1890. £3,360 Lines open for Traffic Steam Vessels

5 Capital Powers and other Assets available to meet further Expenditure, as per No. [No. 8.]

1000 0 2 10 d. .000 0 19,050 17 7,699 £ 8,600 12,920 5,230 -26,750 ending 30th June, 1890. ન d. : : : 10 Cr. °00 0 0 £5,249 2,450 સ Half-year : : : : Receipts. : : : : : By \* \* \* Share and Loan Capifal authorized, but not yet created or sanctioned, per Account No. 1. Share Capital unissued, per Account No. 2 ... ... ... ... ... ... ... ... • Half-yea 30th Jur କ Less Debit Balance on Capital Account, per Account No. 4. Expenditure. Dr. d. [No. 3.] £ s. Half-year

60 029 58 13 10 548 14 11 Half-year ending 30th June, 1890 1 20 £ 8. 2,055 11 1,370 4 7,904 17 9 0 8,512 685 0 -0 400 0 300 17 0 By Balance brought from last Half-year's Account Less Dividends declared 21st February, 1890 ...... 17 7,586 18 10 Cr. 20 10 10 20 d. 080 £ 8. 254 12 302 11 743 7 768 18 1,532 19 2,350 12 5,953 1 27 2 1,605 16 769 8,574 10,711 45,388 15,809 30,661 79,407 190,550 1.995 tor Passengers, viz.:----First Class Ordinary.... Second Class ,, .... Third Class ,, .... First Class Return..... Second Class ,, ..... Rents.... Transfer Fees Miscellaneous Receipts... Excess Fares ...... Subscription Tickets Merchandize ..... Net Revenue Account. 0%9 £ s. 1,539 16 1,139 12 >>> >>> >>> >>> >>> \*\* 5.5 -Half-year 30th Jun 001 6 10 d. 10 11 10 12 11 7 6 000 01 01 03040 220 0 1 269 5 1 607 18 794 4 1,550 11 2,046 18 7,294 15 5,488 19 23 7 1,487 0 000 160 5 12 15 19 6 6,999 275 20 7,522 11890 6 6 6 6 6 6 6 8 8 8 8 0 0 10 0 01 00 -3 67 10010070 0-0-10 110 -4 Half-9 13 11 - 

 T
 To Interest on Mortgage and Debenture Loans, in-cluding Stamps and Commission

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 1
 Interest on Debenture Stock

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 1
 Interest on Debenture Stock

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 1
 Interest on Banking Balances

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 Banking Balances

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 Banking Balances

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 Banking Balances

 1
 Base of Debenture Stock, &c.

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 <tr 6,456 2,055 8,512 247 38 3,346 616 871 128 816 373 17 " Balance Carried to Net Revenue Account ... A DOBA Dr. 10 0000400000 20 20 6 10 [No. 10. 742 15 236 45 721 14 325 13 34 7 34 7 281 16 281 16 281 16 281 16 281 16 11 10 Half-year ei 30th June, 5,985 1,536 7,522 444

0

2,055 15

Balance Revenue Account No. 9.

..

20

1,536 15 1,936 19

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2,741

1,438 7 1,302 14

> ", Balance available for Dividend [See No. 13.]

- 0 -

1,936 19

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3

2,741

[No. 5.]

09 11 104 00 00 0 0 0 9100000 ° 100 8. d. 2 10 0 -Half-year ending 00th June, 1890. 826 10 5 1,260 2 7 696 1 5 85 3 4 208 10 5 85 3 4 85 3 4 208 10 5 85 3 2 85 3 3 85 3 50 00 11 14 22 33 £ 8. 1,302 14 0 1 ~ 3 s. 11 12 10 10 ending 30th June, 1890 Half-year ending 30th June, 1890 300 0 -Half-year 30th Jun 209 110 237 956 85 871 6 1,074 11 £228 545 545 345 73 73 53 73 53 £ 5,249 7,000 31 1,382 469 £2,586 3,346 270 -10 4001 other Depts d, 00 d. 000 18 16 17 15 â I I I I I I I 60 £2,904 13 6 10 11 a 245 307 25 28 157 : : : : : : ୍ୟ Salaries and Wages, &c. ... ... ... ... Fuel, Lighting, Water, and General Stores... Clothing ... ... ... ... Printing, Stationery, Advertising and Tickets Miscellancous Expenses ... ... ... 19 136 50 887 318 93 to ding 30thJune,1889 B. Locomotive Power. £72 197 Half-year ::::: Stores ate per cent of Salaries chgd. Half-year Traffic Expenses from Loco. dept. Charges .... REPAIRS AND RENEWALS Wages ... ... Materials ... ... 17 14 Cr. Salaries and Wages to Crews, &c.... Coal and Stores ... ... Repairs (Wages and Materials) ... Repairs at Piers, Gangways, &c.... Miscellancous Expenses ... ... Steam Vessels. Revenue, £6,080 2,000 118,340 Appropriation of Balance Available for Dividend Less propn. Clothing Proportion of Salaries Proportion of General Half-year to ... £ ; ; ; ; Deduct Amount charged ended 30th June, 1890 00 0 00 6 00 og. 848 15 106 0 742 15 2]4 11 0 £ 8. A. :::: to 514 S H S H Balance Sheet. F. 4000000 
 Half-year ending soth June, 1889.

 50th June, 1889.

 679
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 1,240
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 158
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 2,904
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 99 d. 4 10 0 10 5040 Half-year end 30th June, 1 3,148 10 69 ŝ 18 243 16 15 19 19 ABSTRA 486 399 389 36 36 36 Account No. 10 Half-ve 139 91 » By 271 191 25 25 33 33 33 5.5 42 0. q. 10 40 4 -00 : : : General 100000 g 20 of Carriages & Waggons. . O -year ending June, 1890 115 17 10 + 00 13 94 -14 11010 d. 616 0 116 565 92 50 31 Balance available for Dividend, as per 44 per Cent. Preference Shares 5 per Cent. Preference Shares Ordinary Shares ... Half-year en 30th June, 570 373 14 13 13 15 18 22 15 15 15 22 22 38 38 38 14 Halfd. 14 00 00 500 1,3022742,1817878,4333,7384 Half-12 04 10 10 00 84 ..... 313 252 00 ... unt ...... 97 Repairs of Roads, Bridges, Sig-nals, & Works ... ... Repairs of Stations and Buildings MILES MAINTAINED. Single, 6 miles, 374 chains. Perper Ad Proposed . . . . . . . : : : : : : : Maintenance of Way, Works, &c. Salaries ... ... Maintenance & Renewal of manent Way: C. Repairs & Renewals Wages .... 3.8 Steamers Charges. . . . . . . . . Wages ... Total : : . . . . . . . . to CARRIAGES :-Wages Materials WAGGONS :-proportion charged General 9.9 10 00 59 .... Expense Dr. 41 £ 8. 545 19 4 1589 A. 2270 275 Directors Auditors Salaries Office Expenses Advertising Insurance Miscellancous F ending 30th June, June, 1889, 30thJune,1889 d. 6 64 00 20 d. 10 14 s. O 10 -0 10 11 3 -221 \*0 25 Less 381 2444 216 10 31 Ä 225 9 d. Half-year ending 06 44 20 d. 10 10 10 10 20 10 4 [No. 11.] Half-year 12. Aate per cent ô 14 16 16 8 6 [No. 13.] s. 0 0 1 1 3 1 1 6 1 1 6 19 325 13 Half-year [No. Half-year (30th June) 54 133 193 20 £ 15 297 30 30 13 13 477 152 ଲ -

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5 E16,718

£16,718

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|  | Half-year ending<br>30th June, 1890 | 30,699<br>1,2034                | 31,902 |  | during the past Half-year, been maintained<br>T. PERRY, Engineer.  | ssels, have, during<br>Superintendent.  | the Company, and that the Dividends proposed arpenses, which ought, in our judgment, to be D. M'OARTHY MAHONY, AUDTTORS. THOMAS EXHAM, |
|--|-------------------------------------|---------------------------------|--------|--|--|---|--|
| Mileage.   |                                     | ::                              |        | the Company<br>the Company   | ast Half-year<br>Engineer.   | and Steam Ve<br>and Marine  | , and that the<br>ich ought, in<br>THY MAHO<br>EXHAM,  |
| of Train   |                                     |                                 | •••    | Chairman of<br>Secretary of  | during the past Half-ye<br>T. PERRY, Engineer.   | irine Engines<br>), <i>Locomotive</i>   | the Company, and that<br>l expenses, which ought<br>D. M'CARTHY MA<br>THOMAS EXHAM,  |
| Statement of Train Mileage.                        |                                     | Passenger Trains<br>Extra Miles | Total  | JOHN H. SUGRUE, Chairman of the Company.<br>F. K. PARKINSON, Secretary of the Company. | Certificate respecting the Permanent Way, &c.<br>mpany's Permanent Way, Stations, Buildings, and other Works, have, R.   | ag Stock.<br>nery, Tools, and the Marine Engines and Steam Vessels, have, duri<br>C. E. ELWOOD, Locomotive and Marine Superintendent.   | e financial condition of<br>the Half-year with all   |
| [No. 15.]  | Half-year ending<br>30th June, 1889 | 33,742<br>459 <u>*</u>          | 84,201 |  | che Permane.<br>pns, Buildings, an   | Certificate respecting the Rolling Stock.<br>s Plant, Engines, Carriages, Waggous, Machinery, Tools, a<br>der and repair.<br>C. E. I  | Auditors' Certificate.<br>a full and true statement of th<br>fter charging the Revenue of  |
| ie, 1890.  | Miles Worked<br>by Engines.         | 6 Miles,<br>374 Chains.         |        |  | especting t<br>ent Way, Static   | te respectir<br>cines, Carriages,<br>Ir.  | Auditors'<br>in a full and tr<br>after charging  |
| <b>Jment.</b><br>Half-year ending 30th June, 1890. | Miles<br>Constructed.               | 6 Miles,<br>374 Chains.         |        |  | ertificate r<br>pany's Perman  | Certificat<br>ny's Plant, Eng<br>corder and repa  | Accounts conta<br>"due thereon,<br>90.   |
| Statement.<br>Half-year                            | Miles<br>Authorised.                | 6 Miles,<br>374 Chains.         |        |  | C<br>le of the Com<br>ir.  | of the Compa<br>n good working  | ove Half-yearly Ac<br>s are "bona fide"<br>71h August, 1890.   |
| Mileage  |                                     | Line owned by Com- }            |        |  | Certificate respecting the Permanent Way, &c.<br>I hereby Certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have,<br>20th July, 1890.<br>R. | Certificate respecting the Rolling Stock.<br>I hereby Certify that the whole of the Company's Plant, Engines, Carriages, Waggous, Machinery, Tools, and the Marine Engines and Steam Vessels, have, during<br>22nd July, 1890.<br>C. E. ELWOOD, Locomotive and Marine Superintendent. | by Certify that the ab<br>l on the Several Share<br>Company's Offices,   |
| [No. 14.]  | Half-year ending<br>0th June, 1889  | 6 Miles.<br>374 Chains.         |        |  | I hereh<br>in good wor<br>20th Ju  | I herek<br>the past Hal<br>22nd J   | We here<br>to be declared<br>paid thereout   |

## LIST OF STEAM VESSELS

OWNED AND WORKED BY THE COMPANY.

|   | Name.           |     |     | Tonnage. | <b>BP</b> |
|---|-----------------|-----|-----|----------|-----------|
| * | ALBERT          |     |     | 93       | 50        |
| * | GLENBROOK       |     |     | 96       | 50        |
| * | MONKSTOWN       |     |     | 109      | 50        |
| + | CITY OF CORK    |     |     | 140      | 25        |
| † | CITIZEN (Goods) | ••• | ••• | 130      | 80        |
| + | LEE             |     |     | 130      | 80        |

Steamers marked thus (\*) work the traffic between the Terminus at Passage and Glenbrook, Monkstown, Ringaskiddy, Haulbowline, Queenstown, Aghada, Currabinny and Crosshaven.

Steamers marked thus (†) work the traffic between Cork (St. Patrick's Bridge) and the above-named Stations.

## 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 22nd day of August, 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 9th day of August, until the 22nd day of August, 1890, both days inclusive.

By Order of the Board,

F. K. PARKINSON, Secretary.

TERMINUS, ALBERT STREET, Cork, 24th July, 1890.

## CORK & MACROOM DIRECT RAILWAY COMPANY.

# REPORT OF DIRECTORS

AND

## STATEMENT OF ACCOUNTS

FOR

SIX MONTHS ENDED 30TH JUNE, 1890, TO BE SUBMITTED TO THE SHAREHOLDERS,

AT THE

#### FIFTY-FOURTH

## HALF-YEARLY GENERAL MEETING,

TO BE HELD AT THE

COMPANY'S OFFICES, CAPWELL, CORK,

On THURSDAY, 28th AUGUST, 1890.

AT TWO O'CLOCK, P.M.

Cork & Macroom Direct Kailway Company.

LENGTH, 24; 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., Drumcora, 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 30th June, 1890.

The Traffic Receipts shew an increase of  $\pounds 643$  75. 8d. over the corresponding period, thus made up :— Passengers,  $\pounds 185$  25. 8d.; Merchandize and Live Stock,  $\pounds 440$  35. 8d.; Sundries,  $\pounds 18$  15. 4d.

The expenditure on Capital Account for the Half-year amounts to  $\pounds_{536}$  18s. 4d.—For particulars, see Account No. 5.

The Revenue Account on Debit side shews an increase of  $\pounds$  114 175. 9d.; but included in the Total Expenditure is a payment of  $\pounds$  565 16s. 2d. on account of the Sullane Bridge, a work which has been carried out by the Contractors, Messrs. Goodwins, Jardine & Co., to the perfect satisfaction of our Engineer.

After payment of interest on Debentures, Debenture Stock, Temporary Loans, and Bank Debit, there remains to credit of net Revenue Account a balance of  $\pounds$ , 531 18s. 2d., out of which the Directors propose to declare an *ad interim* Dividend at the rate of  $2\frac{1}{4}$  per cent. per annum on the Preference Shares of the Company, carrying forward a credit balance of  $\pounds$ , 35 4s. 5d. to next half-year.

As most of the Proprietors are aware, an action was instituted by a Shareholder who believed that certain sums earned by the Company should have been distributed as Dividends to the holders of Preference Shares. The case came before the Master of the Rolls, and his decision was in favour of the Company.

Certificate of Engineer and Reports of Assistant Engineer and Locomotive Engineer are annexed.

JOHN ARNOTT, Chairman. G. PURCELL, Secretary.

#### Locomotive Engineer's Report.

#### TO THE

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

#### GENTLEMEN.

Report of Repairs and Renewals from Jan. 1st to July 1st, 1890, to Engines and Rolling Stock, to keep them in good working condition.

No. I Engine .- General repair to axle boxes, brasses, glands, motion, fire box, smoke box valves, injectors, &c.; one new axle box, one pair big end brasses, set iron break blocks, two slide valves, ports faced up, new smoke box door, leading wheels turned, motion, valves and cocks, all repaired.

No. 2 Engine.-General repair to motion, axle boxes, brasses, glands, valves, cocks, injectors, fire box, and tubes, &c.; new set brass tubes, copper patch on fire box, stays all tightened up, front plate on smoke box, new copper steam pipe, new cylinder cover, &c.

Carriages .- Two for general repair to doors, sashes, body, panels, framing, draw hooks, &c.; body all cleaned and varnished, framing, wheels and top all cleaned and painted, inside cleaned, &c.; and one for repair to draw spring, draw hooks, brasses, doors, locks, &c.

Break Vans .- Two in for repair to breaks, dog boxes, panels, locks, &c.

Waggons .- Twenty-eight for repair to brasses, framing buffer beams, body, doors, wheels, springs, painting covers, &c., some heavy and some light.

I remain, Gentlemen,

Your obedient Servant.

C. STORER, Locomotive Supt.

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CORK

#### Assistant Engineer's Report.

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

#### GENTLEMEN.

During the past half-year your Permanent Way, Stations and Works have been maintained in good order; one and a quarter miles have been relaid with steel rails and creosoted sleepers; and, in addition, 913 sleepers have been put into the Line for repairs.

The new Bridge over the Sullane is now completed, and the old timber Bridge taken down and removed.

I am, Gentlemen,

Your obedient Servant,

A. BARNARD, Assist.-Engineer.

| HALF-YEAR  | ENDING        | IG JUNE              |                   | 30TH, 1890.   | 0.                             |   |             |            | r            |
|--|---------------|----------------------|-------------------|---------------|--------------------------------|---|-------------|------------|--------------|
| rNe.1.) Statement of Capital authorised and created by   | uthorise      | ad and               | created           | by the        | the Company.                   | uny.  |             |            |              |
|  | Car           | Capital authorised.  | d.                | Capital ci    | Capital created or sanctioned. | ctioned.  |             | Balance.   |              |
| Acts of Parliament or Certificates of the Board of Trade.  | Shares.       | Loans.               | Total.            | Shares.       | Loans.                         | Total.  | Shares.     | Loans.     | Total.       |
| Community of A & 94 & 95 Vice Sass 1861  | \$            | \$                   | 8                 | अ             | 8                              | <b>e</b> }  | æ           | ei<br>F    | <b>a</b>     |
| 868  | 75,850 44,150 | 40,000<br>10,000     | 115,850<br>54,150 | 75,850 44,150 | 40,000 10,000                  | 115,850<br>54,150   | ::          |            | ::           |
| Company's Act, 40 & 41 Vic., Sess. 1877 £21,000<br>Deduct—cancelled by Act, 52 & 53 Vic., Sess. 1889 4,800   | 16.200        | 7,000                | 23,200            | 16,200        | 2,000                          | 23,200  | :           | :          | :            |
| Company's Act, 52 & 53 Vic., Sess. 1889  | :::           | *20,000              | 15,000 20,000     | ::            | 15,000                         |   | ::          | 20,000     | 20,000       |
| Company s Act, as a so the, bass were reading and the second seco | 136,200       | 92,000               | 228,200           | 136,200       | 72,000                         | 208,200   |             | 20,000     | 20,000       |
|  | * No          | * Not yet available. | le.               |               |                                |   |             |            |              |
| [No. 2.] Statement of Share Capital created, showing the proportion received.  | pital cre     | ated, sh             | owing th          | te prop       | ortion r                       | eceived.  |             |            |              |
| Description.   |               |                      | Amoun cr          | eated Amou    | nt received.                   | created Amount received. Calls in Arrear. Amount uncalled Amount unissued | r. Amount u | ncalled Am | unt unissued |
|  |               |                      | 9                 |               | 0                              | 9   | 63          |            | F            |
|  |               |                      | 75.85             |               | 75,850                         |   |             | -          |              |
| Five per Cost. Preference Shares<br>Drdinary Shares  |               |                      | 44,150 16,200     | -             | 44,150<br>15,962 <sup>§</sup>  | 2374  |             |            | : :          |
|  |               |                      |                   |               |                                | 0001  |             |            |              |

...

2374 2371

15,9624 135,9624

16,200 136,200

Total ...

Capital raised by Loans and Debenture Stock.

RAISED BY LOANS AND DEBENTURE STOCK

... £15,060 ... £72,000 0 10 Debenture Stock Total Loans and at 4 per Cent. Debenture Stock. ÷0 0 00 0 £ <sup>s.</sup> 135,962 10 £ 57,000 56,940 .... 207,413 12 00 0 TOTAL. 7,089 33,460 25 23,480 Amount received during Half-year ending June 30th, 1890. s. d. 0 0 £ 32,110 33,460 1,350 : : • Cr. ... ... 1,350 97 : : Total Loans. :: ~~~ : £ 24,890 23,480 1,410 Amount Received to Dec. 31st, 1889. .00000 0 10  $\begin{array}{c} \pounds \\ \pounds \\ 135,962 \\ 24,890 \\ 1,410 \\ 32,110 \\ 32,110 \\ 25 \\ 0 \end{array}$ 7,089 : : At 44 per Cent. At 5 per Cent. £ 4,970 4,970 Br RECEIFTS: Shares, per Account No. 2 .... ... 18 Loans, per Account No. 3 ... ... ... 2 Loss Paid off ... ... ... ... ... 2 Debenture Stock, per Account No. 3 .... 8 Land Sold ... ... ... ... ... ... ... ... ... Pransferred from Net Revenue Account, being balance at credit thereof, 31st December, 1888... ... ... ... ... ... 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 ... ... ... Receipts and Expenditure on Capital Account. £ 19,920 18,510 1,410 At 4 per Cent. Balance being available borrowing powers at 30th June, 1890 Q | | :: :: \* \* d. --0 8. 0 207,413 12 00 00 TOTAL. :: :: 159,895 26,284 21,234 9 :: Existing at 31st December, 1889 ... Ditto at 30th June, 1890 ... Amount Expended during Half-year June 30th, 1890. £ s. d. 536 18 4 : : 536 18 4 :: :: Increase Decrease 206,876 13 8 Amount Expended to Dec. 31st, 1889. d. 3 41 °00 Dr. \$ 00 00 26,284 21,234 159,358 କ୍ Line .... On Cork Extension Line .... TO EXPENDITURE ON LINE: [No. 4.]

Trucks. MERCHANDISK AND MINERAL. Goods Goods Trucks Vaggons covered. 10 d. TOTAL. в. 93 FURTHER EXPENDITURE. 63 Goods Waggons. In subsequent Half-years. 10 s. d. Details of Capital Expenditure, for Half-year ending 30th June, 1890. -Second Composite. Third Class. Break Van. 00 00 £536 18 4 1100 Estimate of further Expenditure on Capital Account. During the Half-year ending Dec. 31st, 1890. & s. d. ... £421 2 ... 108 18 ... 6 17 00 00 COACHING. Return of Working Stock. ::: 202 ::: New Iron Bridge over Sullane River ... Balance of Parliamentary Costs of New Act Sundries ... ... ... First Class. \$ \$ LOCOMOTIVE. Engines 44 : : : : : : Stock on 31st Dec., 1889 Ditto on 30th June, 1890 [No. 7.] [No. 6.] [No. 5.]

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0 0 0

New Weighbridge at Cork Station, about ...

[No. 3]

| [No. 8.]     Capital Expension       Ioan Capital Expension     Share        June 80, 1889     Capital Expension        June 80, 1889      Capital Expension       \$,421     To Maintenance of 1,026        June 80, 1889         \$,421     To Maintenance of 1,026        \$,421     To Maintenance of 1,026        \$,421     To Maintenance of 1,026        \$,421      Dr.       \$,5651     Balance carried       \$,1,877        \$,1,877        \$,1,877        \$,1,877        \$,1,877        \$,1,877        \$,1,837        \$,1,837        \$,1,837        \$,1,938        \$,1,038        \$,1,438        \$,1,438        \$,1,438        \$,1,438        \$,1,438        \$,1,438        \$,1,438        \$,1,438        \$,1,438        \$,1,438        \$,1,438 | tal Powers and other Assets available to meet further Expenditure, as per No. 7.<br>authorised, but not raised (No. 3) | Receipts at date (No. 4) $\frac{\pounds_{15,997}}{\dots} \frac{10}{10}$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | Receipts. | $\begin{array}{ c c c c c c c c c c c c c c c c c c c$   | 5 164. 2d. was expended on new Iron Bridge over Sullane River ; the amount expended for asme purpose at corresponding period was £330 7a. 2d. | Net Revenue Account. | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$   | f Balance | Account No. 10  |
|---|--|---|--|-----------|--|---|----------------------|--|-----------|---|
|   | Capital Powers<br>apital authorised, but<br>,, calls in arrear   | Capital Expenditure over Receipts at                                    |  | X         | To Maintenance of Way, Works, Sta<br>Locomotive Power<br>Carriages and Waggons<br>Traffic Expenses<br>Jaw Charges<br>Jaw Charges<br>Jaw Charges<br>Compensation, Damage & Loss of<br>Rates and Taxes | Of this amount, 2565 16s. 2d. was   | Dr.                  | To Interest on Debenture Stock<br>" Interest on Mortgage and Debentu<br>" Interest on Temporary Loans<br>" Discount on Debenture Stock<br>" Balance (see No. 13) | Proposed  | Balance from Account No. 10<br>Five per Cent. Preference Shares at the rate of 24 per |

Balance to next Half-year

| Half year ended<br>June 80, 1889     Maintenance and Renewa<br>including Repairsof Roc<br>& viz.:       895     Wages and Salaries<br>Materials       1,526     Materials       2,421     Single       2,421     B.       June 80, 1889       #att-year ended<br>\$\$ | Maintenance and Renewal of Permanent Way,<br>including Repairs of Roads, Bridges, Signals,                         |  |  | THE ATTA ATTA THE ATTA OF CALLTARES ATTA   |  | Waggons.  |
|---|--|--|--|--|--|---|
| Mai   |  | E s. d. & soth June, 1890  | Half-year ended<br>June 30, 1889<br>2<br>2<br>2<br>2<br>1<br>5<br>1  | CARRIAGES AND WACGONS:<br>Wages  | Half-year ended June 80th, 1590<br>& s. d. & s. d.<br>79 11 9<br>310 9 4   | une 30th, 1890<br>£ s. d.<br>310 9 4                                    |
| MILES<br>Sin<br>B.  | rries 888 18<br>1,476 12   | 5<br>7<br>2,365 11 0   |  |  |  |   |
| °.  | ED : 24§   | 111  |  |  |  |   |
| B.  | al la  | 2,365 11 0   | 380  | Total  |  | 310 9 4   |
| une 80, 1889<br>Le 80, 1889   | tive Power.  | D.   | Traffic Expenses.  | 30S. E.  | General Charges.   | es.   |
| 8474       RUNNING EXPENSES:  | Half-year Ended<br>June 30, 1890<br>£ 9. d. £ 9. d.<br>5 8 10<br>28 8 10<br>28 8 11<br>28 8 11<br>28 2 6<br>7 15 1 | Half-year ended<br>June 30, 1889<br>£<br>1,139 Sala<br>106 Prie<br>60 Prii<br>22 Mia | Salaries & Wages, &c., 1<br>Fuel, Lighting, Wa-<br>Fuel, Lighting, Wa-<br>ter, and General<br>Stores<br>Printing, Station-<br>ery, Advertising<br>and Tickets J<br>Miscellaneous Expns., | Half-year<br>enting<br>June 30, 1890         Half-year ended<br>June 30, 1899           June 30, 1899         June 30, 1899           1171         6 11           120         11           56         15           12         18           12         18 | Salaries of Secretary<br>Salaries of Secretary<br>Accountart, and<br>Miscellaneous Ex<br>Advtang & Stationery<br>Rents<br>Fire Insurance | Half-year<br>June 30, 1890<br>& S. d.<br>& 170 0 0<br>170 0 0<br>11 9 0 |
|   | $\frac{1,23759}{1,23759} = \frac{1}{9}$  | 1,327  |  | 1361 2 0 212   |  | 219 19 2  |
| [No. 18.] Dr.   |  | General Ba   | General Balance Sheet.   |  | Gr,  |   |
| To Net Revenue Account, Balance at Credit thereof,<br>No. 10  | at Credit thereof, as per Account }  | £531 18 2<br>416 17 3<br>834 12 7<br>7,500 0 0                                       | By Balance of Ca<br>, General Storee<br>, Sundry Outsta<br>, Balance due b<br>,, Cash at Statio  | Balance of Capital, per Account No. 4<br>General Stock of Materials on hand<br>Sundry Outstanding Accounts<br>Balance due by Bankers<br>Cash at Stations   | 1111   | £7,397 1 2<br>1,342 0 5<br>1,342 0 5<br>466 16 5<br>65 0 0              |
|   | and an other and   | £9,283 8 0   |  |  |  | £9,283 8 0  |
| [No. 14.]   |  | Mileage S  | Statement.   |  | Miles Constructing,  | Miles Worked  |
| Hauryear ended<br>30th June, 1889<br>24 §   | Line owned by Company  | 1  | :  | Authorised. Constructed.<br>24불 24불  | or to be Constructed.  | by Engines.<br>244  |

JOHN ARNOTT, CHAIRMAN. GEORGE B. MORGAN, ACCOUNTANT.

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Passenger, Goods, and Cattle Trains

[No. 15.] Half year ended 30th June, 1889 34,983

Half-year ended 80th June, 1890 36,299

| 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 g<br>working condition and repair.<br>JAMES PRICE, Consulting Engineer. | Certificate respecting Rolling Stock.<br>and repair.<br>CHARLES STORER, Locomotive Engines, Carriages, Waggons, &c., have, during the past Half-year, been maintained in good working<br>CHARLES STORER, Locomotive Engineer. | We, the Aultions of the Cork and Macroom Direct Railway Company, do hereby certify, that we hare examined the Accounts of the Company for the Half-year accounts a full and true statement of the financial condition of the Shareholders of the said Company; and we hereby certify, that said Half-yearly Accounts be declared on the Preference Shares of the Company, is <i>bona fide</i> due thereon, after charging the Revenue of the Half-year with all expenses, which ought to be thereout in our judgment. BDWARD HARDING A UD TO THE COMPANY, is <i>bona fide</i> due thereon, after charging the Revenue of the Half-year with all expenses, which ought to be thereout in our judgment. |  |
|---|---|---|--|
| I hereby Certify that the why<br>working condition and repair.  | I hereby Certify that the who<br>order and repair.  | We, the Auditors of the Cork ,<br>ending 30th day of June, 1890, w<br>eontain a full and true statement of<br>he declared on the Preference Share<br>thereout in our judgment.  |  |

## 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, 28th August, 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 30th June, 1890; to declare an *ad interim* Dividend on the Preference Shares of the Company; 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 18th instant, and will not be re-opened until after said Meeting.

BY ORDER,

Company's Offices, Capwell,

Cork, 8th August, 1890.

G. PURCELL, SECRETARY. CORK AND MUSKERRY LIGHT RAILWAY COMPANY LIMITED.

## REPORT OF DIRECTORS

AND

# STATEMENT OF ACCOUNTS

For Six Months ended 30th June, 1890,

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

## SIXTH HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

Offices of the Company, Western Road Terminus, Cork,

On WEDNESDAY, 20th August, 1890,

At 12.30 o'clock, p.m.

#### DIRECTORS.

#### Chairman.

#### R. BARTER, Esq., J.P.

J. S. COLLINS, Esq., J.P.T. O'LEARY, Esq.J. HEALY, Esq.M. AHERN, Esq.

BARONIAL DIRECTORS. H. L. YOUNG, Esq., J.P. Cork. R. U. F. TOWNSEND, Esq., J.P. Barretts. R. W. T. BOWEN COLTHURST, Esq., J.P. East Muskerry.

#### Solicitor.

J. W. BOURKE.

#### Engineer. E. C. ORPEN.

## General Manager.

J. B. WILSON.

#### Secretary. T. O'CONNOR.

Offices. WESTERN ROAD TERMINUS, CORK.

## REPORT OF THE DIRECTORS

#### For Half-year ended 30th June, 1890.

Table showing the Increase and Decrease in the traffic for half-years ended 30th June, 1890 and 1889 :--

| Description of Traffic   | Half-year<br>ended<br>80th June, 1890. | Half-year<br>ended<br>30th June, 1889.   | Increase.               | Decrease.              |
|--|--|--|-------------------------|------------------------|
| Number of Passengers   | 157,214                                | 145,747  | 11,467                  |                        |
| Passengers<br>Parcels, Horses, and<br>Carriages<br>Merchandise<br>Live Stock<br>Periodical Tickets<br>Miscellaneous Receipts |  | $ \begin{array}{c} \pounds & \text{s. d.} \\ \textbf{2,683} & \textbf{I} & \textbf{4} \\ 97 & \textbf{6} & \textbf{0} \\ 368 & \textbf{13} & \textbf{8} \\ 67 & \textbf{0} & \textbf{I} \\ \textbf{121} & \textbf{16} & \textbf{10} \\ \textbf{49} & \textbf{0} & \textbf{0} \end{array} $ | £ 8. d.<br>264 11 2<br> | £ s. d.<br>4 12 7<br>— |
| Total  | 3,896 13 10                            | 3,386 17 11  | 514 8 6<br>4 12 7       |                        |
| Increase for Half-year   |  |  | 509 15 11               | 1 Carlos               |

Your Directors beg to submit herewith the Audited Statement of Accounts for the Half-year ended 30th June, 1890.

The Gross Receipts from all sources amount to  $\pounds 3,896$  13s. 10d., as against  $\pounds 3,386$  17s. 11d. for the corresponding period of 1889.

After providing for Working Expenses, which show an increase over corresponding period of 1889, and which is mainly due to the increased price of coal and the heavy law expenses which had to be met in the half-year, and writing off a sum of  $\pounds 219$  Is. od. for hire of Rolling Stock, there remains a balance of  $\pounds 820$  Igs. Dd. to be carried to Net Revenue Account; this, deducted from  $\pounds 1,875$ , half-year's interest, leaves  $\pounds 1,054$  Is. 10d. to be contributed by the Treasury and Baronies.

This your Directors consider most satisfactory, as it shows a steady increase in all the branches of traffic.

Your Directors, since last Report, have added to the Rolling Stock one combined Passenger and Brake Carriage, and one Goods Wagon, and have ordered six extra Goods Wagons from a local firm.

The Reports as to Rolling Stock and Permanent Way are annexed.

RICH<sup>D.</sup> BARTER, CHAIRMAN. T. O'CONNOR, SECRETARY.

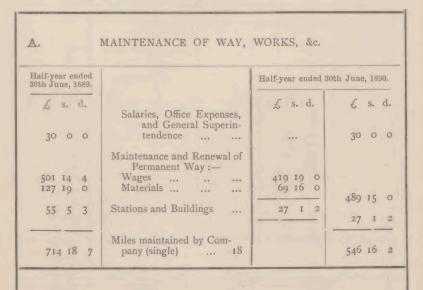
Western Road Terminus, Cork, 16th July, 1890.

|   |  | 0 00 g   |  |   |
|---|--|--|--|---|
| Er.   | TOTAL  | £ s.<br>75,000 0<br>637 10   | 75,037 10  |   |
|   |  | 75   | 75,0   |   |
|   | Amount Received during half year<br>up to<br>31st Dec., 1889. ended 30th June, | <i>ξ</i> s. d.<br>Nil.<br>477 ο ο                                  | , 1890.  |   |
|   | Amoun<br>during<br>ended   |  | JUNE   |   |
| UNT.  | eceived<br>0<br>, 1889.  | λ s. d.<br>,000 0 0<br>160 10 8                                    | ) 3oth   |   |
| L ACCO  | Amount Receive<br>up to<br>31st Dec., 1889.                                    | 75   | ENDEI  | £3 15 10<br>501 17 10<br>3 0 0<br>477 0 0<br>£985 13 8                        |
| APITA   |  | BY RECEIPTS—<br>Guaranteed Shares<br>allotted<br>Premium on Shares | -YEAR  | £9 5 %  |
| ON O  | 5 1  | By RECEIPTS-<br>Guaranteed Sh<br>allotted<br>Premium on Shar       | HALF   | ::::  |
| TURE  |  | By R<br>Gue  | E FOR  | ::::  |
| PENDI   | 9  | s. d.<br>I I<br>9 7  | ITUR   | 1::1  |
| ND EX   | TOTAL  | £ s. d.<br>75,212 I I<br>425 9 7                                   | 75,637 10 8<br>XPENDITUR   | : : : : : : : : : : : : : : : : : : :   |
| TS AN   | bended<br>1890.  | 1  | AL E   | es<br>and<br>Expense  |
| No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | Amount Expended Amount Expended<br>up to<br>31st Dec., 1889. 30th June, 1890.  | £ s. d.<br>985 13 8  | No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 30th JUNE, 1890. | Legal Expenses<br>Purchase of Land<br>Miscellaneous Expenses<br>Rolling Stock |
| 10, 4   | pended /   | s d.<br>7 5  | ILS 0]   | Leg<br>Pur<br>Mis<br>Rol  |
| A   | Amount Expended<br>up to<br>31st Dec., 1889.                                   | £<br>74,226  | -DETA  |   |
|   |  | To ExpENDITURE :   | No. 5  |   |
|   |  | NDITUR<br>nes optic  |  |   |
| ·r原   | 1. 19  | Experion Experion Experion Experion Experience                     |  |   |
| . ac  |  | ToT  |  |   |

4 d. Er. 30th June, 189 3,082 18 ŝ 7 q. 1 Timber. 42 0 0 s 6 6 11 £ 425 £425 10 °C 135 5 10 MEET FURTHER EXPENDITURE. 3 4 h Half-year £ 553 2,394 Ballast. 15 - 1 WAGONS. 21,793 135,421 157,214 7.-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. Covered Goods and Cattle Waggons. Periodical Tickets .. RECEIPTS. 16 11 By Passengers, 1st .... Brake and Parcel Vans. 6.-RETURN OF WORKING STOCK Claims for Land, Law, etc., £425 9s. 7d. 66 TO No. 9.-REVENUE ACCOUNT. 11 0 0 Half-year ended Half-year ended 30th June., 1890. 30th June, 1889. .b IO ASSETS AVAILABLE £ 5. 463 3 2,219 17 121 I6 3rd Class Brake Van H H d. COACHING. s. 3rd. 11 00 00 42 AND OTHER lst. 0 0 No. Way, Works, a Composite. EXPENDITURE 44 .... POWERS 4 Balance at Credit, per Account No. Maintenance, LOCOMOTIVES. Engines. 44 11 No. 8.-CAPITAL December 31st, 1889 June 30th, 1890 ... :: Half-year ended 30th June, 1889. No. d. : : 01 18 Increase Decrease 留に. 2

3 20 3,896 13 10 63 10 II 9 G 13 II 100 657 92 £1,875 0 0 820 £1,875 0 0 104 00 5 II 92 13 13 0 inin 20 558 10 No. 11.-PROPOSED APPROPRIATION OF BALANCES AVAILABLE FOR DIVIDEND. £820 18 2 1,054 1 10 Parcels, Horses, & Carriages Mails ... ... Merchandise and Minerals Live Stock ... ... By Balance from Revenue, No. 9 Transfer Fees Advertising Miscellaneous Interest .... IO.-NET REVENUE ACCOUNT. 5.5 3.3 0 H 00 00 3,386 17 11 9 26 368 13 67 0 12 CI 42 0 3,896 I3 IO 00 9 G 3,075 15 820 IS £ 5. 820 18 16 17 16 17 11 12 12 15 10 1 13 13 No. .... : ings, Loco, Power ... Loco, Power ... Carriage Repairs... General Charges... Rates and Taxes .. Roling Stock Hire Rent ... ... Law ... • • • Balance \$ 3 \*\*\* To Balance 10 0 -II 40 17 17 1 3 3,386 17 3 14 714 815 97 538 538 18 277 18 277 277 277 277 277 277 277 277 279 3 2,685 101

#### No. 12.—ABSTRACTS.



B.

LOCOMOTIVE POWER.

| £ s. d.                                    | Salaries, Offices Expenses,<br>and General Superin-  | £ s. d.                                  | £ s. d.  |
|--|--|--|----------|
| 33 6 8                                     | tendence   |  | 33 6 8   |
| 206 IO 0<br>260 I5 4<br>II 9 2<br>59 I9 I0 | RUNNING EXPENSES :<br>Wages connected with<br>working of Locomotive<br>Engines<br>Coal and Coke<br>Water<br>Oil, Tallow, and other<br>Stores | 249 2 I<br>350 I9 II<br>I3 2 5<br>44 7 9 |          |
| 139 15 I                                   | REPAIRS AND RENEWALS:<br>Wages   | 131 II 0                                 | 657 12 2 |
| 103 4 I                                    | Materials  |  | 245 18 7 |
| 815 0 2                                    |  |  | 936 17 5 |

#### No. 12.-ABSTRACTS.-Continued.

#### C. REPAIRS & RENEWALS OF CARRIAGES & WAGONS.

Half-year ended 30th June, 1889. Half-year ended 30th June, 1890. £ s. d. £ s. d. CARRIAGES-£ s. d. 31 12 1 63 3 10 20 19 6 Wages ... Materials .. ... 47 II II 94 15 11 WAGONS-3 17 0 25 2 0 11 17 9 17 2 4 29 O I 97 10 5 123 16 0

D.

E.

## TRAFFIC EXPENSES.

| £ s. d.<br>440 2 4<br>36 I 8<br>23 II 6 | Salaries and Wages<br>Fuel, Lighting, Water, and General Stores<br>Printing, Stationery, and Tickets | £<br>464<br>56<br>70 | II | 0  |
|---|--|----------------------|----|----|
| 2 I5 6<br>25 2 0<br>IO II 4             | Clothing   | 24<br>2              |    | 68 |
| 538 4 4                                 |  | 617                  | 12 | I  |

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#### GENERAL CHARGES.

| $ \begin{array}{c} \pounds & \text{s. d.} \\ 72 & 9 & 0 \\ 108 & 6 & 8 \\ 34 & 13 & 0 \\ 6 & 7 & 6 \\ 18 & 18 & 0 \\ \hline \hline \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ -$ | Directors<br>Salaries<br>Auditor and Arbitrator<br>Office Expenses and Stamps<br>County Surveyor<br>Travelling Charges<br>Insurance | ····<br>···<br>···<br>··· | <br>£<br>91<br>108<br>40<br>8<br>18<br>1 | s.<br>766<br>1718<br>6 | d. 08 0 4 0 0 6 |
|---|---|---------------------------|--|------------------------|-----------------|
| 2 16 6  | Advertising   |                           | <br>I                                    | IO                     | 6               |
| 243 11 0  |   |                           | <br>270                                  | II                     | 6               |

| Cr.                          | £         s.         d.           1,028         16         1           1,054         1         10           30         10         11           17         1         10           112         4         6           1,409         17         8  | 3,652 12 10 | Miles worked<br>by Engines,<br>18  |  |
|------------------------------|--|-------------|--|--|
| No. 13GENERAL BALANCE SHEET. | <ul> <li>d. By amount due by Guaranteeing Baronies to 30th June, 1889</li> <li>7, 1889</li> <li>me, 1889</li> <li>me, 1890, 51, 1875</li> <li>me, 1890, 51, 1895</li> <li>me, 1890, 51, 1895</li> <li>me, 1890, 51, 1895</li> <li>me, 1995</li> <li>me, 19</li></ul> | 10          | No. 14MILEAGE STATEMENT.<br>Miles authorized. Miles Constructed. Constructed | No. 15.—STATEMENT OF TRAIN MILEAGE.<br>nd Goods Trains 35,328 miles. |
| 13GENEI                      | 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2   | 3,652 12 10 | 0. 14MIL<br>Mi   | -STATEME<br>5 Trains   |
| Dr. No.                      | To Capital Account-Balance, per Account No. 4<br>,, Interest on Guaranteed Capital, to 30th June, 1890<br>,, Sundry Accounts due by Company  |             | N.<br>Lines owned by the Company   | No. 15STATEM<br>Mixed Passenger and Goods Trains                     |

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.

E. C. ORPEN, Engineer.

8th July, 1890.

RICH<sup>D</sup> BARTER, Chairman of the Company, T. O'CONNOR, Secretary and Accountant of the Company.

#### CERTIFICATE RESPECTING ROLLING STOCK.

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

J. B. WILSON, General Manager.

8th July, 1890.

#### AUDITOR'S CERTIFICATE.

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

JAMES W. HAROLD, Auditor.

7th July, 1890.

# Cork & Muskerry Light Railway Company

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, Western Road Terminus, in the City of Cork, on WEDNESDAY, the 20th August, 1890, at One o'clock, p.m., for the purpose of receiving the Report of the Directors and Statement of Accounts for the Half-year ended 30th June, 1890; and for transacting the other ordinary business of the Company.

The Transfer Books of the Company will be closed from the 6th to the 20th August, 1890, both days inclusive.

By order of the Board,

T. O'CONNOR, Secretary.

WESTERN ROAD TERMINUS, Cork, 8th July, 1890.

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

HALF-YEARLY MEETING ... 20th August, 1890. DIVIDEND PAYABLE ... 23rd September, 1890.

PURCELL AND COMPANY, PRINTERS CORK.

DERRY CENTRAL RAILWAX.

# REPORT

OF THE

DIRECTORS AND ENGINEER, And Statement of Accounts, For Half-year endg. 30th June, 1890, to be submitted to the proprietors at THIRTIETH

HALF. YEARLY GENERAL MEETING

To be held at the COMPANY'S OFFICES, Coleraine, On Wednesday, the 20th day of August, 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.

71-

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, Ballyscullion 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, July, 1890.

**GHE** comparative Statement of Receipts for the Half-years ending 30th June, 1889, and 30th June, 1890, are as follows :--

|   | 1889                        |    | 1890.                              | Incre | ase. | Decrease.            |
|---|-----------------------------|----|------------------------------------|-------|------|----------------------|
| No. of Passengers,  | 78,40;                      | 7. | 74,486.                            |       |      | 3,921.               |
| Passengers, &c.,<br>Goods and Cattle,<br>Carriage of Mails, | 2,688 0<br>1,887 9<br>150 0 | 3  | 2,642 2 3<br>1,665 15 7<br>150 0 0 |       |      | 45 17 10<br>221 13 8 |
| Transfer Fces,<br>Reats,                                    | 4,725 9<br>0 15<br>I 0      | 0  | 4,457 I7 I0<br>0 I0 0<br>I I0 0    | 0 1   | 10 0 | 0 5 0                |
|   | £4,727 4                    | 4  | £4,459 17 10                       |       |      | £ 267 16 0           |

Thirty per cent. of £4,457 175 10d—namely, £1,337 75 4d, with £2, Transfer Fees and Rents, making together the sum of £1,339 75 4d, less by £6 25 1d, for Renewals of Permanent Way —is payable to this Company, and is applicable to the payment of interest to the Board of Works and general charges.

The Directors much regret the decrease of traffic in the halfyear in Passengers and Merchandise and Cattle, as shown by the above figures, but are glad to say there is an increase in the whole year of  $\pounds$  199 105 2d.

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

|--|

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

| beu  | 10 0  |  |   |     |   |
|--|---|--|---|-----|---|
| Amount Created, Amount Received Calls in Arraars Amount Uncalled Amount Unissued | 49,890 0 0<br>49,770 0 0  | £99,660 0 0  |   |     |   |
| t Di   | \$ 8<br>9,890 0<br>19,770 0   | 60   |   |     |   |
| IOUD   | £<br>49,890<br>49,770   | 9;6(   |   |     |   |
| Am   | 4 . 4   | 23   | gers  |     |   |
| lled   | φ   |  | non   |     |   |
| nca  | \$ 8 d  | :  | .onr  |     |   |
| at U   | 4g : : : :  | -  | d Iı  |     | CK  |
| INOT   |   |  | s an  |     | IO  |
| An   |   |  | rcert   |     | Ś   |
| STS  | ש::::   |  | Mei   |     | RE  |
| I'L'S  | ران<br>عبر  |  | of of   |     | D,  |
| In /   | 1111  | :  | nies  |     | IN  |
| slis   |   |  | ppa   |     | E   |
| C  |   | 1  | *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. |
| IVec   | £ 8. d.<br>35,110 0 0<br>45,000 0 0<br>25,230 0 0<br>15,000 0 0   | 000  | lufo  |     | D   |
| tece   | 0000  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | ship.   |     | ND  |
| nt. I  | $\frac{\pounds}{35,110}$<br>45,000<br>25,230<br>15,000  | 340<br>419<br>759                                    | Wor   |     | VI  |
| non  | £<br>35,110<br>45,000<br>25,230<br>15,000   | 20,5   | he  | - 1 | S   |
| IV .   |   | 13   | by t  |     | AN  |
| ateo   | 0 000   | 0  | ed  |     | 0   |
| CI'e   | 0 0 0 0   | 0  | ante  |     | K   |
| THE  | £<br>35,000<br>15,000<br>90,000   | 000  | uara  |     | B   |
| mou  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | is g  |     | D   |
| 4  | 85,000 0<br>45,000 0<br>}<br>}<br>90,000 0  |  | 000   |     | ISI   |
|  |   |  | E15,  |     | SA.   |
|  | 00  |  | iis J   |     |   |
|  | <br>£75,000   | : :  | n tł  |     | IA'   |
|  | વર  |  | it. o   |     | LIC   |
|  | (q  |  | cen   |     | AF  |
| DESCRIPTION.   | eacles, ,,  |  | per   |     | 9   |
| PT1  | 210<br>Lare   | es,  | t 5   |     | 3   |
| CRI  | al Sh   | har  | st a  |     | ò   |
| DES  | es (<br>teet<br>es,<br>nies   | S pe   | tere  |     | Z   |
|  | har<br>uran<br>har<br>npa   | teite  | -In   |     |   |
|  | d S<br>Gue<br>y S   | Ford   | .B  |     |   |
|  | erre<br>nty<br>nar<br>lon   | on ]<br>AL,  | N*  |     |   |
|  | ref<br>Jour<br>Drdi<br>Jond   | rot on   |   |     |   |
|  | A or Preferred Shares (of \$10 each)<br>B or County Guaranteed Shares, "<br>C or Ordinary Shares, ",<br>C or London Companies, ", | Received on Forfeited Shares,<br>TOTAL,              |   |     |   |
|  | A or Preferred Shares (o)<br>B or County Guaranteed<br>C or Ordinary Shares,<br>*C or London Companies,                           | Re   |   |     |   |

|   | 1  |  |                                  |   |
|---|--|--|----------------------------------|---|
| are Stock.                                |  |  | £100,000                         | 100,000                                     |
| and Debenti                               | 8 d<br>0 0   | CAPITAL :  | •••                              |   |
| Total raised by Loan and Debenture Stock. | £ 8<br>100,000 0                                       | ESPECT OF  | :                                | •••   |
| Total raise                               |  | STOCK IN R   | •••                              | ••••  |
|   |  | TURE   | ::                               | :   |
| Kaised by Loans at 4 per cent.            | s d<br>0 0<br>0 0                                      | AND BY DEBEN   |                                  | :   |
| ed by Loans                               | $_{100,000}^{\pounds}$                                 | BY LOANS   |                                  |   |
| Kaise                                     |  | BE RAISED  |                                  |   |
|   | Existing 31st December, 1889,<br>, at 30th June, 1890, | TOTAL AMOUNT AUTHORIZED TO BE RAISED BY LOANS AND BY DEBENTURE STOCK IN RESPECT OF CAPITAL : | Created, as per Statement No. 1, | Total amount raised by Loans, as per above, |

| ITAL ACCOUNT. CR. | Received to received Total to<br>31st Dec., during 30th June,<br>1889. half-year. | £ s d £ s d 20,759 5 0 120,100,000 0 0 0 100, | 185 6 3<br>£220,944 II 3 |  |      | CAPITAL ACCOUNT.<br>During the half-year<br>ending 31st Dec., subsequent<br>1890.<br>Not ascertained. Not ascertained. |
|-------------------|---|---|--------------------------|--|------|--|
| T AND EXPH        | to expended Total to<br>during 30th June,<br>half-year 1890.                      | To Expenditure on Line, 220,944 II 3          | By Balance,              | No. 5DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 30TH JUNE, 1890. | NiL. | No. 7.—ESTIMATE OF FURTHER EXPENDITURE OF CAPITAL ACCOUNT.   |

| JER  | £99,660 0 0<br>185 6 3<br>409 474 12 0   |                       | Half-year<br>ended<br>30th June,<br>1890.            | 2792 2 3<br>1665 15 7<br>0 10 0<br>1 10 0   |                       |
|--|--|-----------------------|--|---|-----------------------|
| TO MEET FURTHER  | 68<br>   |                       |  | £ 8 d<br>19 3 2<br>59 3 7<br>81 9 1<br>81 9 1<br>1528 12 2<br>1538 12 3<br>177 2 9<br>1484 6 2<br>1484 6 2<br>116 0 2<br>116 0 2  | -                     |
| CS AVAILABLE TO ME   |  | ACCOUNT.              | Receipts.  | By Passengers   |                       |
| AND OTHER ASSETS AVAIL/<br>EXPENDITURE, AS PER ACCOUNT NO. 7-                        | ount No. 2,  | NO. 0REVENUE ACCOUNT. | Half-year<br>ended<br>30th June, 30th June,<br>1889. | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | £4450 17 10 £4727 4 4 |
| No. 8CAPITAL POWERS AND OTHER ASSETS AVAILABLE<br>EXPENDITURE, AS PER ACCOUNT NO. 7. | Capital created and not yet received, as per Account No. 2,<br>Less Balance at Debit of Capital, as per Account No. 4, |                       | Expenditure.   | To Working the Line, paid Belfast<br>and Northern Counties Railway<br>Company,<br>Renewals for Permanent Way,<br>" General Charges,see Abstract E<br>" Balance carried to Nct Revenue<br>Account, |                       |
| No.  | Capital creat<br>Less Balance  |                       | Half-year<br>ended<br>30th June,                     |   | £4727 4 4             |

| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$  | No. 10.                             | No. 10NET REVENUE ACCOUNT.   | EVEL | NUE            | AC     | COU   | NT.   |       |            |       |    | CR  |     |
|---|-------------------------------------|--|------|----------------|--------|-------|-------|-------|------------|-------|----|---|-----|
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$   |                                     | Half-year<br>ended<br>30th June,<br>1890.                              |      |                |        |       |       |       |            |       |    | Half-year<br>ended<br>30th June,<br>1890. |     |
| $\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$  | or 6 montl                          | $\begin{array}{c} \pounds & 8 \\ 17,018 & 11 \\ 2,000 & 0 \end{array}$ | 1 1  | y Bala<br>Bala | nce fr | om Re | venue | Accou | nt, No<br> |       | :: |   |     |
| m. m. g.11,000 to 1       g.11,000 to 1         RACT OF GENERAL CHARGES.       301,01         m. m  |                                     | £19,018 11   | 9    |                |        |       |       |       |            |       | 1  |   | 101 |
| RACT OF GENERAL CHARGES.       Half-<br>cond         no       301b Joint         no       185         no       185         no       186         no       186         no       186         no       186         no       186         no       186         no       195         no       10         no       10         no       10         no       11         no       10   | ••• •••                             | £1 202'117   | 1    |                |        |       |       |       |            |       |    |   | 1   |
|   | ABSTRACT OF GE                      | NERAL CHA  | RGES |                |        |       |       |       |            |       |    | Half-ycar<br>cnded<br>30th June,<br>1890. |     |
| m       m |                                     |  |      |                |        |       |       |       |            |       |    | £ 8<br>125 0                              |     |
| nonic Trade,  |                                     |  |      | •              |        |       |       |       |            | ::    |    | 5 0                                       | 0   |
| oard of Trade,  |                                     |  |      |                |        | •••   |       | :     |            |       | :: | 15 6                                      | -   |
| trand Jury  | Board of Trade                      | •••  | ::   |                | •••    |       |       | •••   |            | ::    |    | 21  | -   |
| late,   | the Grand Jury                      |  |      | ::             |        |       |       | :     | :          |       |    | 4 0 1                                     | _   |
| cting Permanent Way, $\frac{10}{100}$ $\frac{10}{100}$ $\frac{10}{100}$   | ar to date,                         |  |      |                | ••••   |       |       | • •   |            | * * * |    | 0 0T                                      |     |
|   | , respecting Permane.               | nt Way,  | :    |                | • • •  |       |       |       | ••••       |       |    | 10 10                                     | -   |
|   | Insurance of Stations against Fire, | ••   | • •  |                | • •    |       | •     | •     | •          | •     | •  |   | 1   |

| CR.                          | 17,868 13 1<br>337 7 2<br>425 17 8<br>150 0 0<br>150 0 0<br>681 5 3<br>185 6 3 | (22,273 9 5 |               | Miles worked by<br>Engines. | Worked by B. & N. C.<br>Railway Company. | ompany.<br>Company.<br>ompany.<br>AUDITORS.<br>works, have<br>incer.   |
|------------------------------|--|-------------|---------------|-----------------------------|--|--|
|                              | : 000 :  | £           |               | Miles                       | Worked h<br>Railway                      | of the Co<br>of the Co<br>on of the Co<br>A<br>and other v<br>and other v<br>con, Engir  |
|                              | No. 1 Account,<br>No. 2 Account,<br>£22<br>£22<br>1<br>nties Railway Comp      |             |               | Miles.<br>constructed       | $29\frac{1}{4}$                          | Sruce, Chairman of the Comparing, Accountant of the Compane of the financial condition of the Companet. Alfred Mann, AUDIT<br>John M. Jack, AUDIT<br>V, &c.<br>Way, Stations, Buildings, and other works<br>repair.<br>James Barton, Engineer.   |
| No. 13GENERAL BALANCE SHEET. | d<br>By Net Revenue Account,   |             | STATEMENT.    | Miles<br>Authorized.        | 294                                      | H. Hervey Bruce, Chairman of the Company.         J. Blair Stirling, Accountant of the Company.         yearly Accounts contain a full and true statement of the financial condition of the Company.         H. Alfred Mann,         John M. Jack,         Derry Central Railway Company's Permanent Way, &c.         Derry Central Railway Company's Permanent Way, Stations, Buildings, and other works, have been maintained in good working condition and repair.  |
| L BALA                       | By P   | 2           |               |                             | :  | H.<br>J.<br>in a full and t<br>rNG THE PEI<br>ov Company's<br>ood working c  |
| GENERA                       | £ 10<br>523 10<br>78 17<br>78 17<br>79 17<br>19,027 10<br>27 10                | £22,273 9   | No. 14MILEAGE |                             | :  | scounts conta<br>arts BESPECT<br>intained in gr  |
| No. 13                       |  |             | No            |                             |  | Lalf-yearly A<br>CERTIFIC<br>the Derry Cc<br>(1890, been ma  |
| DR.                          | To Subscriptions,  |             |               |                             | Miles owned by the Company,              | H. Hervey Bruce, Chairman of the Company.         J. Blair Stirling, Accountant of the Company.         We hereby certify that the above Half-yearly Accounts contain a full and true statement of the financial condition of the Company.         COLERANE, July, 1890.         COLERANE, July, 1890.         CBERTIFICATE RESPECTING THE PERMANENT WAY, &c.         I hereby certify that the whole of the Derry Central Railway Company's Permanent Way, Stations, Buildings, and other works, have during the Half-year ending 30th June, 1890, been maintained in good working condition and repair.         DUNDALK, July, 1890. |

## Derry Central Railway Coy.

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NOTICE IS HEREBY GIVEN, THAT THE THIRTIETH HALF-YEARLY GENERAL MEETING of the SHAREHOLDERS of the DERRY CENTRAL RAILWAY COMPANY will be held at the COMPANY'S OFFICES, MANOR HOUSE, COLERAINE, ON WED-NESDAY, the 20th day of AUGUST, 1890, at the hour of TWELVE O'clock, noon, to receive the Directors' Report and Statement of Accounts, and to transact the ordinary business of the Company.

The Transfer Books will be closed from the 1st till the 20th day of August, both days inclusive.

(By Order),

JAMES BLAIR STIRLING, Secretary.

MANOR HOUSE, Coleraine, July, 1890. Anblin & Kingstown Bailway Company.

## REPORT OF DIRECTORS

2000

#### AND

## STATEMENT OF ACCOUNTS,

HALF-YEAR ENDED 28TH FEBRUARY, 1890,

TO BE SUBMITTED TO THE PROPRIETORS AT

## THE FIFTY-EIGHTH ANNUAL MEETING,

BEING THE

## EIGHTY-EIGHTH HALF-YEARLY GENERAL MEETING,

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

TO BE HELD AT

No. 35 WESTLAND ROW, DUBLIN,

ON TUESDAY, 25th MARCH, 1890,

AT TWELVE O'CLOCK, NOON.

#### DUBLIN AND KINGSTOWN RAILWAY COMPANY.

#### - NER-

#### Dublin, 6th March, 1890.

The Half-yearly General Meeting of the Proprietors will be held at the Company's Office, No. 35, WESTLAND Row, in the Gity of Dublin, on Tuesday, 25th instant, at 12 o'clock, noon, to receive a Report and Statement of Accounts for the six months ended 28th February, 1890, and to transact other business.

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

The Transfer Books will be closed on and after Tuesday, 11th inst., until the day of meeting.

#### THE STOTEONES ON & MILLING

#### Directors :

#### RICHARD PIM, Chairman.

WILLIAM ROBERTSON, Deputy Channing, in off WILLIAM HONE. WILLIAM HONE. WILLIAM JAMESON. JOHN JAMESON.

JOSHUA J. PIM. GRAVES S. WARREN.

#### Jublin and Kingstown Railway Company.

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#### DIRECTORS' REPORT.

IN THE Statement of Accounts now before you, the balance available for Dividend-including a surplus of £627 17s. Od. carried from the previous account-amounts to £16,642 2s. 11d. Out of this sum the Board now declares, for the Half-Year ended 28th February last, a Dividend on the Capital Stock of the Company at the rate of 91 per cent. per annum, less Income Tax, after which a balance of £432 15s. 5d. will remain to be brought to next account.

The Directors who go out of office by rotation are RICHARD PIM, WILLIAM HONE, and WILLIAM JAMES PERRY, Esqs., but they are eligible for re-election.

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

Signed on behalf of the Board of Directors,

RICHARD PIM, Chairman.

35 Westland Row, Dublin, 13th March, 1890.

| TIO TO TO                        | EMENT OF | UAPITAL A           | AUTHORISEI | STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY | ATED BY 1        | THE COMPA      | NY.    |                      |        |  |
|----------------------------------|----------|---------------------|------------|--|------------------|----------------|--------|----------------------|--------|--|
| ACTS OF PARLIAMENT.              | CAPIT    | CAPITAL AUTHORISED. | SD.        | CA   | CAPITAL CREATED. |                |        | BALANCE.             |        |  |
|                                  | Stock.   | Loans.              | Total.     | Stock.   | Loans.           | Total.         | Stock. | Loans.               | Total. |  |
| Rv 93rd Vin can 69 Conital marth | 4        | ų                   | ઝ          | ş  | 3                | 4              | g      | 4                    | 3      |  |
| dated, reduced, and declared     | 350,000  | 70,000<br>40,000    | 460,000    | 350,000  | 70,000           | 420,000        | I      | 40,000<br>Contingent | 40,000 |  |
|                                  |          | Contingent          |            |  |                  | 2              |        |                      |        |  |
|                                  | 350,000  | 110,000             | 460,000    | 350,000  | 70,000           | 70,000 420,000 | 1      | 40,000               | 40,000 |  |

COMPANY,

D KINGSTOWN RAILWAY CONPULIN, WICKLOW, AND WEXFORD RAILWAY COMPANY, HALF-YEAR ENDED 28TH FEBRUARY, 1890.

LEASED TO

LINE

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AND

DUBLIN

CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. STOCK OF STATEMENT

S No.

| E               |
|-----------------|
| 350,000 350,000 |
| 350 000         |
|                 |
|                 |

|   |  |   |          |  |  | T   |  |
|---|--|---|----------|--|--|---|--|
|   | TOTAL RAISED BY LOAN AND<br>DEBENTURE STOCK. | £70,000<br>£70,000  | 11       | £110,000<br>£70,000  | £40,000  |   | Amount<br>Beceived during<br>Half-vear.  |
| CAPITAL RAISED BY LOANS, AND DEBENTURE STOCK. | RAISED BY LOAM. RAISED BY DEBENTURE STOCK.   | 31st August, 1889            £400 at 4 per cent       £69,600 34 per cent.         28th February, 1890           £400 outstanding        £69,600 34 per cent.         28th February, 1890           £69,600 34 per cent.       £69,600 34 per cent.         28th February, 1890           £69,600 34 per cent.       £69,600 34 per cent.         28th February, 1890           £69,600 34 per cent.       £69,600 34 per cent. | Increase | Total Amount authorised to be raised by Loans and by Debenture Stock in respect of Gapital created | Balance, being available borrowing powers (under certain contingencies) at 28th February, 1890 | No. 4. Dr. RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr. | Amount Amount Amount Total, To |
| No. 3.  |  | Existing at 31st<br>,, 28th   | -        | Total Am<br>Total Am   | 1  | N   |  |

|  | Total.                                    | સ       | 350,000<br>70,000                                       |             |            | 420,000     |
|--|---|---------|---|-------------|------------|-------------|
| Cr.  | Amount<br>Received during<br>Half-year.   | æ       | 11  | I           |            | -           |
| T.   | Amount<br>Received to<br>31st Aug., 1889. | £       | <b>350,000</b><br>70,000                                | ł           |            | 420,000     |
| RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |   |         | By Receipts   |             |            |             |
| D EXPENDITUR                                 | Total.                                    | £ 8. d. | 418,553 7 7   | 418,553 7 7 | 1,446 12 5 | 420,000 0 0 |
| RECEIPTS AN                                  | Amount<br>Expended during<br>Half-year.   | £ 8, d, | 1   | I           | :          |             |
| Dr.  | Amount<br>Expended to<br>31st Aug., 1889. | £ S. d. | Expenditure-<br>n Lines open for<br>Traffic 418,553 7 7 | 418,553 7 7 | •          |             |
| No. 4.                                       |   |         | To Expenditure-<br>On Lines open for<br>Traffic         |             | Balance    |             |

| 1890.         |      |  |
|---------------|------|--|
| STH FEBRUARY, |      |  |
| ENDED 2       |      |  |
| HALF-YEAR     |      |  |
| FOR           | Nil. |  |
| EXPENDITURE   |      |  |
| CAPITAL       |      |  |
| OF            |      |  |
| DETAILS       |      |  |
| No. 5.        |      |  |

Refer to Lessees-The Dublin, Wicklow, and Wexford Railway Company. RETURN OF WORKING STOCK. 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 Lines to the Dublin, Wicklow, and Wexford Railway Company.

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

|  |             |                  | _   | _       |
|--|-------------|------------------|---|---------|
| £ 5. 4.<br>40,000 0 0<br>1,446 12 5  | 41,446 12 5 |                  | Half-year<br>ended<br>28th February,<br>1890, | & 8. d. |
|  |             | Cr.              | RECEIPTS                                      |         |
| : :  |             | Account.         | Half-year<br>ended<br>28th Eebruary,<br>1889. | e a d.  |
| ved  |             | REVENUE ACCOUNT. | Half-year<br>ended<br>28th February,<br>1890. | p a g   |
| Loan Capital authorised or created, but not yet received<br>Balance of Capital unexpended, see No. 4 |             | Dr.              | EXPENDITURE.                                  |         |
| Loan Capital <sup>s</sup><br>Balance of Ca <sub>l</sub>  |             | No. 9.           | Half-year<br>ended<br>28th February,<br>1889. |         |

|                  |   |  | _           |
|------------------|---|--|-------------|
|                  | Half-year<br>ended<br>28th February,<br>1890. | & & d.<br>18,000 0 0<br>3 12 6   | 18,003 12 6 |
| Cr.              | RECENTS                                       | By Rent received from Dublin, Wick-<br>low, and Wexford Railway<br>Company to 1st Jan., 1890<br>, Special and Miscellaneous Receipta | •           |
| REVENUE ACCOUNT. | Half-year<br>ended<br>28th Eebruary,<br>1889. | 18,000 0 0<br>5 7 0  | 18,005 7 0  |
| REVENUE          | Half-year<br>ended<br>28th February,<br>1890. | $\begin{array}{c} \pounds & a. \\ 271 & 19 & 9 \\ 487 & 16 & 6 \\ 17,243 & 16 & 3 \end{array}$                                       | 18,003 12 6 |
| Dr.              | EXPENDITURE.                                  | To General Charges<br>,, Rates and Taxes<br>,, Balance, carried to Net Revenue<br>Account  |             |
| No. 9.           | Half-year<br>ended<br>28th February,<br>1889. | 273 1 5<br>273 1 5<br>484 8 7<br>17,247 17 0   | 18,005 7 0  |

Cr

|                      | Half-year<br>ended<br>28th February,<br>1890. | £ 8. d.<br>627 17 0<br>17,243 16 3<br>475 19 11   | 18,347 13 2             |
|----------------------|---|---|-------------------------|
| Cr                   | RECEIPTS.                                     | By Balance brought from last half-<br>year's Account<br>,, Banker's & General Interest Acct.  |                         |
| NET REVENUE ACCOUNT. | Half-year<br>ended<br>28th February,<br>1889. | £ 8 4 4.<br>882 19 4<br>17,247 17 0<br>486 11 6   | 18,347 13 2 18,617 7 10 |
| NET REVEN            | Half year<br>ended<br>28th February,<br>1890. | t         t         s.         d.           of         1,187         11         0            16,642         2         11            | 18,347 13 2             |
| .0. Dr.              | EXPENDITURE.                                  | To Expenses incident to conversion of<br>Debenture Loan<br>, Interst on Debenture Stock<br>,, Accountlation Fund                    |                         |
| No. 10.              | Half-year<br>ended<br>28th February,<br>1889. | £         a.         d.           411         8         5           1,187         11         0           17,018         8         5 | 18,617 7 10             |

| -year ended<br>bruary, 1889. |   |   | Half-year ended<br>28th February, 1890.      |
|------------------------------|---|---|--|
| 7,018 8 5<br>6,209 7 6       | Balance available for Dividend, as per Account No. 10 |   | $\pounds$ s. d.<br>16,642 2 11<br>16,209 7 6 |
| 809 0 11                     | Balance to next Half-Year                             | : | 432 15 5                                     |

| -            |                   | Half-year<br>ended<br>28th February,<br>1890. | <i>ze</i> s. d.<br>100 0 0<br>100 18 9<br>1 1 0          |
|--------------|-------------------|---|--|
|              |                   |   | 11:1   |
|              |                   |   |  |
|              |                   |   | 1 1 1 1  |
|              |                   |   |  |
|              |                   |   | 1111   |
|              |                   |   |  |
|              | RGEG.             | 1   | <br>petty chi  |
| po not apply | AL CHA            |   | <br>ising, and <sub>1</sub>                              |
| Do n         | E-GENERAL CHARGES |   |  |
|              | A                 |   | ery, Ady   |
|              |                   |   | <br><br>t, Stationer                                     |
|              |                   |   | <br>ing Rent, St<br>trance                               |
|              |                   |   | <br><br>including<br>id Insura                           |
|              |                   |   |  |
|              |                   |   | Nrection   |
|              |                   | rry,  | 40<br>00<br>11<br>00<br>11<br>00<br>10<br>00<br>10<br>00 |
|              |                   | Half-year<br>ended<br>28th Februar<br>1889,   | 2 3.<br>100 0<br>70 6<br>2 14                            |
| 13           |                   | 28  |  |

6-Repairs and Renewals of Carriages and Wagons. D-Traffic Expenses.

ABSTRACTS.

A-Maintenance of Way and Works, B-Locomotive Power.

No. 12.

| 271 19 9 |                        | 17,500 0 0<br>42 12 10 10<br>9,127 11 8<br>9,762 14 0<br>2,033 8 3   | 38,466 6 9 |
|----------|------------------------|--|------------|
|          | nce Sheet. Cr.         | By Cash on Deposit at Interest   |            |
|          | GENERAL BALANCE SHEET. |  | 38,466 6 9 |
| 273 1 5  | No. 13. Dr. (          | <ul> <li>To Capital Account, Balance at Credit thereof, as per<br/>* Account No. 4 1,446 12 5</li> <li>* Account No. 4 1,446 12 5</li> <li>* Net Revenue Account, Balance at Credit thereof, as per Account No. 10</li></ul> |            |

| No. 14.                                      |             |      | MILEAGE STATEMENT.  | STATEM  | ENT.  |                       |   |                                |
|--|-------------|------|---|---------|---|-----------------------|---|--------------------------------|
|  | -           |      |   |         | authorised.   | Miles<br>constructed. | Miles<br>constructing<br>or to be<br>constructed. | Miles<br>worked by<br>Engines. |
| Lines owned by the Company,<br>Lines Worked, |             |      |   | 1::     | .9  | 9                     | 111   | 111                            |
| Total,                                       | :           | :    |   | :       | 9   | 9                     | -   | 1                              |
| No. 15.                                      | Refer to Le | STA' | STATEMENT OF TRAIN MILEAGE.<br>- The Dublin, Wicklow, and Wexford | TRAIN F | STATEMENT OF TRAIN MILEAGE.<br>Refer to Lessees-The Dublin, Wicklow, and Wexford Railway Company. | vay Company.          |   |                                |

14 SEP. 9 1 Micklow, and Ulerford Railway.

No.

RICHARD PIM, Chairman

Signed,

JOSEPH B. PIM, Secretary.

S & W. R.

## REPORT OF DIRECTORS

AND

# STATEMENT OF ACCOUNTS

SUBMITTED TO THE PROPRIETORS

TO BE

AT THE

EIGHTY-EIGHTH

## HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

COMPANY'S OFFICES, WESTLAND-ROW TERMINUS,

DUBLIN,

AT TWELVE O'CLOCK, NOON,

ON MONDAY, THE 18th DAY OF AUGUST, 1890.

Dublin, Micklow, and Mexford 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)   |                         | and a service, azonabio na, county Dubin                          |
| Probate to Charles Ball   | Esquire                 | 12, Upper Leeson-street, Dublin                                   |
| Rev. Thomas Preston Ball  |                         | Dundry, Bristol   |
| Rev. Thomas Preston Ball<br>Lora St. Lo Elizabeth Ball  | Widow                   | 52, Lower Leeson-street, Dublin<br>5. Upper Leeson-street, Dublin |
| and William Edmund Wilkin   | son LientColonel        | 5. Upper Leeson-street, Dublin                                    |
| Bank, Hibernian (Limited)   |                         | College-green, Dublin   |
| Banking Company, The B  | ir-                     |   |
| mingham (Limited)   | —                       | Birmingham  |
| Barrington, Sir Croker, and   | Baronet .               |   |
| John Orpin  |                         | 47. Stephen's-green, Dublin                                       |
| Bessborough   | Earl of .               | 3. Mount-street, London, W.                                       |
| Blake, Charles Joseph   |                         | Heath House, Maryborough  |
| Blount, William   | Major                   |   |
| Margaret Grace  | Wife of Sir P.          | 8, Merrion-square, North, Dublin                                  |
|   | R. Grace, Bt.           | 1 Distanti Square, Moren, Dubin                                   |
| and Eliza Browne  | Widow                   |   |
| Browne, Anthony   |                         | Elm-grove, Ballivor, Athboy                                       |
| Brown, Henry Thomas   | Surgeon-Major           | 6, Glenworth street, Limerick                                     |
|   | M.D.                    |   |
| Brunker, Thomas   | Esquire, J.P            | Windermere, Gilford-road, Sandymount                              |
| Brunker, Thomas<br>Burke, John, and   |                         | 8, Eblana-terrace, North Circular-road, Dubli                     |
| John Connolly   |                         | 6. Charlemont-terrace, North Circular-road, D                     |
| Cairnes, Thomas Plunket   | Esquire, J.P.           | Stameen, Drogheda   |
| Colles, Graves Chamney  | Solicitor               | 31, Kildare-street, Dublin  |
| Cooper William Spencer  | Major-General.          | 44, Grosvenor-place, London, S. W.                                |
| Corrigan, Wm. Joseph (deceas  | sed)                    |   |
| Probate to Sir Richard Mart   | in Dart, D.L.           | 81, Merrion-square, South, Dublin                                 |
| and Charles Martin<br>Courtenay, William  | Esquire                 | 12, Fitzwilliam-place, Dublin                                     |
| Courtenay, William  | Esquire, J.P.           | 8, Crosthwaite-park, South, Kingstown                             |
| and Elizabeth Jane Courter  | nay his Wife            | , second party bound, second                                      |
| Cramsie, James (deceased)   |                         |   |
| Probate to Jas. Moore(deceas  | sed)                    |   |
| Alexander Murray  | Laquire                 | Drumadoan, Cloughmills, County Antrim                             |
| and William Moore   | M.D.                    | 67, Fitzwilliam-square, Dublin                                    |
| Edwards, Thomas (deceased)  | ***                     | 10 Eleter a L D. LU   |
| Probate to Emily Edwards  | Widow .                 | 16, Elgin-road, Dublin  |
| Rev. Thomas Heany   |                         | Calry Glebe, Sligo  |
| and William L. Payne  | Esquire                 | 15, Adelaide-road, Dublin   |
| Fegan, Thomas (deceased)  |                         |   |
| Probate to Rev. Jas. Robins   | on R.C.C.               | Geashill, King's County   |
| and Thomas Wyer   | Shop Assistant,         | 00 Piter Ult  |
| Findlater, William  | Solicitor               | 22, Fitzwilliam-square, Dublin                                    |
| Flusk Michael, and Eliza Mar  | y Victualler            | Gorey   |
| Flusk   | His Wife                |   |
| Foot, William   | Esquire, J.P            | 59, Northumberland-road, Dublin                                   |
| Frewen, Mary Clare  |                         |   |
| Margaret Heffernan  | 0                       | Descentation Comment Cashal                                       |
| Mary Kate Quinn   | Spinsters .             | Presentation Convent, Cashel                                      |
| M. X. J. Carroll  |                         |   |
| and Bridget Cleary  | Dar                     | Thrybergh Hall Co York  |
| Fullerton, Charles Garth  | Rev.                    | Thrybergh Hall, Co. York<br>Beach House, Bantry                   |
| John Warren Payne   |                         | 6, Lawrence Pountney-lane, London                                 |
| and Thomas Boone Nelson   | Solicitor               | Braganstown Castlebellingham                                      |
| Garstin, John Ribton  | Esq., D.L., J.P.        | Braganstown, Castlebellingham<br>Dame-street, Dublin              |
| Goodbody, Jonathan, Jun.  | Esquire .               | Boley, Monkstown, County Dublin                                   |
| Grace, Sir Percy Raymond  | Bart., J.P., D.L.       | Boley, Monkstown, County Dublin<br>3. Beresford place, Dublin     |
| Graham, William<br>Hastings. Dominick   | Esquire, J.P<br>Esquire |   |
| Hastings, Dominick  |                         |   |
| Hoey, Charles   | Esquire .<br>Widow .    | TO TRANSMITTAN TO ALL   |
| Hoey, Eliza   |                         |   |
| Hoey, John<br>Hone, Brindley  | Esquire .               | Vevay, Ballybrack, County Dublin                                  |
| Hone, Brindley  |                         |   |
| Howard, Hon. Sarah  | Widow                   | 8, Chesham-street, County Middlesex                               |
| and Hon. Cecil Ralph Howard   | d Captain 🖇             |   |
| Hudson, Henry (deceased) and<br>Sir Edward H. Hudson Kinal                                    | an Bart                 | Merrion-square, Dublin  |
| Sir Edward H. Hudson Kinal  | an Bart                 | action-square, Daoim  |
| Hunt, William Ogle (deceased)   |                         |   |
| Probate to Caroline Margare   |                         |   |
| Hunt (deceased)   | LieutColonel            | Senior United Service Club, Pall Mall, London,                    |
|   | Ecquino                 |   |
| Edmond D'Arcy Hunt  | Esquire                 |   |
| and George Maxwell Goad   | Eganino I D             | I I HIMDICSLOWIL LIQUSC, UNITOW                                   |
| and George Maxwell Goad<br>Johnson, William   | Esquire, J.P            |   |
| and George Maxwell Goad<br>Johnson, William<br>Johnston, Francis, and                         | Esquire, J.P            |   |
| and George Maxwell Goad<br>Johnson, William<br>Johnston, Francis, and<br>John Brodrick Swayne | Esquire, J.P            | Bank of Ireland, Dublin   |
| and George Maxwell Goad<br>Johnson, William<br>Johnston, Francis, and                         | Esquire, J.P.           | Bank of Ireland, Dublin   |

### Directors:

SIR RICHARD MARTIN, BART., D.L., J.P., Chairman. RICHARD OWEN ARMSTRONG, Esq., J.P. WILLIAM FOOT, Esq., J.P. SIR PERCY RAYMOND GRACE, BART., D.L., J.P. BRINDLEY HONE, Esq. MICHAEL MURPHY, Esq. J.P. LIEUT.-Col. JAMES STUART TIGHE, D.L., J.P. WILLIAM WATSON, Esq., J.P. SHAREHOLDERS-continued.

| NAME   | DESCRIPTION    | ADDRESS  |
|--|----------------|--|
| King, Julia Maria  | Spinster       | 64, Fitzwilliam-square, Dublin                                     |
| Langan, Christopher                                      | Esquire        |  |
| Leonard, Thomas  |                | We manufactor Development Clo Month                                |
| M'Cutchen, James   | Merchant       | 1 2 2 2 1 1 1 2 7 1 2 1  |
| MatSwiney, Stephen Myles                                 | Esquire, M.D   |  |
| MacSwiney, Stephen Myles<br>M'Dermott Robert Joseph      | Esquire        |  |
| Mahony, William Augustus, and                            |                |  |
| Patrick Joseph Kirwan                                    | Esquires       | National Bank, Dublin  |
| Mahony, William Augustus, and                            | Landar M       |  |
| Patrick Joseph Kirwan, and                               | Esquires       | National Bank, Dublin  |
| Towney Marshill  | Esquire        | National Bank, Rathmines   |
| Martin, Charles, and                                     | Manahanak      | NT- and NT-11 Darklin  |
|  | Merchant       | AUTOR Wan, Duom  |
| Wm. Joseph Corrigan (deceased)<br>Martin, Charles Edward | Esquire        | North Wall, Dublin   |
|  |                | Of ME 1. Orall Dall.   |
| and Sir Richard Martin                                   | Bart., D.L.    | 03 Manufact and Gauth Dathin                                       |
| Martin, Sir Richard                                      | Bart., D.L     | 31, merrion-square south, Dubin                                    |
| Meath, Right Hon. Harriot Coun-                          | Widow          | Wilnuddam Daar   |
| tess Dowager, and  |                | Kilruddery, Bray   |
| Lady Kathleen H. Brabazon                                | Spinster )     | 67 Fitzwilliam aquasa Month Dublin                                 |
| Moore. William   |                | 67, Fitzwilliam-square, North, Dublin                              |
| Murphy, James  | Esquire        |  |
| Murphy, Michael  | Esquire, J.P   | 17, Eden-quay, Dublin  |
| Murray, John   | Barrister      | 79, Eccles-street, Dublin  |
| Niven, Frederick William<br>and Thomas Eyre Powell }     | Esquires       | Royal Bank of Ireland, Dublin                                      |
| and Thomas Eyre Powell                                   |                |  |
| Nolan, Thomas  | Merchant       |  |
| O'Ferrall, Dominic More                                  | Esquire        |  |
| O'Keefe, Edward  | Esquire        |  |
| Orpin, John  |                | 47, Stephen's-green, Dublin  |
| Pim, James, jun  | Esquire        | 11, Burgh-quay, Dublin   |
| Ross, William (deceased)                                 |                |  |
| and Hessy Ross (deceased)                                |                |  |
| Admix. Lilian Stephens, wife                             | per mana and   | A The Plant American Transformed                                   |
| of Piers Stephens  |                | 4, Breffni-terrace, Kingstown                                      |
| Scallan, John Louis                                      | Esquire        | 17, Bachelor's-walk, Dublin  |
| Sexton, Robert   | Esquire        | Dawson-street, Dublin  |
| Shannon, Joseph<br>Shepard, Henry                        | Esquire        |  |
| Shepard, Henry   | Esquire        | Oatlands, Wicklow  |
| Smith, John Chaloner                                     | Esquire        | St. Helen's, Bray  |
| Spring, James  | Esquire        | 65, Eccles-street, Dublin  |
| Stanley, George, and                                     | Esquires       | 17, Lower Exchange-street, Dublin                                  |
| Thomas Stanley, junr.                                    |                |  |
| Tedcastle, Robert  | Esquire        | Great Brunswick-street, Dublin                                     |
| Tighe, Frederick Edwd. Bunbury                           | LieutColonel   | The Priory, Christchurch, Hampshire                                |
| Tighe, James Stuart                                      | LieutColonel   | Rossanagh, Ashford, Co. Wicklow<br>Rossanagh, Ashford, Co. Wicklow |
| Tighe, James Stuart, and                                 | LieutColonel   | Rossanagh, Ashford, Co. Wicklow                                    |
| Thomas Tighe Mecredy                                     | Solicitor      |  |
| Trevelyan, Alfred Wilson                                 | Esquire        |  |
| Trocke, William  | Major          |  |
| and Charles Michael Bury                                 | Esquire, J.P   |  |
| Vignoles, Louisa   |                | 5, Lower Ely-place, Dublin   |
| Waller, John Francis                                     | Esquire, LL.D. | 4, Montpelier-square, Rutland-gate, London, S.W.                   |
| Warren, Robert   | Esquire, D.L   | 40, Rutland-square, Dublin   |
| Watson, William  | Esquire        | 25, Fitzwilliam-place, Dublin                                      |
| Weir, James  | Esquire        | St. Clouds, Avoca-avenue, Blackrock, County Dub                    |
| White, William James Grove                               | Esquire        | 13, Upper Ormond-quay, Dublin                                      |
| Wilson, George   |                | Oberstown, Tara, Co. Meath   |
| Wilson, John Alexander                                   | Esquire        |  |
|  |                |  |

Jublin, Micklow, and Mexford Kailway Company.

# EIGHTY-EIGHTH ORDINARY GENERAL MEETING, 18th AUGUST, 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 18th day of August, 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, 4th August, 1890, to and including Monday, 18th August, 1890.

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

SECRETARY'S OFFICE, WESTLAND-ROW TERMINUS, DUBLIN, 24th July, 1890.

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

Aublin, Micklow, and Mexford Railway.

### DIRECTORS' REPORT.

#### COMPARATIVE STATEMENT OF TRAFFIC RECEIPTS.

|   | Half-year ended<br>30th June, 1890                   | Half-year ended<br>30th June, 1889                   | Increase   | Decrease                       |
|---|--|--|--|--------------------------------|
| PASSENGERS.<br>Subscribers<br>Ordinary Passengers   | £ s. d.<br>11,315 19 3<br>62,071 5 1                 | £ s. d.<br>11,380 17 0<br>62,596 4 2                 | £ s. d.<br>  | £ s. d.<br>64 17 9<br>524 19 1 |
| Total Passengers  | 73,387 4 4   | 73,977 1 2   | _  | 589 16 10                      |
| Goods, &c.<br>Ordinary Goods<br>Coals<br>Minerals<br>Parcels, &c<br>Cattle<br>Horses, Carriages and<br>Dogs | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 269 15 11<br>                  |
| Total Goods   | 36,039 12 7  | 34,017 18 5  | 2,021 14 2   | -                              |
| Total Goods, Passen-}<br>gers, &c.<br>Mails   | 109,426 16 11<br>6,005 0 0                           | 107,994 19 7<br>6,005 0 0                            | 1,431 17 4   | =                              |
| Total Traffic Receipts  | 115,431 16 11  | 113,999 19 7   | 1,431 17 4   |                                |

| 0 | ONED A DATE TO | TIDIT | or L | DENEMATE | EXPENDITURE. |
|---|----------------|-------|------|----------|--------------|
|   | UMPAKAIIVE     | LADLE | OF L | LEVENUE  | EAFENDITURE, |

| EXPENDITURE.   | Half-year end<br>30th June, 18  |             |   |   | Inc           | reas                    | ie           | Dec               | reas                   | e    |
|--|---|-------------|---|---|---------------|-------------------------|--------------|-------------------|------------------------|------|
| Maintenance of Way,<br>Works and Stations }<br>Locomotive Power<br>Carriage and Waggon<br>Repairs<br>Traffic Expenses<br>General Charges<br>Law Charges<br>Parliamentary Expenses<br>Compensation (Losses)<br>Do. (Personal)<br>Rates and Taxes<br>Rents | $\begin{array}{c} 16,070 \ 18 \\ 4,532 \ 8 \\ 15,702 \ 17 \\ 3,339 \ 0 \\ 317 \ 7 \\ 71 \ 0 \\ 41 \ 15 \\ 70 \ 0 \end{array}$ | 3733354)3)L | $\pounds$ s.<br>13,080 10<br>14,727 6<br>4,505 11<br>14,776 2<br>3,289 17<br>298 14<br> | ) 8<br>2<br>5<br>2<br>7<br>3<br>3<br>3<br>11<br>0<br>3<br>3 | 18<br>71<br>6 | - 12 17 14 3 13 0 9 6 - | 5<br>1<br>11 | £<br>1,408<br>399 | s.<br>6<br>          0 | d. 5 |
| Total  | 57,934 6 1  | -           | 57,198 5  |   | 736           |                         | 10           |                   | _                      |      |

The Passenger receipts for the past half-year show a decrease of £589 16s. 10d., of which £524 19s. 1d. was for Ordinary passengers, the remainder for Subscribers. There was an increase of £2,351 0s. 2d. in Ordinary Goods receipts, but a falling off in Coal traffic and Cattle. The number of Horned Cattle carried was 2,054 less than in the corresponding half-year; that of sheep, 1,244 less; but pigs show an increase of 6,657 in number. There is an increase of 10,988 tons in ordinary goods carried, as well as the increase in money already stated; but while the Cattle receipts were less, the number of animals was 3,359 more than that in half-year ending 30th June, 1889. The falling off in Passenger traffic was chiefly in the First Class.

In Revenue expenditure there was a net increase of  $\pounds736$  1s. 10d. The cost of the Locomotive and Traffic Departments shows a considerable increase. In maintenance of Way, Works, and Stations there is a saving of  $\pounds1,408$  6s. 5d. There is also a saving of  $\pounds399$  0s. 2d. in the item of Rates and Taxes. The increased Locomotive expenses are chiefly in the cost of Coal; and the contract for that article, made in May of this year, was even at a higher rate than last year.

In the Traffic Department the expenses have increased by £926, chiefly owing to increased wages. The special works in the Rathdown Deviation, mentioned in Report for June, 1889, having come to a close early in the present half-year, accounts for the decrease in the expenditure in the Engineer's Department.

The balance available for Dividend is  $\pounds 32,495$  7s. 3d. Of this, the Preference Stock will take  $\pounds 26,775$ . Out of the balance the Directors recommend payment of a dividend at the rate of one and a-half per cent. per annum on the Ordinary Stock, leaving  $\pounds 469$  4s. 9d. to be carried over to next account.

The total amount expended on Capital Account for the half-year was  $\pounds 2,169$  3s. 3d., being for additional works, new signals, &c., at Gorey, Kish, and Foxrock, new Carriage Stock, &c.

The City of Dublin Junction Railway is progressing. Some delays were caused by strikes, but the chief difficulties have been surmounted, and it is expected that the line will be opened for traffic shortly.

The Bill in Parliament, promoted by the Dublin Corporation, contained some clauses affecting the interests of this Company, and it was considered necessary to petition against it. This was done, and some satisfactory modifications of the Bill were obtained.

Preparations are being made to convert the Vacuum Continuous Brakes in use in the Company's Rolling Stock into Automatic Brakes, as required by the Regulation of Railways Act, 1889. The other requirements of that Act as regards block working and interlocking of points and signals, are also receiving attention. These things will entail considerable expense, but, of course, they are unavoidable.

Owing to the exertions of professional agitators, the minds

of the Company's servants, or some of them, are again in an unsettled state, and a strike has been threatened on a near date. The cause is the dismissal of two men, whose reinstatement is demanded by the others. They were both dismissed for insolent and threatening language to their superior officers, and not, as untruly stated, for their connection with a certain Society.

The Directors and officials have always been on the most friendly terms with the staff, and have endeavoured to act justly and kindly towards them, and the same relations would continue to exist if the men would allow themselves to reflect instead of suffering themselves to be led away by strangers, whose only interest is the obtaining as many contributions as possible to keep up agitation and support agitators, who hold out hopes of support in case of strikes, which can only end in disappointment and misery.

The Directors are determined to maintain the discipline of the Railway, and are sure that the Shareholders and the Public will sustain them in resisting dictation or coercion from any quarter whatever.

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

BOARD ROOM, WESTLAND-ROW TERMINUS, 7th August, 1890.

# 30TH JUNE, 1890. THE COMPANY STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY RAILWAY, WEXFORD AND DUBLIN, WICKLOW, No.

| ACTS OF PARITAMENT.  | CA                  | CAPITAL AUTHORIZED | ZED            | CAPITAL             | CAPITAL CREATED OR SANCTIONED | NCTIONED       |                     | BALANCE |         |
|--|---------------------|--------------------|----------------|---------------------|-------------------------------|----------------|---------------------|---------|---------|
| Or Certificates of the Board of Trade                                | Stock and<br>Shares | Loans              | Total          | Stock and<br>Shares | Loans                         | Total          | Stock and<br>Shares | Loans   | Total   |
| LACE COL   |                     | 200 000 D          | .E 8.          | E So d.             | Tex sea 0.0                   | Ere are o o    | £ 8. d.             | £S. d.  | £ 8. d. |
| ith & 15th Vie., Cap 105-1551  | 200,000 0           | 66.666 13          | 266.666 13     | 00                  | 13                            | 206,666 13     | 1                   | 1       | 1       |
|  | 200,000             |                    |                | 300,000 0 0         | 99,300 0 0                    | 399,300 0 0    | 11                  | 11      | 11      |
| itu VIC., Uap. 41-1000   | 145.000 0           | 48.300 0           | 193,300 0      |                     | 0                             |                | 1                   | -       | 1       |
|  | 150,000 0           | 50,000 0           | 200,000 0      | 0                   |                               |                | 1                   | 1       | 1       |
| th & 29th Vic., Cap. 222-1865  | 150,000 0           | 50,000 0           | 200,000 0      | 150,000 0 0         | 50,000 0 0                    | 200,000 0 0    |                     | 11      | 11      |
| 9 339th & 40th Vie., Cap. 98-1876                                    | -                   | 26.300 0           | 26,300 0       | >                   | 0                             | 26,300 0       | 1                   | 1       | I       |
| th VIO. Cap. 13-1386   | . 120,000 0 0       | 40,000 0 0         | 160,000 0 0    | 120,000 0 0         | 40,000 0 0                    | 160,000 0 0    | 1                   | 1       | 1       |
| 11 { 418t & 42nd Vic., Cap. 189-1878<br>11 { 45th Vic., Cap. 47-1882 | 100,000 0 0         | 100,000 0 0        | 200,000 0 0    | 100,000 0 0         | 100,000 0 0                   | 200,000 0 0    | -                   | -       | 1       |
| 49th Vic. Cap. 13-1886   | 1,815,000 0 0       | 697,232 13 4       | 2,512,232 13 4 | 1,815,000 0 0       | 697,232 13 4                  | 2,512,232 13 4 | -                   | -       | 1       |

9

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

| 8. d.   | 0 0   |
|---|---|
| 44,850<br>44,850  | 44,850  |
|   |   |
| 42  | 1   |
| ໝໍ  |   |
| գլլլլլ  | 1   |
|   | 0 0   |
| £<br>0,000<br>0,000<br>0,000<br>0,000   | 0,150   |
| 2000<br>2000<br>150<br>150<br>120   | 1,770   |
| 80000000<br>0000000   | 0 0   |
| £<br>745,000<br>300,000<br>300,000<br>150,000<br>150,000<br>150,000<br>120,000  | 1,815,000   |
| ::::::  | :   |
|   |   |
|   | :   |
|   | Total   |
|   |   |
| Prdinary Stock, Acts 1851, 1863, 1878 and 1882<br>Six per cent. Preference Stock, Acts 1807<br>Five per cent. Preference Stock, Acts 1893<br>and 1800<br>Five per cent. Preference Stock, Act 1894<br>Five per cent. Preference Stock, Act 1895<br>Four and a-hall per cent. Preference Stock, Act 1875<br>Four and a-hall per cent. Preference Stock, Act 1877 |   |
|   | $ \left\{ \begin{array}{cccccccccccccccccccccccccccccccccccc$ |

|   |                        |         |           |             |         |                              | RAISED<br>DEBENT                        | RAISED BY ISSUE OF<br>DEBENTURE STOCKS  |   |
|---|------------------------|---------|-----------|-------------|---------|------------------------------|---|---|---|
|   |                        |         |           |             |         | At44<br>per Cent.            | At 44<br>per Cent.                      | . At 4<br>per Cent.   | Total raised<br>by Debenture<br>Stocks  |
| Existing at 31st December, 1880<br>Existing at 30th June, 1890  | ::                     | ::      |           | ::          | ::      | $\frac{\mathcal{E}}{94,430}$ | £ 8. d.<br>257,984 13 4<br>257,984 13 4 | $\begin{array}{c} {}^{{\cal E}}_{299,805} & {}^{{\cal 8}}_{0} & {}^{{\cal 0}}_{0} \\ {}^{{\cal 2}99,805}_{299,805} & {}^{{\cal 0}}_{0} & {}^{{\cal 0}}_{0} \end{array}$ | £ 8. d.<br>652,219 13 4<br>652,219 13 4 |
| Increase  | ::                     | ::      | ::        | : •         | 1 . :   | 11                           | 11                                      | 11  | 11                                      |
| Total Arnount authorized to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 677,939<br>Total amount raised by Debenture Stocks, as above | cans and ]<br>as above | Debentu | Lre Stoc  | cks in resl | pect o  | of Capital cr                | eated as per S                          | tatement No. 1  | 697,232 13 4<br>652,219 13 4            |
| Balance, being available Borrowing Powers at 30th June, 1890  | le Borrow              | ing Pow | vers at 3 | oth June    | e, 1890 | :                            | :                                       | :   | 45.013 0 0                              |

| Cr.   | Total   | 1,770,150 0 0   | 652,219 13 4  | 2,422,369 13 4 | 1 | 35,182 19 0     | 2,407,552 12 4 |
|---|---|---|---------------|----------------|---|-----------------|----------------|
|   | Amount<br>Received during<br>Half-year          | £ 8. d.   | :             | :              |   | Balance         |                |
| COUNT.  | Amount<br>Received to<br>31st Dec., 1889        | 1,770,150 8. d.   | 652,219 13 4  | 2,422,369 13 4 |   |                 |                |
| No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |   | By Receipts-<br>" Shares and Stocks, per Account No. 2<br>" Dependence Stocks, as per Account No. 2<br>No. 3<br>No. 3<br>1,770,150<br>0 |               |                |   |                 |                |
| PTS AND EX  | Total   | £ 8. d.<br>2,221,955 19 3<br>235,596 13 1   |               |                |   | . Or One may of | 4 21 200, 12 4 |
| . 4RECEI  | Expended to<br>Bist Dec., 1880 during Half-year | $\mathcal{E}_{1,034}$ B. d.<br>1,034 14 5<br>1,134 8 10   | 2.169 3 3     |                |   |                 |                |
| No  | Amount<br>Expended to<br>31st Dec., 1889        | $\begin{array}{c} \pounds & \Xi & \mathrm{d.} \\ 2,220,921 & 4 & 10 \\ 234,462 & 4 & 3 \\ \end{array}$                                  | 2,455,383 9 1 |                |   |                 |                |
|   |   | ::  |               |                |   |                 |                |
| Dr.   |   | To Expenditure-<br>On Lines open for Traffic<br>On Working Stock  |               |                |   |                 |                |

No. 5.-DETAILS OF CAPITAL EXPENdITURE FOR HALF-YEAR ENDING 30TH JUNE, 1890.

| on Lines open for Traffic—<br>Works<br>Land                | : | : | 11       | £ s. d.<br>672 7 5<br>362 7 0 | £ s. d.<br>1,034 14 5 |
|--|---|---|----------|-------------------------------|-----------------------|
| Bolling Stock—<br>Pintsch's Gas Apparatus<br>New Carriages |   |   |          | 250 0 0<br>884 8 10           | 1,134 8 10            |
| Total Expenditure as per No. 4                             |   |   | <u>.</u> |                               | 2,169 3 3             |

No. 6.-RETURN OF WORKING STOCK.

|                            |          | OMO-<br>VE |             |              |             | (                              | Core           | CHING                           | 3        |             |                 |                 | M                     | ERCH                     | ANDI          |                 | nd              |
|----------------------------|----------|------------|-------------|--------------|-------------|--------------------------------|----------------|---------------------------------|----------|-------------|-----------------|-----------------|-----------------------|--------------------------|---------------|-----------------|-----------------|
|                            | Engines  | Tenders    | First Class | Second Class | Third Class | Composite 1st and<br>2nd Class | State Carriage | Third Class and<br>Luggage Vans | n.c.     | Horse Boxes | Carriage Trucks | Gas Tank Trucks | Goods Waggons<br>Open | Goods Waggons<br>Covered | Timber Trucks | Mineral Waggons | Ballast Waggons |
| Ditto a 011 2000 2001 3000 | 51<br>51 | 20<br>20   | 43<br>43    | 57<br>61     | 42<br>40    | 8                              | 1              | 35<br>37                        | 28<br>28 | 15<br>15    | 55              | 22              | 137<br>142            | 365<br>365               | 12<br>12      | 9.5<br>90       | 20<br>20        |
| Do                         | :: =     | 11         |             | 4            | 2           |                                | -              | 2                               | -        |             |                 |                 | 5                     | =                        | =             | 5               |                 |

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

|  | FURTHER EX  | PENDITURE                   |                       |
|--|---|-----------------------------|-----------------------|
| 101/2-5  | During the<br>Half-year ending<br>31st Dec., 1890 | In subsequent<br>Half-years | Total                 |
| Six New 2nd Class Carriages and Six New 3rd Class<br>Carriages | £ s.d.<br>700 0 0                                 | £ s. d.<br>2,244 15 2       | £ s. d.<br>2,944 15 2 |
| 12   | 700 0 0   | 2,244 15 2                  | 2,944 15 2            |

### 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<br>Loan Capital created, but not received, as per No. 3 | <br>•• |       | <br> | £<br>44,850<br>45,013 |     |  |
|---|--------|-------|------|-----------------------|-----|--|
| Total Share and Loan Capital authorized or created,<br>Less Debit Balance on Capital Account, as per Acco   |        | d<br> | <br> | 89,863<br>35,182 1    |     |  |
| Total available Capital Powers  | <br>   |       | <br> | <br>54,680            | 1 0 |  |

| Cr.                | Totals                                | £ 8. d.<br>11,315 19 3  | 63,071 5 1<br>73,387 4 4<br>7,399 10 4<br>6,005 0 6<br>86,701 14 8<br>38,701 14 8<br>38,750 2 3<br>1,727 18 1<br>1,727 18 1<br>1,727 18 1   | Cor.             |
|--------------------|---------------------------------------|---|---|------------------|
|                    | Half-year<br>ended<br>30th June, 1890 | $ \begin{array}{c} \pounds \\ \mu \\$   | 23,106 15 4<br>4,240 15 8<br>4,240 15 8<br>1,314 1 3<br>1,601 3 1<br>1,601 3 1  |                  |
| JNT.               | RECEIPTS.                             | By Subscribers, lat Class          975            Do.         2nd          9,130           Total Subscribers, lat           3,130           Total Subscribers, lat            4,005            Ordinary Passengers, lat ol. Single                Ordinary Passengers, lat ol. Single   | 2.143,1300<br>Total Ordinary Passengers, &c. 2,133,094<br>Mails<br>Total Passengers, Parcels, &c<br>Marils<br>Total Passengers, Parcels, &c. and Mails<br>Marile<br>Total Passengers, Parcels, &c. and Mails<br>Mariles<br>Total Marchandise<br>Total Marchandise<br>Marchandise<br>Total Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Marchandise<br>Mar | UNT.             |
| 9-REVENUE ACCOUNT. | Half-year<br>ended<br>30th June, 1889 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | REVENUE ACCOUNT. |
|                    | Totals                                | ર્જ<br>જ  | 57,084 6 10<br>59,225 5 2<br>117,159 15 0   | NET REV          |
| No.                | Half-year<br>ended<br>30th June, 1890 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 11  | No. 10NET        |
|                    | EXPENDITURE.                          | To Maintenance of Way,<br>Works, and Stationa.<br>Uncomotive Power<br>and Stationa do. B.<br>Laronnotive Power<br>Beguins and Wagon do. D.<br>Reguins and Wagon do. D.<br>Gameral Starges do. D.<br>Law Compensation, Losses do. B.<br>Parliamentary Expenses do. B.<br>Parliamentary Expenses do. B.<br>Rates and Taxes do. B. | Balance to Net Revenue Account  |                  |
| Dr.                | Half-year<br>ended<br>30th June, 1889 | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$   | 57,198 5 0<br>58,888 0 0<br>116,086 5 0   | Dr.              |

| Cr.                        | Half Year<br>ended<br>30th June, 1890                 | £ 8. d.<br>8,472 4 1  | 59,225 8 2  |             |   |               | 67,697 12 8    |   |                                     |
|----------------------------|---|---|---|-------------|---|---------------|----------------|---|-------------------------------------|
| JUNT.                      |   | By Balance from last Half Year's Account £40,498 6 5<br>Less Dividend declared l7th February, 1890 23,026 2 4 | By Balance from Revenue Account No. 9                       |             |   |               |                | AVAILARLE FOR DIVIDEND  | a summer and a Cay a Lab and La Cab |
| No. 10NET REVENUE ACCOUNT. | Half Year<br>ended<br>30th June, 1890 30th June, 1880 | £ 8. d.   | 58,888 0 0  |             |   |               | 66,823 4 4     | BALANCE   |                                     |
| -NET REV.                  | Half Year<br>ended<br>30th June, 1890                 | £ 8, d.<br>13,584 12 2<br>2 19 0<br>529 0 10  |   | 35,202 5 0  | 32,495 7 3  |               | 67,697 12 3    | RIATION OF  |                                     |
| No. 10                     |   | To Interest on Debenture Stocks   | f Dublin Junction Railways<br>in and Kingstown Line)<br>int |             | " Balance, being amount available for payment of Dividend | (See No. 13.) |                | No 11PROPOSED APPROPRIATION OF BALANCE AVAILARLE FOR DIVIDEND |                                     |
| Dr.                        | Half Year<br>ended<br>30th June, 1889                 | 203 11 9<br>203 11 9<br>203 11 9  | 1,113 16 0<br>18,000 0 0                                    | 33,328 17 8 | 33,494 6 8  | 1 1 268 NU    | 2 2 070'00 Z Z |   | 42 4 4 4                            |

:

Balance to next Half Year

13

| T            | Half Voar                                      | 30th June, 1890                       | 90 14 2   | 2,864 5 9  | ;                       | 10 I <sup>1</sup>                    | 1,486 14 6             | 4,532 8 6 | Half Year<br>ended<br>30th June, 1890 | £. 8.<br>12,018 12<br>2,222 0<br>341 14 | 398<br>339<br>88<br>187  | 107 9                  | 15,702 17 6   | ear<br>ed<br>e, 16  | 224 7 8<br>224 7 8<br>224 7 8<br>224 7 8<br>224 7 8<br>224 7 8<br>29 18 8<br>29 18 3<br>29 18 3<br>29 18 3<br>29 18 3<br>29 18 3<br>29 18 3<br>29 18 3<br>20 10 10 10 10 10 10 10 10 10 10 10 10 10 | 94 1<br>365 19<br>620 0<br>3.339 0  |
|--------------|--|---------------------------------------|---|--|-------------------------|--------------------------------------|------------------------|-----------|---------------------------------------|---|--|------------------------|---|---|---|---|
|              | IND WAGGONS.                                   |                                       | 1   | 1,520 4 11   |                         | 793 3 6                              |                        | -         |                                       |   |  |                        |   |   |   | : : : :   |
|              | REPAIRS AND RENEWALS OF CARRIAGES AND WAGGONS. | CADRTAGERS :                          | Salarics, Office Expenses, and General Su-<br>perintendence | Wages  | WAGGONS:                | perintendence                        | :                      | Total     | INARTU DAFENORD.                      | Salaries and Wages                      | Printing, Stationery and Tickets<br>Printing, Stationery and Tickets<br>Horses, Barness, Vans, and Provender<br>Waareon Covers, Ropes, &c. | Miscellaneous Expenses | (AENERAL CHARGES.   |   | Directors   | Telegrandh Expension<br>Railway Clearing House Expenses<br>Miscellancours, Regathas, Bands, &c<br>Traffio Audit |
| . STORATERAL | 0  | Half Year<br>ended<br>30th June, 1880 | £ 8. d.<br>90 14 2  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 2,866 4 7               | 14                                   | 597 18 9<br>1.457 18 7 | =         | D<br>Half Year<br>ended               | 0. 1.                                   | 2,231 7 10<br>384 13 3<br>320 10 1<br>105 13 1   | 19                     | 14,776 2 7  | E Half Year<br>ended<br>30th June, 1889                             | £ 8. d.<br>625 0 0<br>940 0<br>200 17 3<br>00 18 3  | 101   |
| NO. 12       |  | Half Year<br>ended<br>30th June, 1890 |   | 525 6 5  | 8,370 3 4               | 1,411 6 5<br>980 8 8                 | 10                     |           |                                       |   | Half Year<br>ended<br>30th June, 1896  | £ s. d.<br>181 8 3     |   | 11.305 3 3  | 1 4 101 1   |   |
| 4            | с.   |                                       | £ 8. d.   |  | 5,623 8 4<br>2,746 15 0 | 11                                   |                        | 1         |                                       |   |  | £ 8. d.                | 00  | 0,311 14 7<br>117 5 7<br>555 12 11<br>169 6 9                       | 1,841 13 3<br>2,652 13 10   |   |
|              | MAINTBNAKCE OF WAY, WORKS, &C.                 |                                       | and Contrast Sil.   | Renewal of Perman                                    | Way-<br>Wages           | Bridges, Signals, and Wor            | Rathdown Deviation     | po        |                                       | LOCOMOTIVE POWER.                       |  |                        | Wages connected with the working of<br>Locomotive Engines | Coal and Coke<br>Water<br>Oil, Tallow, and other Stores<br>C.othing | REPAIRS AND RENEWALS:   |   |
|              |  | Half Year<br>ended                    |   | 517 13 8   | 5,466 9 9<br>2,695 10 0 | 8,161 19 9<br>447 12 3<br>1.207 16 9 | 00 =                   |           |                                       | A                                       | Half Year<br>ended<br>30th June, 1889  | £ 8. d.                | 01  | 5.471 14 4<br>5.471 14 4<br>154 3 8<br>526 13 11<br>158 13 9        | 10,456 16 3<br>1,881 18 0<br>2,207 8 8  | 4,089 1 8   |

| <ul> <li>Net Revenue Account, Balance<br/>at Credit thereof, as per<br/>Account No. 10</li></ul> | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | <ul> <li>By Capital Account, Balance at<br/>Debit thereof, as per Account<br/>No.4</li> <li>Amount held by Kingstown Co.<br/>as security to be allowed as<br/>part payment of half-year's<br/>rent ending 30th June, 1891,<br/>vide 20th Vic., cap. 48,<br/>clause 5</li> <li>Cash on hands</li> <li>General Stores and Stock of<br/>Materials on hands</li> <li>Traffic Accounts due to the Co.</li> <li>Amount due by General Post<br/>Office</li> <li>Sundry Outstanding Accounts</li> <li>Bue by other Companies</li> </ul> | £ s. d.<br>35,182 19 0<br>16,000 0 0<br>4,655 1 4<br>18,632 3 9<br>1,517 18 10<br>3,002 10 0<br>2,222 9 10<br>1,031 11 6 |
|--|---|---|--|
|  | 82,274 14 3   |   | 82,274 14 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>Do. partly owned<br>Do. leased or rented<br>Total | <br> | M. F. Y.<br>136 6 0<br>6 0 0<br>142 6 0 | 1362<br>6<br>1423     | M. F. Y.<br>                                      | 1302<br>6<br>1422              |
| Lines worked<br>Foreign Lines worked over<br>Total                          | <br> |   |                       | =   |                                |

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

| Half-year ended<br>30th June, 1889 |  | _ |       | : | Half-year ended<br>30th June, 1890 |
|------------------------------------|--|---|-------|---|------------------------------------|
| 435,323<br>100,874                 | Passenger Trains<br>Goods and Mineral Trains |   | <br>: |   | 428,793<br>106,364                 |
| 536.197                            |  |   | Total |   | <br>535,157                        |

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

12.-ABSTRA

15

No. 13.-GENERAL BALANCE.

Dr.

Cr

### 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.

28th July, 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.

28th July, 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.

1st August, 1890.

Enniskillen, Bundoran, and Sligo Bailway Company.

# REPORT OF DIRECTORS,

AND

# STATEMENT OF ACCOUNTS,

SIX MONTHS ENDING 31st MARCH, 1890,

FOR

TO BE

### SUBMITTED TO THE PROPRIETORS

AT THE

### FIFTY-EIGHTH

### HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

OFFICES OF THE COMPANY.

No. 50 NORTH WALL, DUBLIN,

ON TUESDAY, 29TH APRIL, 1890,

AT ONE O'CLOCK AFTERNOON.

BROWNE & NOLAN, Dublin.

# DIRECTORS' REPORT.

# Directors :

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

> Secretary: JAMES H. CONNELL.

COMPARATIVE STATEMENT of Traffic Receipts for the Half-years ended 31st March, 1890 and 1889.

| Description of Traffic  | Half-year<br>ended<br>31st March, 1890 | Half-year<br>ended<br>31st March, 1889 | Increase | Decrease            |
|-------------------------|--|--|----------|---------------------|
| Number of Passengers,   | 37,041                                 | 40,621                                 | -        | 3,580               |
| Passengers,             | £ s. d.<br>1,532 9 5                   | £ s. d.<br>1,659 18 9                  | £ s. d.  | £ s. d.<br>127 9 4  |
| Parcels, Horses, &c., - | 256 6 4                                | 281 19 7                               | -        | 25 13 3             |
| Merchandise,            | 1,876 5 4                              | 1,896 4 8                              | 1-       | 19 19 4             |
| Live Stock,             | 254 7 8                                | 235 0 9                                | 19 6 11  | -                   |
| Mails,                  | 15 0 0                                 | 15 0 0                                 |          | - 1                 |
| Miscellaneous Receipts  | 13 11 2                                | 13 19 5                                | - 6      | 083.                |
| Total, -                | 3,947 19 11                            | 4,102 3 2                              | 19 6 11  | 173 10 2<br>19 6 11 |
| Decrease for Half-year, | -                                      | - 1                                    | -        | 154 3 3             |

ENNISKILLEN, BUNDORAN, AND SLIGO RAILWAY COMPANY.

Half-year ending 31st March, 1890.

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

| 1                             | Total               |   | 1  |  |   |
|-------------------------------|---------------------|---|--|--|---|
| DALANCE                       | Loans 7             | 1   | 1  | - 1  | -   |
|                               | Shares .            | 1   | L  | T  | 1   |
| NCTIONED                      | Total               | £266,600  | 133,300  | 153,453  | £300,000 £253,353 £553,353 £300,000 £253,353 £553,353 1 |
| CAPITAL CREATED OR SANCTIONED | Loans               | £66,600   | 33,300   | 153,453  | £253,353  |
| CAPITAL CR                    | Stock and<br>Shares | £200,000  | 133,300 100,000 33,300                                 | 1  | £300,000  |
| IZED                          | Total               | £266,600  | 133,300  | 153,453  | £553,353  |
| CAPITAL AUTHORIZED            | Loans               | £66,600   | 33,300   | 153,453  | £253,353  |
| CAPI                          | Stock and<br>Shares | £200,000  | 100,000  | I  | £300,000  |
| ACTS OF PARLIAMENT            |                     | Enniskillen and Bundoran Railway Act, 1861, £200,000 £66,600 £266,600 £200,000 £66,600 £266,600 | Enniskillen, Bundoran, and Sligo Railway<br>Act, 1865, | Enniskillen, Bundoran, and Sligo Railway<br>Act, 1869, |   |

No. 11.-STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| De                            | Description |   |        | Amount Created | Amount Created Amount Received Calls in Arrear | Calls in Arrear      | Unissued     |
|-------------------------------|-------------|---|--------|----------------|--|----------------------|--------------|
| Ordinary £10 Shares, -        |             |   |        | £<br>200,000   | £ s. d.<br>46,850 0 0                          | £ s. d.<br>850 · 0 0 | £<br>152,300 |
| Preference 5 per cent Shares, | •           | , |        | - 100,000      | 100,000 0 0                                    | 1                    | 1            |
|                               |             |   | TOTAL, | 300,000        | 146,850 0 0                                    | 850 0 0 152,300      | 152,300      |
|                               |             | 1 |        | -              |  |                      | 1            |

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

Existing

Total Raised

DEBERTURES Mt4 % cent. At 3 % cent. At 5 % cent.

| 11 11 11 11 11 11 11 11 11 11 11 11 11 | September 30th, 1889,<br>March 31st, 1890, -   |  |                           | £ 8.663 0 0<br>88,663 0 0<br>88,663 0 0 | £ 8. d.<br>153,453 0 0<br>153,453 0 0 | £<br>7,649<br>7,649 | s. d. 24  | £ 8<br>249,765 (<br>249,765 ( | s. d.<br>0 0                               |   |
|--|--|--|---------------------------|---|---------------------------------------|---------------------|---|-------------------------------|--|---|
|  | Increase,  |  | •••                       | 11                                      |                                       |                     |   | 11                            | _  |   |
|  | Total Amount authorized to be raised by Debentures in respect of Capital created, as per<br>Statement No. 1.<br>Total Amount raised by Loans and Debentures, | orized to be raise<br>. 1.<br>i by Loans and D                 | ed by Deben<br>ebentures, | tures in res                            | pect of Capital c                     | created, a          |   | 253,353 C                     | 0 0  |   |
|  | Balance, 1   | Balance, being available borrowing powers at 31st March, 1890, | rrowing powe              | ers at 31st N                           | larch, 1890,                          | •                   |   | 3,588 0                       | 0  | ALL N   |
| Ðr.                                    | No. IV   | No. IVRECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.             | S AND EX                  | PENDIT                                  | URE ON CAP                            | ITAL                | ACCOU   | NT.                           | 1  | Cr.   |
|  | Ameant<br>Expended to<br>80% Sept., 1889   | Amount<br>Half-year<br>31st March, 1890                        | TOTAL                     | 13                                      |                                       |                     | Amount<br>Received to<br>30th Sept., 1889                               |                               | Amount<br>Half-year to<br>31st March, 1890 | TOTAL   |
| To Expenditure:                        | . £ 8. d.  | 98<br>94   | £ s.<br>429,313 19        | es d.                                   | Br RECENTS :                          |                     | $\pounds$ 8. d.<br>146,850 0 0<br>249,765 0 0<br>8,000 0 0<br>697 17 11 | d.                            | £ 8. d.<br><br>35 5 1                      | £ 8, d.<br>146,850 0 0<br>249,765 0 0<br>8,000 0 0<br>733 3 0 |

On

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405,312 17 11

1

Balance,

429,313 18 3

429,313 18 3

|  | ې<br>۲۵<br>۲۵ |                   |   |                            | £ 8. d. | INDITURE  | £ a. d.<br>153,150 0 0<br>3,588 0 0  | 156,738 0 0<br>23,965 15 3      | 132,772 4 9 | Et.   | 1890                                     | 30   | 1,532 9 5                  |                         | 271 6 4                            | C CF CCF C                               |           | 11                                    | 3,947 19 11<br>116 2 1   | 4,064 2 0 |
|--|---------------|-------------------|---|----------------------------|---------|---|--|---------------------------------|-------------|---|--|--|----------------------------|-------------------------|------------------------------------|--|-----------|---------------------------------------|--------------------------|-----------|
|  |               |                   | ded by them.  | ACCOUNT.                   |         | HER EXPR  |  |                                 |             |   |  | <ul> <li>£ s. d.</li> <li>30 8 7</li> <li>30 8 7</li> <li>99 7 6</li> <li>466 10 3</li> <li>42 5 11</li> <li>196 5 11</li> <li>196 5 11</li> </ul> |                            | 256 6 4                 |                                    | 1,876 5 4<br>254 7 8                     |           | I                                     |                          |           |
| -DETAILS or CAPITAL EXPENDITURE,<br>For Half-year ending 31st March, 1890. |               | OF WORKING STOCK. | Northern Railway Company (Ireland), and Working Stock provided by them. | EXPENDITURE ON CAPITAL ACC |         | ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE<br>as per No. VII. |  |                                 |             | JE ACCOUNT.   | RECEIFTS                                 | By Passengers, No.<br>1st Class, 208<br>2nd 10,58<br>3rd 336<br>1st Return, 2,489<br>2rd 2,489<br>3rd  |                            | Parcels, Horses, and Ca | · · · · · · · · · · ·              | " Merchandise,                           |           | " Special and Miscellaneous Receipts, | " Balance to Net Revenue |           |
| or CA1<br>ar ending  | NiL           |                   | ilway Com   |                            | Nil.    | ASSETS<br>AS PER P  |  |                                 |             | REVENUE   | Half-year<br>ending<br>March 31,<br>1889 | £<br>1,660   | 1                          | 282                     | 0.0                                | 1,896<br>235                             | 4,088     | 14                                    |                          | 4,102     |
|  |               | No. VIRETURN      | at Northern Ra  | FURTHER                    |         | OTHER /   | eceived,<br>do., -   |                                 | 1           | No. IXI   | 1890                                     | £ 8. d.<br>2,449 13 0<br>1,392 16 5  | 10 0 0                     | 143 2 0<br>98 10 7      |                                    | 1  | 4,064 2 0 | 1                                     |                          | 4,064 2 0 |
| No. V  |               | No                | NilLine worked by the Great   | No. VIIESTIMATE OF         |         | IIICAPITAL POWERS AND   | Share Capital Authorized or Created, but not Received,<br>Loan Capital Authorized or Created, do. do., - | Lean -Debit per Account No. IV. |             |   | EXPENDITURE                              | To Great Northern Railway Com-<br>pany (Ireland) for Haulage and<br>Working of Line,   | " Traffic Charges, do. D., | General Charges, do.    | Rent for Enniskillen Station, &c., | " Railway and Canal Traffic Act,<br>1888 |           | Balance to Net Revenue                |                          |           |
|  |               |                   | 1   |                            | -       | No. VIII.   | Share C<br>Loan C  |                                 | 1.00        | , in the second | falf-year<br>ending<br>farch 31,<br>1889 | £<br>2,546<br>1,171  | 10                         | 107                     | 40                                 | 53                                       | 3,971     | 131                                   |                          | 4,102     |

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|   | No. XII.  |                         |  |
|---|---|-------------------------|--|
| A.                                      | MAINTENANCE OF WAY,   | WORKS, &                | с.   |
| Half-year<br>ended<br>March 31,         |   |                         | 1890   |
| 1889<br>£                               | Maintenance and Renewal of Permanent<br>Way :   | £ s. d.                 | £ s. d.  |
| 1,053 {                                 | Materials,<br>Less Old Materials,   | 1,822 18 10<br>485 15 6 | 1.337 3 4  |
| 20<br>98                                | Repairs of Roads, Bridges, &c., .<br>Repairs of Stations and Buildings,   | 4 9 3<br>51 3 10        | 55 13 1  |
| 1,171                                   |   | •                       | 1,392 16 5   |
| Ni                                      | lLine worked by the Great Northern Rail   | way Company             | (Ireland).   |
| В.                                      | LOCOMOTIVE POW  | ER.                     | 38 18  |
| Ni                                      | lLine worked by the Great Northern Rail   | way Company             | (Ireland).   |
| C. REI                                  | PAIRS AND RENEWALS OF CARR  | IAGES AND               | WAGONS.  |
| Ni                                      | l.—Line worked by the Great Northern Rail   | way Company             | (Ireland).   |
| D.                                      | TRAFFIC EXPENS  | ES.                     | 1927   |
|   | Line worked by the Great Northern Railway   | y Company (Ir           | eland).  |
|   |   |                         | £ s. d.  |
| 10                                      | Rent of Agent's House, Bundoran,  |                         | 10 0 0   |
| 10                                      |   |                         | 10 0 0   |
| E.                                      | GENERAL CHARG   | ES.                     | 1  |
| Half-year<br>ended<br>March 31,<br>1889 | 1-9-7-1-1-1   | 4                       | 1890   |
| 5<br>60<br>4<br>1<br>37<br>107:         | Auditors,<br>Salaries of Secretary and Accountant,<br>Office Charges, Printing and Stationery, St<br>Advertising,<br>Irish Railway Clearing House,<br>Miscellaneous Expenses, | amps, &c.,              | £ s. d.<br>5 0 0<br>60 0 0<br>3 17 4<br>0 16 0<br>38 3 7<br>35 5 1 |
|   |   |                         | 113 2 0  |

s-at the later

|                                | _  | _                                     | _                            |                            | _                                     | -                       | - | _          | C                         |  |                         |                                   |
|--------------------------------|----|---------------------------------------|------------------------------|----------------------------|---------------------------------------|-------------------------|---|------------|---------------------------|--|-------------------------|-----------------------------------|
|                                | d. | 3                                     | 1                            | 0                          |                                       | 0                       |   | 56,793 9 4 |                           | ked  |                         |                                   |
|                                | eî | 15                                    | 32,785 15                    | 0                          | 1                                     | 26 19                   |   | 6          | -                         | Miles Worked<br>by Engines                       | 354                     |                                   |
| -                              | 41 | 23,965 15                             | ,785                         | 15                         | -                                     | 26                      |   | ,793       |                           | Miles<br>by k                                    |                         |                                   |
|                                |    | 23                                    | 32                           |                            |                                       |                         |   | 56         |                           |  |                         |                                   |
|                                |    | •                                     |                              | 0                          |                                       |                         |   |            |                           | Miles<br>Constructing<br>or to be<br>Constructed |                         |                                   |
|                                | 1  |                                       |                              |                            |                                       |                         |   |            | 1                         | Miles<br>onstruction<br>or to be<br>onstructe    | ł                       |                                   |
|                                |    | -                                     |                              | •                          |                                       |                         |   |            |                           | ů ů  |                         |                                   |
|                                |    |                                       |                              |                            | any                                   |                         |   |            | 12-1                      | ed   | 1                       |                                   |
|                                |    |                                       | •                            | •                          | omp                                   | •                       |   |            |                           | Miles<br>Constructed                             | 353                     |                                   |
|                                |    | lebi                                  | 0,                           |                            | le C                                  |                         |   |            |                           | Cons   |                         |                                   |
|                                |    | at                                    | 0.1                          | ce,                        | ie th                                 | 1.                      |   |            | 100                       |  |                         |                                   |
|                                | 2  | ance                                  | it N                         | Offi                       | ts dı                                 | 1                       |   |            |                           | ized   | (01                     | EE                                |
| T                              | 11 | bals                                  | Deb                          | Post                       | oun                                   |                         |   |            | Ľ.                        | Miles<br>Authorized                              | 35 4                    | 3A(                               |
| HE                             |    | unt,                                  | at                           | by ]                       | Acc                                   |                         |   |            | EN                        | ΥD   |                         | ILF                               |
|                                |    | By Capital Account, balance at debit, | Net Revenue at Debit No. 10, | Amount due by Post Office, | Outstanding Accounts due the Company, | Ulster Bank,            |   |            | IWO                       |  |                         | M                                 |
| S                              |    | al A                                  | Rev                          | unt                        | and                                   | er B                    |   |            | THE                       | 1 APD 4  |                         | NI                                |
| IAL                            |    | apit                                  | let.                         | Amo                        | utsi                                  | JIste                   |   |            | TA                        |  |                         | RA                                |
| SAI                            |    | 3y C                                  | 30                           | 39 k                       | "                                     | "                       |   | 9          | E                         |  |                         | F                                 |
| No. XIIIGENERAL BALANCE SHEET. | _  |                                       |                              |                            |                                       |                         |   | _          | No. XIVMILEAGE STATEMENT. |  |                         | No. XVSTATEMENT OF TRAIN MILEAGE. |
| KA                             | d. | 9                                     |                              | 57                         | 37,803 5 9                            | 103 18 11               |   | 56,793 9 4 | E                         |  | 10.1                    | ENI                               |
| NE                             | 00 | 5                                     |                              | F1                         | 5                                     | 3 18                    |   | 3          | IW                        |  |                         | ME                                |
| ÷E.                            | 43 | 18,832                                | ,                            | 54                         | 7,80                                  | 10                      |   | 6,79       |                           |  |                         | TE                                |
| Ĩ                              |    | 1                                     |                              |                            | 60                                    |                         |   | 2          | AD                        |  | -                       | TA                                |
| HI.                            |    |                                       |                              | •                          |                                       | -                       |   |            | N. X                      |  |                         | S                                 |
| X                              |    |                                       |                              |                            |                                       |                         |   |            | N                         |  |                         | Þ.                                |
| No                             |    |                                       |                              | •                          | •                                     |                         |   |            |                           |  |                         | N.X                               |
|                                |    |                                       |                              |                            |                                       |                         |   |            |                           |  |                         | N                                 |
|                                |    | •                                     |                              | *                          | •                                     | •                       |   |            |                           | 1 1 8  |                         |                                   |
|                                |    |                                       |                              |                            |                                       |                         |   |            |                           |  |                         |                                   |
|                                |    |                                       |                              | -                          | •                                     | •                       |   |            |                           |  |                         |                                   |
|                                |    |                                       |                              | 8                          |                                       | Co.,                    |   |            |                           | 1.0  | ۰Å,                     |                                   |
|                                |    | D8,                                   |                              | ount                       |                                       | Ry.                     |   |            |                           |  | apan                    |                                   |
|                                |    | Loa                                   |                              | Acc                        | rest,                                 | ern                     |   |            |                           |  | Con                     | -                                 |
|                                |    | ing                                   |                              | Outstanding Accounts,      | " Unpaid Interest,                    | Great Northern Ry. Co., |   |            |                           | 13-61  | by                      | -                                 |
|                                |    | tand                                  |                              | tand                       | nid 1                                 | t N                     |   |            | 1.1.4                     | han in   | rned                    | 1                                 |
|                                |    | Jutal                                 |                              | Juts                       | Inpe                                  | rea                     |   |            |                           |  | NO B                    |                                   |
|                                |    | To Outstanding Loans,                 |                              | ) "                        | 1 "                                   |                         |   |            |                           | 1000   | Lines owned by Company, |                                   |
|                                | L  |                                       |                              | -                          | _                                     |                         |   |            |                           |  |                         |                                   |

# Mixed, 36,071 miles. Ch ALBERT BRASSEY, ~ Passenger Trains, Goods and Mineral Trains, March 31, 1890. Mixed 39,646 miles. ala Passenger Trains, Goods and Mineral Trains, March 31, 1889.

#### 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, April 28th, 1890.

### 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 31st March, 1890, and hereby certify that they contain a full and true statement of the financial condition of the Company.

> NICHOLAS TAPP, HENRY T. BIRD, }

Chartered Accountants, Auditors.

4 GREAT GEORGE-STREET, WESTMINSTER, June 2nd, 1890. Enniskillen, Bundoran, and Sligo Bailway Company.

### FIFTY=EIGHTH HALF-YEARLY GENERAL MEETING.

NOTICE is hereby given, that the next Half-yearly General Meeting of the Proprietors of this Company will be held at the Offices of the Company, No. 50 North Wall, Dublin, on Tuesday, the 29th of April, 1890, 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, 15th April, 1890.

OFFICES-50 NORTH WALL.

Finn Valley Kailway Company.

# REPORT OF THE DIRECTORS

### AND

### STATEMENT OF ACCOUNTS

TILL 30th JUNE, 1890,

FOR THE

Halk-Pearly Meeting of Proprietors,

To be held in Londonderry, on Friday, 29th August, 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.
- JAS. ALEX. LEDLIE, Esq., United Counties Club, Strabane.

### 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 Savings' Bank, Bank Place, LONDONDEREY, on FRIDAY, 29th AUGUST, 1890, at 12.30 p.m., for the transaction of the Ordinary Business of the Company.

The Transfer Books of the Company will be closed from 15th instant until 28th instant (both days inclusive).

(By Order),

R. H. LIVESEY, Secretary.

Company's Office, Stranorlar, 14th August, 1890.

FINN VALLEY RAILWAY COMPANY.

# Report

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

### HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE SAVINGS' BANK, BANK PLACE, LONDONDERRY,

On FRIDAY, the 29th of AUGUST, 1890, at 12.30 p.m.

### TRAFFIC RECEIPTS.

During the past Half-year there was, as compared with your Income in the June Half of '89, an addition of £105—there being an Increase of £13 from Passengers; £74 from Goods; £31 from Parcels, &c.; and £16 from Mails; while there was a falling off of £29 from Live Stock.

### WORKING EXPENSES.

These are  $\pounds 123$  over those of the first Six Months of last year, of which details are set out in Account No. 9.

#### NEW APPOINTMENTS.

Your Secretary and General Manager, Mr. Ledlie, who has been connected with this Company for Thirty years, has resigned, and in consideration of his long and faithful services was allowed to retire on an annuity equal to one-third of his Salary, and has been co-opted a member of the Board of Directors. His resignation took effect on the 11th of the current month. He is succeeded by Mr. R. H. Livesey, late of the North Wales Narrow Gauge Railway, whose Office is at Stranorlar.

### THE HALF-YEAR'S ACCOUNTS,

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

(By Order),

R. H. LIVESEY, SECRETARY.

BOARD-ROOM, STRANGELAR, 14th August, 1890.

| -           | 1       | 4         | 11    | -               | 2           | 6                                      | 910          | 000             | 0              | of                           |
|-------------|---------|-----------|-------|-----------------|-------------|--|--------------|-----------------|----------------|------------------------------|
| 0.          | unt.    | 6         | 2 1   | 12              | 12          | 16                                     | 13           | 11              |                | erCe                         |
| June, 1890. | Amount. | £67       | 237   | 1,079           | 4           | 1,383                                  | 1,768        | 179 37          | 3,604 13       | Increase of<br>99.17 perCent |
| JI          | Nu.     | 546       | 2,710 | 22,379 1,079 12 | :           | 2 25,635 1,388 16                      |              |                 | 2              |                              |
| 1           | .       | 11        | 3     | 00              | 6           |  | 6            | 80              | 10             | of<br>ent                    |
| 89.         | Amount. | 52        | 11    | 18              | 0           | 5 13                                   | 1 17         | 3 18            | 0 2            | perC                         |
| June, 1889. | Am      | £58       | 216   | 1,094           | 9           | 1,375 13                               | 1,694 259    | 148<br>21       | 3,500          | Increase of<br>93.39 perCent |
| ſ           | No.     | 484       | 2,538 | 22,672 1,094 18 | *<br>*<br>* | 8 25,694                               |              |                 |                |                              |
| 1           |         | 11        | 2     | -               | -           |  | 00 00        | 1 0             | 2              | of                           |
| 88.         | Amount. | 1 11      | 16    | 5               | 15          | 0 15                                   | 4 9          | 5 17 1 10       | 9 19           | Increase of<br>7.97 perCen   |
| June, 1888. | Am      | £53       | 215   | 947             | 4           | 1,220 15                               | 1,407<br>244 | 145<br>21       | 3,039 19       | Increase of<br>67.97 perCent |
| Ju          | No.     | 420       | 2,504 | 20,218          | :           | 23,142                                 |              |                 |                | 19/1                         |
| -           |         | 00        | 1 10  | 0 2             | 4           | 22                                     | 15           | 60              | 2              | of                           |
| 7.          | Amount. | 11        |       | 9               | 13          | 12                                     | 0 5          | 15              | 0              | ase                          |
| June, 1887. | Amo     | £62       | 210   | 995             | 9           | 1,274 12                               | 1,464<br>193 | 142 21          | 3,096          | Increase of<br>71.05 perCent |
| Ju          | No.     | 497       | 2,510 | 21,185          |             | 0 24,192                               |              |                 |                |                              |
|             |         | -         | 00    | 67              | 9           |  |              | 90              | 0              | of                           |
| 86.         | Amount. | 4 2       | 3 6   | 3 15            | 6 1         | 7 5                                    | 7 8<br>0 0   | 136 18<br>21 10 | ()<br>()<br>() | Increase of<br>4.25 perCen   |
| June, 1886. | Am      | £54       | 203   | 973             |             | 1,237                                  | 1,367        | 136 21          | 2,973          | Increase of<br>64.25 perCent |
| Ju          | No.     | 437       | 2,459 | 7 20,604        | •           | 1 23,500                               |              |                 |                |                              |
| -           |         | 0         | 6     | 7 20            | 5           | 1 2                                    | 10           | 80              | 1 10           | nt l                         |
|             | unt.    | 50        | 0     | 9               | 20          | 15                                     | 11           | 19              | 2              | ase cerCe                    |
| June, 1885. | Amount. | £92       | 229   | 1,020           | 9           | 1,347 15                               | 1,512        | 152<br>21       | 3,202          | Increase of<br>76.94 perCent |
| Jur         | No.     | 774       | 2,867 | 0 21,852        | :           | 0 25,493                               |              |                 |                |                              |
| -           | 1       | 9         | 9     | 0 2             | 0           | 0 2                                    | 100          | 11 0            | 00             | nt.                          |
| 1           | ant.    | 9         | 13    | 0               | 3           | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | 1 53         | 13              | 10             | ase cerCe                    |
| le, 1884.   | Amount. | £94       | 239   | 1,080           | r0          | 1,419                                  | 1,572        | 140<br>21       | 3.334          | Increase of<br>84.30 perCent |
| June,       | No.     | 795       | 2,898 | 4 22,670        |             | 7 26,363                               |              |                 |                |                              |
| -           | 1.      | 10        | 11    |                 | 9           |  |              | 1 10            | 2 7            | of                           |
| 33.         | Amount. | £88 14 10 | 3 12  | 3 2             | 6 19        | 2 12                                   | 00 00        | 66 1<br>17 12   |                | 803                          |
| June, 1883  | Am      |           | 243   | 1,203           |             | 1.542 12                               |              | 91              | 3.694          | Incr<br>104.                 |
| Ju          | No.     | 787       | 3,089 | 11 25,101       | : :         | 10 28.977                              | 1            |                 |                |                              |
| -           | T       | -         | 0     |                 | 10          |  |              | 11 0            | 00             | se of<br>per                 |
| 1           | nt.     | -         | 6     | 6               | 53          | 67                                     |              | 0-1             | 1              | be                           |

Dt]

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

|  |             | June, 1864. | Jun         | e, 1865.                  | June,     | 1866.  | June, 1867.               | Jun      | ne, 1868.                | June, 1869.   |            |                     | June, 1871.     | June, 1          | 1872.            | June, 1873.       | ] ]      | une, 1874.                   | Jun   | e, 1875. J                    | une, 1876.                   | June, 1877         | 7.               | June, 1878.                 | June, 18           | 79.                   | June, 1880.                  | June 1881             | 1            | nne 1992                           | June 1993                     | June, 1884.                      | 1.1        | Tune 1995                    | Tuno 1996               | Im             | 0 1997                    | Tupo 1999                   | Inno 1990                   | Tuno 10                 |                  |
|--|-------------|-------------|-------------|---------------------------|-----------|--|---------------------------|----------|--------------------------|---------------|------------|---------------------|-----------------|------------------|------------------|-------------------|----------|------------------------------|-------|-------------------------------|------------------------------|--------------------|------------------|-----------------------------|--------------------|-----------------------|------------------------------|-----------------------|--------------|------------------------------------|-------------------------------|----------------------------------|------------|------------------------------|-------------------------|----------------|---------------------------|-----------------------------|-----------------------------|-------------------------|------------------|
|  | No          | . Amour     | nt. No.     | Amount                    | No. A     | mount. N   | o Amount.                 | No.      | Amount. N                | lo. Amour     | nt. No.    | Amount. N           | Amount.         | No. AI           | mount. No        | Amount.           | No.      | Amount.                      | No.   | Amount No.                    | Amount.                      | No. Amou           | unt. No.         | Amount.                     | No.   An           | nount. No             | o. Amount.                   | No.   Amonn           | nt. No.      | Amount.                            | No. Amount                    | No. Amount                       | t No.      | Amount.                      | No Amount               | No             | Amount N                  | Amount                      | No. Amount.                 | No 1 Ame                | ount             |
| Passengers, 1st                        | Class 7     | 20 £79      | 4 9 721     | £76 13 7                  | 768       | 89 3 11  | 868 £94 5 1               | 1 645    | £73 18 6                 | 766 £87       | 6 5 757    | £80 7 10            | 005 £98 10      | 9 922 £1         | 02 18 11 7       | 91 £80 14         | 7 669    | £78 16 10                    | 821   | £99 18 6 863                  | £97 18 1                     | 880 £95            | 5 0 84           | 7 £98 2                     | 5 832 £9           | 7 14 9 7              | 705 £86 0 8                  | 711 £77               | 6 6 755      | £93 11 1                           | 787 £88 14                    | 10 795 £94 6                     | 6 774      | 4 £92 2 7                    | 437 £54 2               | 1 497          | £62 11 3                  | 420 £53 1 11                | 484 £58 2 1                 | 11 546 £67              | 9.4              |
| Do. 2nd                                | ,. 2,2      | 08 169 1    | 8 2 1,891   | 145 3 2                   | 2,247     | .64 0 1 2,3  | 321 170 13                | 5 1,934  | 144 16 3 1               | ,946 151 1    | 7 2 2,212  | 175 9 4 2,3         | 165 3           | 7 2,430 1        | .98 8 4 2,2      | 257 189 8         | 2 2,159  | 190 11 10                    | 2,206 | 192 5 9 2,745                 | 212 1 7 2                    | 2,511 198          | 17 4 2,730       | 0 214 6                     | 7 2,498 19         | 7 10 0 2,4            | 485 202 8 7                  | 2,410 189 1           | 7 4 2.666    | 219 19 0                           | 3.089 243 12                  | 11 2.898 239 13                  | 6 2.867    | 7 229 0 9                    | 2.459 203 6             | 3 2,510        | 210 1 10 24               | 504 215 16 7                | 2.538 216 11 3              | 3 2.710 237             | 2 11             |
| Do. 3rd                                | ,, 17.8     | 72 778 1    | 8 7 17,739  | 768 8 0                   | 18,543    | 816 1 5 20   | 609 899 5                 | 6 18,487 | 812 3 8 19               | ,369 849 1    | 2 4 20,911 | 915 9 9 21,5        | 41 941 2        | 1 20,564 9       | 12 13 3 23,8     | 885 1,062 3       | 1 21,971 | 1,058 10 7 2                 | 2,467 | 1,048 19 8 24,212             | 1,117 18 6 24                | 4,381 1,107        | 15 3 25,649      | 2 1,185 16                  | 2 22,720 1,05      | 0 11 7 22,4           | 463 1.053 16 9               | 20,109 972 1          | 5 7 24.502   | 1,160 19 11 2                      | 5.101 1.203 5                 | 4 22.670 1.080 0                 | 0 21.852   | 2 1.020 6 7 2                | 0.604 973 15            | 2 21.185       | 995 6 0 20.9              | 218 947 2 1                 | 22.672 1.094 18             | 3 22.379 1.079 1        | 12 1             |
| Excess Fa                              | ев,         | . 71        | 6 1         | 10 8 3                    |           | 10 8 1   | 18 0                      | 4        | 12 19 2                  | 10 1          | .6 5       | 10 15 3             | . 14 11         | 4                | 13 2 6           | . 6 10 1          | .1       | 8 5 11                       |       | 8 1 11                        | 795.                         | 7                  | 6 5              | 7 10 1                      |                    | 8 0 2                 | 597                          | 4 11                  | 1 0          | 5 12 10 .                          | 6 19                          | 6 5 8                            | 3 0        | 652.                         | 6 1                     | 6              | 6 13 4                    | 4 15 1                      | 6 0 9                       | 9 4                     | 12 5             |
| Total Passe                            | ngers, 20,8 | 1,035 1     | 7 7 20,351  | 1,000 13 0                | 21,558 1, | 079 13 6 23,   | 798 1,182 5               | 2 21,066 | 1,043 17 7 22            | .081 1,099 1  | 2 4 23,880 | 1,182 2 2 24,       | 549 1,219 7     | 9 23,916 1,2     | 27 3 () 26,9     | 33 1,338 16       | 9 24,799 | 1,336 5 2 2                  | 5,494 | 1,349 5 10 27,820             | 1,435 7 7 27                 | 7,772 1,409        | 4 0 29,219       | 9 1,505 16                  | 1 26,050 1,35      | 3 16 6 25,6           | 653 1,347 15 7               | 23,230 1,244 10       | 0 5 27,923   | 1,480 2 10 2                       | 3,977 1,542 12                | 7 26,363 1,419 3                 | 0 25,493   | 3 1,347 15 1 2               | 8,500 1,237 5           | 0 24,192       | 1,274 12 5 23             | ,142 1,220 15               | 8 25,694 1,375 13           | 2 25,635 1,388          | 16 9             |
| Goods,<br>Live Stock<br>Parcels, Horse |             |             | 3 9         | 688 9 10                  |           | 341 18 9   | 935 8                     | 7        | 1,012 12 5               | 1,041<br>47 1 | 6 5<br>3 1 | 989 12 4<br>54 19 3 | 1,066 1<br>70 0 | 7<br>0 1,1<br>1  | 74 4 2<br>14 4 1 | 1,304 3<br>112 12 | 6 4      | 1,369 8 7<br>69 17 11        |       | $1,275 \ 10 \ 7 \ 65 \ 3 \ 6$ | 1,450 13 9<br>82 11 9        | 1,473<br>103       |                  | 1,662 0<br>183 10           | 8 1,59<br>2 13     | 3 17 8<br>8 0 10      | 1,682 7 6<br>139 13 11       | 1,795 13              | 3 2<br>0 1   | 1,875 17 6<br>183 3 5              | 1,922 8<br>145 8              | 0<br>2<br>1,572<br>2<br>181<br>1 | 2 7        | 1,512 11 6<br>167 11 7       | 1,367 8<br>210 0        | 8<br>10        | 1,464 2 2<br>193 0 1      | 1,407 6<br>244 9            | 8 1,694 17<br>8 259 2       | 7 1,768 1<br>9 230      | 13 6<br>0 7      |
| and Dogs.<br>Mails,                    |             | 42          | 5 0         | 32 12 3<br>               |           | 30 19 3  | 54 5                      | 1        | 61 12 7                  | 56 1          | .6 3       | 61 5 4              | 75 17           | 9                | 65 1 2           | 84 13<br>20 0     | 10       | 85 9 4<br>10 0 0             | -     | 113 15 9<br>10 0 0            | 102 15 8<br>10 0 0           | 1                  | 4 6<br>0 0       | 121 15<br>10 0              |                    | 5 <u>4</u> 2<br>0 0 0 | 91 15 9<br>10 0 0            | 101 13                | 3 11<br>0 0  | 93 7 11<br>10 0 0                  | 66 1<br>17 12                 | 10 140 13<br>0 21 10             | 3 11       | 152 19 3<br>21 10 0          | 136 18<br>21 10         | 6              | 142 15 9<br>21 10 0       | 145 17<br>21 10             | 148 18<br>21 10             | 8 179 1<br>0 <b>37</b>  | 10 6<br>11 8     |
| Gross To                               | tal,        | £1,809 1    | 6 4         | 1,721 15 1<br>Decrease of | 1,<br>In  | of the second se | 2,171 18 1<br>Increase of | 0        | 2,118 2 7<br>Increase of | 2,245         | 8 1        | 2,287 19 1          | 2,431 7         | 1 2,5            | 80 12 5          | 2,860 5           | 8        | 2,871 1 0                    |       | 2,813 15 8                    | 3,081 8 9                    | 3,120              | 12 10            | 3,483 2                     | 3 3,19             | 0 19 2                | 3,271 12 9                   | 3,271 1               | 7 7          | 3,642 11 8                         | 3,694 2                       | 7 3,334 10                       | 8          | 3,202 7 5                    | 2,973 3                 | 0              | 3,096 0 5                 | 3,039 19                    | 7 3,500 2                   | 2 3,604                 | 13 0             |
| As compared w                          | th Half Yes | ar ended Ju | ne, 1864, } | .11 per Cent              | 7.90      | per Cent   | 20.01 perCer              | it   1   | 17.08 perCent            | 24.10 per     | Cent       | 26.42 perCent       | 34.38 perCer    | 1 1nc<br>1 42.65 | 2 perCent        | 58.09 perCer      | f<br>it  | Increase of<br>58.70 perCent | 5     | Increase of<br>5.50 perCent   | Increase of<br>70.31 perCent | Increa<br>73.47 pe | ise of<br>erCent | Increase of<br>92.54 perCer | f Incr<br>nt 76.34 | ease of<br>perCent    | Increase of<br>80.81 perCent | Increase<br>80.81 per | e of<br>Cent | Increase of<br>101.32 per<br>Cent. | Increase<br>104.20 p<br>Cent. | of Increase<br>er 84.30 per C    | of<br>Cent | Increase of<br>76.94 perCent | Increase<br>64.25 perCe | of 1<br>ent 71 | ncrease of<br>.05 perCent | Increase of<br>67.97 perCer | Increase of<br>93.39 perCer | f Increa<br>nt 99.17 pc | ise of<br>erCent |

The Increase in the December Halves of the Years 1864 till 1889 was  $127\frac{1}{2}$  per cent.



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

|                                    |                        | 1                                  |                                       | 1        |
|------------------------------------|------------------------|------------------------------------|---------------------------------------|----------|
|                                    | Total.                 | :                                  | • •                                   |          |
| BALANCE.                           | Shares. Loans.         | :                                  | ::                                    | ::       |
|                                    | Shares.                |                                    | · · · · · · · · · · · · · · · · · · · |          |
| CAPITAL CREATED OR SANCTIONED,     | Total.                 | £80,000                            | 20,000<br>15,000                      | £115,000 |
| CREATED OR                         | Loans.                 | £20,000                            | 15,000                                | £35,000  |
| CAPITAL (                          | Shares.                | £60,000                            | 20,000                                | £80,000  |
| RIZED.                             | Total.                 | £80,000                            | 20,000<br>15,000                      | £115,000 |
| CAPITAL AUTHORIZED.                | Loans.                 | £20,000                            | 15,000                                | £35,000  |
| CAP                                | Shares.                | 1860, £60,000                      | 20,000                                | £80,000  |
| ACTS OF PARLIAMENT AND CERTIFICATE | OF THE BOARD OF TRADE. | The Finn Valley Railway Act, 1860, | West Donegal Railway Act, 1879,       | Total,   |

|  | Amount Created, Amount Received, Calls in Arrear. Amount Uncalled, Amount Unissued | £ s. d.<br>15,020 0 0                 | 15,020 0 0             | 's 4d being loss at<br>authorized by the   |
|--|--|---------------------------------------|------------------------|--|
| IN RECEIVED.   | Amount Uncalled  | & s. d.<br>                           |                        | ulance of $\pounds 1,330$ 7<br>ice Shares were a   |
| THE PROPORTIC  | Calls in Arrear.   | & s. d.<br>                           |                        | Company—the Ba<br>ar before Preferen   |
| TED, SHEWING 7   | . Amount Received.   | £ s. d.<br>43,649 12 8*<br>18,740 0 0 | 80,000 0 0 62,389 12 8 | by Members of the<br>re-issued under p   |
| L CREAT  | tt Created   | £ 8. d.<br>60,000 0 0<br>20,000 0 0   | 0 0 0                  | now held<br>lares were   |
| CAPITA   | Amoun  | £<br>60,00<br>20,00                   | 80,00                  | ,980, are<br>feited Sl   |
| No. 2-STATEMENT OF SHARE CAPITAL CREATED, SHEWING THE PROPORTION RECEIVED. | DESCRIPTION.   | Ordinary Shares,                      | Total,                 | *4,498 Ordinary Shares, of the nominal value of £44,980, are now held by Members of the Company—the Balance of £1,330 78 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. |

Company's (Additional Capital) Certificate, 1865.

|   |          |         |         |          |       | Raised by<br>Loans.     | Raised by Issue<br>of Debenture<br>Stock. | ToraL Raised<br>by Loans and<br>by Debenture |
|---|----------|---------|---------|----------|-------|-------------------------|---|--|
|   |          |         |         |          |       | At 33 per cent.*        | At 5 per cent.                            | Stock.                                       |
| Existing at 31st December, 1889,<br>Existing at 30th June, 1890,  | ::       | • •     | ÷:,     | ::       | ::    | £4,537 7 9<br>4,537 7 9 | $\pounds 30,462 0 0 \\ 30,462 0 0$        | £34,999 7 9<br>34,999 7 9                    |
| Increase,   | •        | ;       | :       | :        | :     |                         |   |  |
| Decrease,   | :        | :       | ;       | :        | :     |                         |   |  |
| Total amount authorized to be raised by Loans, in respect of Capital created as per Statement<br>No. 1, | raised h | y Loans | 3, in r | espect o | f Cal | pital created as        | per Statement                             | £35,000 0 0                                  |
| Total amount raised by Loans, as above,   | above,   | ;       | :       | :        | :     |                         |   | 34,999 7 9                                   |
| Balance, being available Borrowing Powers, on 30th June, 1890,  | le Borro | wing Po | Wers,   | on 30th  | June  | , 1890,                 |   | 0 12 3                                       |

7

the rate of £6 106 for every £100, which will redeem the Principal—with Interest at the rate of £3 10s per cent.—in twenty-two years.

|                                    |   | 8   |   |   |   |
|------------------------------------|---|---|---|---|---|
| al.                                | 8. d.   | 18 5  | 4 9   | 15 10   | 11 1  |
| Toi                                | £<br>62,389   | 33,045  | 3,768   | )9,203<br>715   | 99,919  |
| ount<br>sived<br>ing<br>Year.      | d.  |   | :   |   | 031   |
| Amo<br>Rece<br>dur<br>Half-        | ્સ  | :   | :   | :   |   |
| ount<br>eived<br>0<br>Dec.,<br>39. |   | 18 5  | 4 9   | 15 10   |   |
| Rece<br>t<br>31st<br>188           | £<br>62,389   | 33,045  | 3,768   | 99,203  |   |
|                                    |   | ·.  |   | :   |   |
|                                    | No. 2   | re Stoc   | le Ac<br>solutio<br>of the<br>1869.                     | 1   |   |
|                                    | ccount  | bentu   | Revent<br>by Res<br>eting<br>April,                     | lance,  |   |
|                                    | eipts ;-  | and De  | on<br>talized<br>ral Me<br>on 1st                       | Ba  |   |
| 12                                 | By Rec<br>Shares  | Loans   | Profits<br>Capi<br>Gene<br>pany                         |   |   |
|                                    | d.  | 0   |   | -   | - 11  |
| Total                              | £ <sup>8.</sup><br>86,359 11  | 13,560 0  |   | 11 010 0  | 11 616.6  |
| unt<br>nded<br>ing<br>Year.        | d.  |   |   |   |   |
| Experdent<br>duri<br>Half-J        | 43  | :   |   |   |   |
| unt<br>ided<br>9.                  | . d.  | 0 0   |   |   |   |
| Expert<br>to<br>to<br>188          | £ s.  |   |   |   |   |
|                                    | 86  | Vest<br>13  |   | 66  |   |
|                                    | (No. 5)   | al of V   |   |   |   |
|                                    | raffic  | Capit   |   |   |   |
|                                    | e :<br>d for T  | Share<br>way,   |   |   |   |
|                                    | nditure   | tion to<br>al Rail                                      |   |   |   |
|                                    | Expe  | Donege  |   |   |   |
|                                    | Amount<br>ExpendedAmount<br>ExpendedAmount<br>AmountExpended<br>to<br>to<br>31st Dec.,<br>1889.Amount<br>AmountAmount<br>Amount<br>Beceived<br>31st Dec.,<br>Half-Year. | $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | $ \begin{array}{c c c c c c c c c c c c c c c c c c c $ | a         Amount<br>Bxpended<br>during         Total.           b.         Expended<br>during         Total.           d.         £ s. d.         b. s. d.           d.         £ s. d.         £ s. d.           d.         £ s. d.         b. s. d.           d.         £ s. d.         £ s. d.           d.         £ s. d.         £ s. d.           b.         56,359 11 1         Shares, per Account No. 2,           1          86,359 11 1         Shares, per Account No. 2,           0          13,560 0 0         0            13,560 0 0         0         Loans and Debenture Stock,         33,045 18 5           0          33,045 18 5          33,045 18 5           Profits on Revenue Account Gook,         33,045 18 5          37,68 4 9           0          13,560 0         0         99,203 15 10            13,66 4 9           33,045 18 6             0          13,045 18 5               0 |

|       | 7 |                               |               | 9   | -  | _       |  |                                       |   |                                |
|-------|---|-------------------------------|---------------|---|--|---------|--|---------------------------------------|---|--------------------------------|
|       |   |                               | 2回,           | Brake Vans.                               | None.  | 2       | 5 53   |                                       |   |                                |
|       |   |                               | MERCHANDIZE.  | Open<br>Wagons.                           | 4  | ന       | 2  |                                       | lav Tino  |                                |
|       |   |                               | M             | Covered<br>Goods and<br>Cattle<br>Wazons. | 23   | 40      | 63<br>63   |                                       | or Finn Val   |                                |
|       |   |                               |               | Carriage<br>Trucks.                       | 1  | 5       | ഞ ഞ  |                                       | e Power f   |                                |
|       |   |                               |               | Horse<br>Boxes.                           |  | 1       | 5 5  |                                       | ocomotiv  |                                |
|       |   | STOCK.                        | COACHING.     | 3rd Class<br>with<br>Brake Vans.          | 63   | 3       | or or  |                                       | I jo Alaans   | y.                             |
|       |   | ORKING                        |               | 3rd Class.                                | -  | 0       | 99   | · · · · · · · · · · · · · · · · · · · | eland) for  | . Compan                       |
| . III |   | No. 6RETURN OF WORKING STOCK. |               | 1st, 2nd, and<br>3rd Class<br>Composites. | 2  | 5       | າວ າວ  |                                       | Jompany (Ir   | * Maintained by F. V. Company. |
| 4     |   | RETU                          |               | Tank<br>Engines.                          | None.  | 0       | ന ന  |                                       | Railway C   | + Maintai                      |
|       |   | No. 6                         | + Locomotive. | Tenders.                                  | None.  | 'arrout | None.<br>None.                                       |                                       | Northern  |                                |
|       |   |                               | +             | Engines.                                  | None.  | *20TOL* | None.<br>None.                                       | · · · · · · · · · · · · · · · · · · · | th Great ]  |                                |
|       |   |                               |               |   | F. V. Co.'s Stock (5 feet 3 inch gauge),<br>W. D. Co.'s Stock (3 feet gauge) * | + (     | Stock on 31st December, 1889.<br>,, 30th June, 1890. | Increase,<br>Decrease,                | + F. V. Company contracts with Great Northern Railway Company (Ireland) for sumply of Locomotive Power for Finn Valley Line |                                |

£ s. d.

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

11 10 d. 0 Half-Year ended 30th June, 1890. 1,605 18 11 -3,604 13 1,998 14 42 Cr. 0 00 d. 9 9 51 1 s. 9 12 12 179 10 37 11 1,388 16 1,768 13 0 230  $\begin{array}{c} \pounds \\ 67 \\ 67 \\ 237 \\ 1,079 \\ 4 \end{array}$ 25,635 Dogs, ... No. 546 2,710 22,379 Total Traffic Receipts, Merchandize and Minerals, Receipts. No. 7-ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. ssengers— First Class, Second ,, Third ,, Excess Fares, None Determined. Live Stock, Mails, Pas . 9-REVENUE ACCOUNT. Half-Year Half-Year ended 30th June, 1890. 1890. By 3.3 3.3 6.6 5.5  $\begin{array}{c} \mathbf{f} \\ 58 \\ 217 \\ 1,095 \\ 6 \end{array}$ 1,376 149 1,695 3,500 21 259 10 7 55 2 6 d. 10 00 4 10 . 0 - 4 10 5 01 4 10 9  $\begin{array}{c} t \\ 1,088 \\ 1,175 \\ 260 \\ 875 \\ 230 \end{array}$ 3,783 113 9 24 No. 8-CAPITAL POWERS AND OTHER ASSETS AVAILABLE. TO MEET FURTHER EXPENDITURE, AS PER No. 7. No. Less received for working West Donegal Railway for Half-year ended 30th June, 1890, being 70 per cent. of the Traffic Re-ceipts, Maintenance of Way, Works, and Stations (Abstract A), ... ... Locomotive Power (Abstract B), ... ... £ s. d. 1,502 £10 Ordinary Shares, forfeited and unsold (nominal value), value), .... Less Debit Balance at Capital Account, ·· 15,020 0 ·· 715 15 14,304 4 Expenditure. Rates and Taxes, ... Law Charges, ... ... Mileage and Demurrage

Dr.

Hàlf-Year ended 30th June, 1889.

Lo

£ 916 936 936 230 803 224

6.6

9

25

9 0

-

Transfer Fe

Rents,

5.5 5.6

18

01

1,628 14 2,154 12 1,461 18

\*\*

132 19 12

3,303

10 18 0 9

3,616 11

3,518

3,616 11

8 10 9

Balance carried to Net Revenue Account,

3.3

3,518

2,0321,486

1,271

|                                | ear<br>l<br>ine,                                     | d.<br>33 33  | 00    |
|--------------------------------|--|--|-------|
|                                | Half-Year<br>ended<br>30th June,<br>1890.            | 8.<br>17<br>17   | 3     |
| Cr.                            | Ha<br>e<br>30t                                       | £ s. d.<br>1,461 18 10<br>13 7 7<br>2,837 17 3<br>2,837 17 3   | 4,313 |
|                                |  | By Balance from Revenue Account<br>No. 9 (page 11),<br>By General Interest Account,<br>By Balance at Debit of Revenue<br>Account for Half-Year ended<br>30th June, 1890, |       |
| COUNT.                         | Half-Year<br>ended<br>80th June, 30th June,<br>1890. | £<br>1,486<br>2,826<br>2,826   | 4,318 |
| AC                             | ear<br>l<br>ne,                                      | 0 m .  | 00    |
| NUE                            | Half-Year<br>ended<br>30th June,<br>1890.            | <i>£</i> s. d. 79 8 1 742 10 3 197 10 0 551 19 8 741 15 8  | 60    |
| IVEI                           | Ha<br>e<br>30t<br>1                                  | £ s.<br>742 10<br>197 10<br>551 19<br>2,741 15   | 4,313 |
| Dr. No. 10NET REVENUE ACCOUNT. |  | To Interest on Mortgage Loan (proportion of Annuity of<br>£1,300, as per Statement No. 3, charged to Revenue<br>To Interest on Debenture Stock;                          |       |
|                                | Half-Year<br>ended<br>30th June,<br>1889.            | £ 742 742 198 198 455 2,844  | 4,318 |

|   | No. 12-ABSTRACTS.  |   |
|---|--|---|
| A   | MAINTENANCE OF WAY, WORKS, &c.   |   |
| Half-Year<br>ended<br>30th June,<br>1889. |  | Half-Year<br>ended<br>30th June<br>1890.  |
| £<br>916                                  | Materials and Wages for Maintenance and Re-<br>newal of Permanent Way and other Works, and<br>for Working Signals,                             |   |
| В   | LOCOMOTIVE POWER.  |   |
| Half-Year<br>ended<br>30th June,<br>1889. |  | Half-Year<br>ended<br>30th June,<br>1890. |
| £<br>531                                  | Finn Valley Line—For each of the Half Years<br>the amount is that payable to Great Northern<br>Railway Company (Ireland) in terms of Contract, |   |
| 405                                       | West Donegal Line,   | 565 16 4                                  |
| 936                                       | Total,   | 1175 6 2                                  |
| C REPA                                    | IRS AND RENEWALS OF CARRIAGES AND W  | AGONS.                                    |
| Half-Year<br>ended<br>30th June,<br>1889. |  | Half-Year<br>ended<br>30th June,<br>1890. |
| £   | £ s d  | £sd                                       |
| 34<br>19                                  | Wages, 40 2 10<br>Materials, 40 1 1  | 80 3 11                                   |
| 69<br>108                                 | Wagons   | 179 17 6                                  |
| 230                                       | Total,   | 260 1 5                                   |

|   | No. 12ABSTRACTS.   |            |                               |           |
|---|--|------------|-------------------------------|-----------|
| D -                                       | TRAFFIC EXPENSES.  |            |                               |           |
| Half-Year<br>ended<br>30th June,<br>1889. |  | ei<br>30tl | lf-Yo<br>ndeo<br>h Ju<br>890. | d<br>ine, |
| £<br>534                                  | Salaries and Wages,  | £<br>629   | s.<br>8                       |           |
| 120                                       | Fuel, Lighting, Grease, and General Stores,                        | 116        | 19                            | 1         |
| 27  | Clothing,  | 18         | 19                            | 9         |
| 45  | Books, Printing, Stationery, Tickets, Advertising,<br>and Postage, | 41         | 17                            | 8         |
| 77  | T 1 T CL   | 63         | 19                            | 5         |
|   | Wagon Covers, Ropes, Truck Barrows, &c                             | 4          | 0                             | 0         |
| 803                                       | Total,   | 875        | 4                             | 5         |

| E   | GENERAL CHARGES.   |  |
|---|--|--|
| Half-Year<br>ended<br>30th June,<br>1889. |  | Half-Year<br>ended<br>30th June,<br>1890.            |
| £<br>                                     | Directors,   | £ s. d.  |
| 5   | Auditors,  | 500  |
| 150                                       | Secretary and General Manager,   | 150 0 0  |
| 26  | Books, Stationery, Printing, Advertising, Stamps,<br>Telegrams, and other Office Expenses, | 19 10 2  |
| 23<br>10                                  | Railway Clearing House Expenses,   | $\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$ |
| 10  | Travelling Expenses,   | 14 5 6   |
| 224                                       | Total,   | 230 5 7  |

|                              | 15  |            |
|------------------------------|---|------------|
| Cr.                          | $\begin{array}{ c c c c c c c c c c c c c c c c c c c$                              | 8,848 10 1 |
| No. 13GENERAL BALANCE SHEET. | Current Account,  |            |
| -GENERAL                     | Le s. d.<br>Le s. d.<br>587 6 7<br>479 6 5<br>whith<br>7,655 4 0                    | 8,848 10 1 |
| Dr. No. 13.–                 | To Unpaid Dividends and Debenture Stock Interest, accruing<br>till 30th June, 1890, | ~          |

|   | No. 14—                                    | MILEAGE                   | STATEM                     | ENT.   |                                   |
|---|--|---------------------------|----------------------------|--|-----------------------------------|
|   |  | For the                   | Half-Year e                | ended 30th Ju                                      | ne, 1890.                         |
| Half-Year<br>ended<br>30th June,<br>1889. |  | Miles<br>Autho-<br>rized. | Miles<br>Con-<br>structed. | Miles con-<br>structing<br>or to be<br>constructed | Miles<br>Worked<br>by<br>Engines. |
| 13 <u>‡</u><br>14                         | Line owned by<br>Company<br>Line worked by | 13 <del>1</del>           | 131                        |  | 131                               |
| à   | Company,<br>Foreign Line<br>worked over    | 18                        | 18                         |  | 18                                |
| 273                                       |  | 313                       | 313                        |  | 31 <u>3</u>                       |

| Half-Yea                  | ar ended 3<br>1889.                                  |        | TEMENT OF TRAD   |                           | AGE.<br>ar ended 30<br>1890. | Oth June |
|---------------------------|--|--------|--|---------------------------|------------------------------|----------|
| Finn<br>Valley<br>Railway | West<br>Donegal<br>Line<br>worked<br>by F. V.<br>Co. | Total  | All the Trains are<br>for Passengers<br>and Merchandize. | Finn<br>Valley<br>Railway |                              | Total.   |
| 13,245                    | 17,758   | 31,003 |  | 18,003                    | 23,016                       | 41,019   |

S. H. HAYES, Chairman of Company. JAS. ALEX. LEDLIE, Secretary of Company.

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

I hereby certify, that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past Half-Year, been maintained in good working condition and repair. ABRAHAM M'C. STEWART, Engineer pro tem.

19th July, 1890.

### CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

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

2nd August, 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.

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

The Grand Canal.

# **REPORT OF THE DIRECTORS**

AND

## STATEMENT OF ACCOUNTS,

FOR

SIX MONTHS ENDED 30th JUNE, 1890,

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, 23rd AUGUST, 1890.

### Directors.

WM. FRANCIS DE VISMES KANE, J.P., Chairman.

WILLIAM FINDLATER, J.P., D.L., Deputy-Chairman. BRINDLEY HONE. WILLIAM MOONEY, J.P. JOSEPH EDWARD PALMER. HARRY SAMUEL SANKEY.

# 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, 23rd AUGUST, 1890, at Twelve o'Clock, noon, for the purpose of receiving a Statement of the Accounts of the Company for the Half-year ended 30th June 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.

The Books for the Transfer of Stock will be closed from the 16th to the 23rd 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, 16th inst.

By Order,

WM. DIGBY COOKE, Secretary.

GRAND CANAL HOUSE, JAMES'S-STREET HARBOUR, DUBLIN, 7th August, 1890.

# Grand Canal Company.

## DIRECTORS' REPORT

For Half-year ended 30th June, 1890.

Half-yearly Meeting, Saturday, 23rd August, 1890.

Dividend Payable, 8th September, 1890.

The Transfer Books will be closed on and after Saturday, 16th instant, until after the day of meeting.

balance available for dividend to be ... ... £6,143 2 7 Out of which we recommend that there be written off 10 per cent. for depreciation on the original cost of four iron Canal Boats (£1,570 9s. 3d.), reducing the charges outstanding against them in the general Balance Sheet now submitted to £314 9s. 3d. ... ...

The annexed Statement of Accounts shows the

157 0 0

### Leaving a net balance of

£5,986 2 7

We recommend that a dividend be declared at the rate of £1 10s. per cent. per annum, free of Income Tax, payable on the 8th proximo, which will amount to ... ... ...

Leaving to be carried forward a balance of

£991 11 9

4,994 10 10

The tonnage carried by the Company's boats outwards from Dublin shows a decrease of 6,828 tons. The tonnage from the country into Dublin shows a decrease of 5,141 tons, being a total decrease of 11,969 tons during the Half-year.

This decrease of tonnage is accounted for by the interruption of the Company's carrying trade, consequent on a strike for wages by some of the Company's men, as hereinafter referred to.

The gross cash receipts of the Company's own carrying trade shows a decrease of  $\pounds4,641$  16s. 9d., which is attributable to the same cause.

The tonnage carried by Traders' Boats shows an increase of 5,235 tons, resulting in an addition in toll receipts of £333 7s. 1d.

We have charged to the expenditure of this Half-year a sum of £350 7s. 2d. for additional stable accommodation at Lowtown and Colgan's-bridge, the cost of which was carried forward in the general Balance Sheet of last Half-year.

The last Half-year's Report informed you that the Directors had engaged the services of one of the most experienced English Canal authorities to make an examination of this Canal and its working arrangements. You are already aware that the Board have received Reports from Mr. E. J. Lloyd accordingly.

The Directors have acted on several of Mr. Lloyd's recommendations. They are still in correspondence with him, and other matters referred to in his Reports are under their consideration.

We have sold three of the Company's trade boats, which were unworthy of further repair, and have taken steps for replacing them; and as some other boats are nearly worn out, we have contracted for the building and quick delivery of five new composite trade boats, and propose, with your concurrence, that the cost of these new boats shall be paid out of Reserve Fund No. 2.

The Proprietors are, no doubt, already aware that some of the men in the Company's employment struck work for additional wages. The strike lasted for more than six weeks, and caused considerable inconvenience and loss to the customers of the Canal, also to the Company, as already alluded to, resulting in a reduction of dividends to the Proprietors and a loss of wages to the men themselves.

Several Proprietors of this Company have urged upon the Board the wisdom of considering the advantage which would accrue to the Grand Canal property by a union of the Grand Canal and Barrow Navigation.

The Board admit that there would be a strengthening of the position by unity of action and interest, with probable economy in working expenses.

The Directors have had no communication from the Board of the Barrow Navigation Company on the subject of either purchase or amalgamation since the year 1876, and they are not prepared to recommend that the negotiations be opened on the basis of the terms then demanded.

This Company has been much hampered in the carrying on of its trade, and has sustained considerable consequential loss by reason of the Barrow Company not having maintained its

navigation (as this Board is advised it is bound to do) in its original state of efficiency. Your Directors have under consideration the prudence of taking immediate steps to compel the Barrow Company to place their system in a thoroughly navigable and efficient state.

The Engineer's Report is appended.

(Signed),

WM. FRANCIS de VISMES KANE, Chairman.

JAMES'S-STREET HARBOUR, Dublin, 15th August, 1890.

### ENGINEER'S REPORT.

To the Directors of the Grand Canal Company.

GENTLEMEN,

The Canal works are in a good state of repair; there is abundance of water for boats carrying full cargoes of fifty tons, and frequently more.

The water-way is in good order. The embankments appear strong and good. Those made of bog are carefully attended to.

The locks, lock-gates, bridges, tunnels, and the several structures along the Canal are in a fair state of repair. One new deepgate was made and hung at the 15th Lock, and extensive repairs done to the deep-gates at the 5th Lock, Naas Canal; also to the deep-gates at the 4th and 12th Locks, main line.

The several supply courses are in good order. There is no new work to be done beyond the ordinary work of repair and renewal during the current half-year that I am aware of, except the making of new gates for the Middle Graving Dock at Ringsend, which has not yet been commenced.

Generally speaking, I may add that the works of the Canal and its supply courses are in a more substantial state now than they were in 1847. Since that time some very extensive renewals of tunnels have been made and embankments strengthened in the several lines of your Canal.

I have the honour to be, Gentlemen,

Your obedient servant,

### CHRISTOPHER MULVANY, C.E.

GRAND CANAL HOUSE, JAMES'S-STREET HARBOUR, August 8th, 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 Halfyear, been maintained in good working repair and condition.

## (Signed), FREDERICK SHARPE.

ANY.

COMP

NAL

A O

GRAND

1st August, 1890.

Certificate respecting the Company's Steamers.

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

### (Signed),

WM. JOHNSON, Superintendent Engineer.

1st August, 1890.

40 50 -- 000 0 2 Dr. 0 1 0 000 500 II ,022 .021 .021 .819 .59 .121 3,182 25,047 2,245 590 329 17 STNOPSIS OF RECEIPTS AND EXPENDITURE FOR SIX MONTHS ENDING 30TH JUNE, 1890, SHOWING OF EACH APPLICABLE TO THE CANAL PROPER AND THE OTHER SOURCES OF ..... 1.1.1.1 . . . Rents Receivable Corporation Water Rent Dividends and Interest Transfer Fees Boats, 0 22 1 1 1 1 4 11 6 00 0 3 OI 5 12 17 10 10 7 17 5 5 3 50 12 3.162 914 1,940 15,158 3,609 3,609 25,047 1,320 262 1,599 3,182 3.609 1,599 5,208 350 4,858 . INCOME RESPECTIVELY. 1 6 4 18 THE PROPORTION 1.1.1 Cr. Balance-Freights and Tolls Rents -Less-New Stables and Repairs 1.101 . Balance as per Account Trade Expen-Advertising, 1 Lock-keep Salaries, & Caurying 7 Printing, Balance Or.

1 COMPANY CANAL GRAND

OF CAPITAL AUTHORIZED AND CREATED HALF-YEAR ENDED 30TH JUNE, 1890. 1.-STATEMENT

Total 42 ł Balance Loans 52 BY THE COMPANY. Stock 42 9 9 d. 665,938 14 665,938 14 Total ŝ 42 Capital Created Loans | 2 1 
 665,938
 14
 6
 665,938
 14
 6

 665,938
 14
 6
 665,938
 14
 6
 d. New Stock ŝ 42 d. Total ŝ 42 Capital Authorized Loans 1 1 42 665,938 14 6 665,938 14 6 d. New Stock -42 11 & 12 Geo. 111.,c. 31; 31 Geo. 111., c. 42; 7 & 8 Vic., c. 98; 11 & 12 Vic., c. 124; New Stock registered 1848 Acts of Parliament No.

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

| Amount<br>Cancelled             | £ s. d.                 | 1  |                           |
|---------------------------------|-------------------------|--|---------------------------|
| Amount<br>Uncalled              | <i>£</i> s. d.          |  |                           |
| Calls<br>in Arrear              | L s. d. L s. d. L s. d. | 1  |                           |
| Amount<br>Received              | £ s. d.                 | 665,938 14 6   | 665,938 I4 6              |
| Amount<br>Created-<br>New Stock | & s. d.                 | 665,938 14 6 665,938 14 6  | 665,938 14 6 665,938 14 6 |
| Description                     |                         | New General Capital Stock, all issued (Registered,<br>pursuant to II & 12 Vic., cap. 124), 1848. |                           |

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

Raised by Loan and Debenture Stock

Total Raised by Debenture Stock

Raised by Loan

|         |   |   | d.              | 9                 |  | 9            |
|---------|---|---|-----------------|-------------------|--|--------------|
|         |   |   |                 | 4                 |  | 4            |
|         | Cr.   | Total   | К s. d.         | 8                 |  | 665,938 I4 6 |
|         |   | F   | 42              | 2.63              |  | 2.63         |
|         |   |   |                 | 665,938 I4 6      |  | 99           |
|         |   | 50  | d.              | -                 |  |              |
|         |   | nt<br>Jurir<br>ear                                    | in              |                   |  |              |
| Nil.    |   | Amonnt<br>Received during<br>Half-year                | Ł s. d.         | Nil.              |  |              |
| 4       |   | A   | 42              |                   |  |              |
|         | .T.   | R   |                 |                   |  |              |
|         | ND  | 389   | £ s. d.         | 665,938 14 6      |  |              |
| 1000    | 000   | Amount<br>Received to<br>oth June, 188                | ŝ               | 14                |  |              |
|         | A   | Amount<br>eccived<br>h June, 1                        | 5.2             | 338               |  |              |
|         | AL  | Amount<br>Received to<br>30th June, 1889              | ×               | 65,6              |  |              |
| Nil.    | PIT   |   |                 | 9                 |  |              |
|         | CA  |   |                 | 1                 |  |              |
|         | Z   |   |                 |                   |  |              |
|         | 0   |   |                 |                   |  |              |
|         | URI   |   |                 |                   |  |              |
|         | LLI   |   |                 |                   |  |              |
|         |   |   |                 |                   |  |              |
| 20 3.00 | Z   |   |                 | 9                 |  | 10           |
| Nil.    | XPEN  |   | . d.            | 4 6               |  | 4 6          |
| Nil.    | EXPEN   | otal  | s. d.           | 8 14 6            |  | 8 14 6       |
| Nil.    | ND EXPEN  | Total   | £ s. d.         | 5,938 I4 6        |  | 5,938 14 6   |
| Nil.    | S AND EXPEN                                       |   | £ s. d.         | 665,938 I4 6      |  | 665,938 14 6 |
| Nil.    | PTS AND EXPEN                                     |   | 28              | 665,938 14 6      |  | 665,938 14 6 |
| Nil.    | CEIPTS AND EXPEN                                  |   | 28              | 2.3               |  |              |
| Nil     | RECEIPTS AND EXPEN                                |   | 28              | 2.3               |  | 665,938 14 6 |
| Nil.    | -RECEIPTS AND EXPEN                               |   | £ s. d. £ s. d. | Nil. 665,938 14 6 |  |              |
|         | 4RECEIPTS AND EXPEN                               |   | 28              | Nil.              |  |              |
|         | No. 4RECEIPTS AND EXPEN                           | Amount<br>Expended during<br>Half-year                | £ s. d.         | Nil.              |  |              |
| Nil.    | No. 4RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | Amount<br>Expended during<br>Half-year                | £ s. d.         | Nil.              |  |              |
|         | No. 4RECEIPTS AND EXPEN                           | Amount<br>Expended during<br>Half-year                | s. d. £ s. d.   | Nil.              |  |              |
|         | No. 4RECEIPTS AND EXPEN                           | Amount<br>Expended during<br>Half-year                | £ s. d.         | Nil.              |  |              |
|         | No. 4RECEIPTS AND EXPEN                           | Expended during<br>Half-year                          | £ s. d. £ s. d. | 665.938 14 6 Nil. |  |              |
|         | No. 4RECEIPTS AND EXPEN                           | Amount<br>Expended during<br>Half-year                | £ s. d. £ s. d. | 665.938 14 6 Nil. |  |              |
|         | No. 4.—RECEIPTS AND EXPEN                         | Amount<br>Expended to<br>30th June, 1889<br>Half-year | £ s. d. £ s. d. | 665.938 14 6 Nil. |  |              |
|         |   | Amount<br>Expended to<br>Bath June, 1889<br>Half-year | £ s. d. £ s. d. | 665.938 14 6 Nil. |  |              |
|         |   | Amount<br>Expended to<br>30th June, 1889<br>Half-year | £ s. d. £ s. d. | 665.938 14 6 Nil. |  |              |
|         | Dr. A. A. RECEIPTS AND EXPEN                      | Amount<br>Expended to<br>Bath June, 1889<br>Half-year | s. d. £ s. d.   | 665.938 14 6 Nil. |  |              |

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.

W.M. F. DE VISMES KANF, Chairman

(Signed)

JOHN A. CAMPION,

### 14

No. 5.—DETAILS OF CAPITAL EXPENDITURE, for Half-year ended 30th June, 1890.

's. d.

£ s. d. £ All Capital expended -

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

|  | Goods<br>Steamers | Towing<br>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 Dec. 31, 1889<br>,, June 30, 1890 | 5                 | 4                  | 20<br>18               | 23<br>21                           | S<br>9          | 3               | 3            | 66<br>62 |
| Increase during Half-year<br>Decrease ,,   |                   | I                  | 2                      | 2                                  | <u>I</u>        | 11              | C III        | 1<br>5   |

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

| • | Further Expenditure<br>during Half-year<br>ended 30th June, 1890 | In subsequent Half-<br>years | Total |
|---|--|------------------------------|-------|
| 1 | Nil.   | Nil.                         |       |

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

### No further Capital powers.

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

| ded  | d.  | 6                                   | 60                            | 000                                      |                                       | ~  | 2   | 1                                 | S        | • ~                          |                  | -                                 | 0      | 9                                | 0      |                                  | 9                | 3                                  | -  | 4            |
|--|---|-------------------------------------|-------------------------------|--|---------------------------------------|--|---|-----------------------------------|----------|------------------------------|------------------|-----------------------------------|--------|----------------------------------|--------|----------------------------------|------------------|------------------------------------|--|--------------|
| Ir en<br>le, I   | - 63 -  | 17                                  |                               | 2+1                                      | 1                                     | 12   |   |                                   | 0        | I                            |                  | 18                                | 10     | 17                               | 6      | 1                                | 01               | 03                                 |  | 15           |
| Half-y ar ended<br>Joth June, 1890                                   | £<br>20022<br>4024  | 354                                 | 66                            | 590                                      |                                       | 819 12   |   |                                   | 590      | F2 1                         | 2                | 32                                | 19     | I 2 I                            | 12     |                                  | 17               | 59                                 | 171                                      | 28229 15     |
| RECEIPTS   | By Freights and Towage                                      | ", Rent of Stores, sundry Tenants - | 6.6                           | ", ", ", ", ", ", ", ", ", ", ", ", ", " | ", "Turnpikes and Rights of Passage - | ", Ringsend Flo.ting and Graving<br>Docks Dues | ,, Dublin Corporation - Rent for<br>Water supplied to Brewers and | Distillers, 6 months, to June 30, | 1390     | £ 10,000 Consols, six months | ", Dividends on- | E £1,350 Pref. Stock, 5 per Cent. |        | 5 26,250 4 per cent. Pref. Stock | 3      | , Interest on Augar Dank Depusit | ., Transfer Fees | ", 3 Old Boats and Sundries sold - | , Claims and cosis mjury to boat No. 920 |              |
| Half vear ended<br>30th June, 1889                                   | 24,663 19 1   | 357 2 5                             | 4                             | 623 7 3                                  | 3 0 0                                 | 608 4 IO                                       | `   |                                   | 505 IS 0 | 140 2 1                      | 2                | 32 18 I                           | 28 0 7 | I21 17 6                         | 21 9 0 |                                  | 21 0 0           | 1                                  |  | 32.248 12 10 |
| Half-year ended Half year ended<br>John June, 1890 - 30th June, 1889 | L s d.  | 014 17 2                            | -                             | 1940 11 7                                | 1581 II 0                             | 613 5 I  | 15158 IO 7  | 4858 7 10                         |          |                              |                  |                                   |        |                                  |        |                                  |                  |                                    |  | 28229 15 4   |
| EXPENDITURE  | To Maintenance of Way, Works, and<br>StationsSee Abstract A | ,, Lock-keepers' Wages-See Ab-      | " Salaries and Allowances-See | , Rents, Taxes, and Miscellaneous        |                                       | -  |   | Account                           |          |                              |                  |                                   |        |                                  |        |                                  |                  |                                    |  |              |
| Half-year ended<br>30th June, 1839                                   | £ s. d.   | + 0                                 |                               | I,990 IO 0                               | 1,648 14 7                            | I,464 I9 5                                     | 16,203 19 I   | 6,609 12 6                        | 10       |                              |                  | 12 21                             | 1.1.1  |                                  |        |                                  |                  |                                    |  | 32,248 12 10 |

No. 10.-NET REVENUE ACCOUNT.

Dr.

| Half-year ended<br>30th June, 1889 |  | Half-year ended<br>30th June, 1830 | Half-year ended<br>30th June, 1830 30th June, 1889 |  | Half-year ended<br>30th June, 1890 |  |
|------------------------------------|--|------------------------------------|--|--|------------------------------------|--|
| λ s, d, T,729 6 1 T                | To Balance available for Dividend $(\xi, 143, 2, 7)$ | 6,143 2 7                          | L, 119 13 7  | L, 119 13 7 By Balance from last Half-year's Account     | the second states and              |  |
|                                    |  |                                    | 6,609 12 6   | 6,609 12 6 ,, Balance Revenue Account No. 9 4,858 · 7 10 | 4,858 . 7 10                       |  |
| 7,729 6 I                          |  | 6,143 2 7 7,729 6 I                | 7,729 6 1  |  | 6, 143 2 7                         |  |

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

| Half-year ended<br>30th June, 1890 | £ s. d.  | 5,986 2 7                                    | 4,994 IO IO  | 6 11 166                  |
|------------------------------------|--|--|--|---------------------------|
|                                    | Available for Dividend, as per Account No 10 . $\xi_{6,143} = 7$<br>Less proposed to be written off cost of Iron Trade Boats | as in General Balance Sheet No. 13 - 157 0 0 | 6,659 7 9 Dividend on Capital Stock, £665,938 14s. 6d., at £1 10s. per cent. | Balance to next Half-year |
| Half-year ended<br>30th June, 1889 | <i>х</i> ъ с.  | 7,572 6 1                                    | 6,659 7 9  | 912 IS 4                  |

|                              | IL               | Soo       | 1.            | 0                               | 9                              | 0          | 0                            | 0  |                               | 0               | (                                  | 0 0                 | 0                                |       | 0                                 | 4                        |                                | 1                                  | 1           | Son          | 260                          |                                      |                                | 0                          | (                                  | 0.0            |                                  | • 0                                 |                                    |          | 2        |
|------------------------------|------------------|-----------|---------------|---------------------------------|--------------------------------|------------|------------------------------|--|-------------------------------|-----------------|------------------------------------|---------------------|----------------------------------|-------|-----------------------------------|--------------------------|--------------------------------|------------------------------------|-------------|--------------|------------------------------|--------------------------------------|--------------------------------|----------------------------|------------------------------------|----------------|----------------------------------|-------------------------------------|------------------------------------|----------|----------|
|                              | -yea             | ended     | C, 1          | 9                               | 19                             | 9          | 3                            | 2  | 2                             | 0               | (                                  | 0 1                 | 5                                |       |                                   | 1                        |                                |                                    | -yes        | ended        | 60                           | ń                                    |                                | 0                          | (                                  | 0 :            |                                  | 191                                 |                                    |          | II       |
|                              | Half-year        | ended     | Inf           | 20                              | 258                            | 1          | 100                          | 261                                      | -                             | 26              | 70                                 | 20                  | 50                               |       |                                   | 414                      |                                |                                    | Half-year   | on Tune 1800 | un                           | 2                                    |                                | 375                        | 0                                  | 010            | 101                              | 134                                 | 5                                  |          | 1940 11  |
|                              |                  | Ce        | 2             | _                               |                                |            |                              |  |                               |                 |                                    |                     |                                  |       |                                   |                          | -                              |                                    |             | 000          | 20                           |                                      |                                | (*)                        |                                    | -              | -                                |                                     |                                    |          | IC       |
| LOCK-KEEPERS' WAGES.         |                  |           |               | Lock-keeners on Circular Line - |                                |            | Nountmellick Canal           | ", Shannon Line and<br>Rallingshoe Canal | ., Kildare Canal (Naas        | and Corbally)   | Drawbridge-keepers at Monasterevan | und Portarlington - | N ght Lock Liekets               |       |                                   |                          |                                | SALARIES AND ALLOWANCES.           |             |              |                              | Directors' attendances at Boards and | Committees from 31st December, | 1889, to 30th June, 1890 - | Auditors, for Half-year ended      | December, 1889 | Unicers Janaries                 | Gratuities and Retired Allowances - |                                    |          |          |
|                              | 1-               | 0         | 60-           | 0 I                             |                                | 00         |                              | 0  | 0                             |                 |                                    | 0                   | 7                                |       | 1                                 | 5                        |                                | S                                  |             | 00           | 60                           | 1                                    |                                | 0                          |                                    |                | _                                | 200                                 |                                    |          | 0        |
|                              | Ilal -year       | ed        | 50 June, 1889 |                                 | 20                             | -          |                              | 2  | 0                             |                 |                                    |                     | 17                               |       | 7                                 | 0                        |                                |                                    | Half-year   | ed           | 30 June, 1009                | ŝ                                    |                                | 0                          |                                    | 0 4            |                                  | 191                                 |                                    |          |          |
| ; @                          | lal.             | ended     | une           | 200                             | 260                            | 1 651      | 0                            | 240                                      | 26                            |                 |                                    |                     | 20                               |       | 1                                 | 930                      |                                |                                    | lalf-       | ended        | nine                         | ~2                                   |                                | 375                        |                                    | 01             | 1,350                            | 128                                 |                                    |          | 1,996 16 |
| H H                          | -                |           | 30            | -                               | 10                             | -          |                              | 2  |                               |                 |                                    |                     |                                  |       |                                   | 6                        |                                | 0                                  | -           | 00           | 30                           | ~                                    |                                | 3                          |                                    | •              | I,3                              |                                     |                                    |          | 1.9      |
| TAU. 12.                     |                  | IT        | 800           | 10                              | i                              | II         |                              | 6  | 9                             | in.i            | 10                                 | 2                   | ,                                | 0     |                                   | 2 2                      |                                | 4 00                               | 0           | 00           |                              | 10                                   |                                | I                          |                                    | 0              | 0                                | 3.0                                 | ,                                  | 00       | -        |
| AND MAIN.                    |                  | Half-year | to Tune. 1800 |                                 | ;                              | 00         |                              | 61 06                                    | 5                             | 100             | 14                                 | 4                   |                                  | 18    | (                                 | 61                       | +0                             | beet                               |             |              | 1                            | 01                                   |                                | 00                         |                                    | 0              |                                  | 1 2                                 |                                    | 3        | 12       |
| MA                           |                  | Hall      | Iun           | 7                               | 2                              | 198        |                              | 6  | 138                           | 17              | 54                                 | 27                  |                                  | 135   | 0                                 | 312 19                   | 100                            | 97                                 | 635         | 79           | 0                            | 220                                  |                                | 427                        |                                    | 52             |                                  | 162                                 |                                    | 203      | 3,162 12 |
| 12                           |                  |           | 30            | 5                               |                                |            |                              | _  | _                             |                 |                                    |                     |                                  |       |                                   |                          |                                |                                    |             |              |                              |                                      | _                              | -                          |                                    |                |                                  |                                     |                                    |          | 3,       |
| REPAIRS. LABOURERS' WAGES AN | TENANCE OF LINE. |           |               | " Track ways and Track ways     | Circular and Main Lines-Dublin | to Lowtown | Barrow Line-Lowtown to River | Barrow                                   | Shannon Line Lowiown to Miver | Kilbeggan Canal | Ballinasloe Canal -                | Mountmellick Canal  | Repair and Strengthening Embank. | ments | Cleansing, Care, and Extension of | Classing Boundary Drains | Destantisting boundary triants | Repairs of Company's Working Boats | Lock Crates |              | ", Locks, Tunnels. Harbours, | Overlalls, and Quays                 | Houses. Stores. Stables.       | Police Barracks -          | Messenger and Yard Clerk, James's- | street Harbour | Conveyance of Stores and Workmen | Turnnikes care of .                 | Repairs, Salaries and Wages-Docks, | Ringsend |          |
| EP                           |                  | ar        | 880           | 7 00                            |                                | 5          |                              | 9  |                               | 5               | IO                                 | 5                   |                                  | 6     |                                   | 0                        | 21                             |                                    | TP          |              |                              | 9                                    |                                | 9                          |                                    | 0              |                                  | 10                                  |                                    | 5        | 4 IO     |
|                              |                  | Half-year | ended         | 5                               | 'n                             | 183 12     |                              | 11                                       | 10                            | 00              | IO                                 | 3                   |                                  | 5     | 0                                 | 21                       | 01                             |                                    | -           |              |                              | x                                    |                                | I                          |                                    | 0              |                                  | 1 1 1                               |                                    | 250 15   | 1        |
| A                            | 1                | Ha        | ended         | n Co                            | 2                              | 183        |                              | 82                                       | 174                           | 23              | 32                                 | 26                  |                                  | 186   |                                   | 297                      | 0 0 0                          | 309                                | 417         | 23           |                              | 300                                  |                                | 604                        |                                    | 52             | 2.                               | 10                                  | •                                  | 250      | 3,394    |

17

No. 12-continued.

|                                    |           | car         | 1890          | d.            | 3                | -                               | 6                       | ~                     | IO                                  | L   |                                  | 61                      |                                 | 00         | 2                                   | 30                        | 20              | 0         | 9                                  | 0                                | 0                                | 10                             | 9                                 | 1                                |                        | 1           |
|------------------------------------|-----------|-------------|---------------|---------------|------------------|---------------------------------|-------------------------|-----------------------|-------------------------------------|---|----------------------------------|-------------------------|---------------------------------|------------|-------------------------------------|---------------------------|-----------------|-----------|------------------------------------|----------------------------------|----------------------------------|--------------------------------|-----------------------------------|----------------------------------|------------------------|-------------|
|                                    | 10        | 11alf-year  | ne,           | ŝ             | ) IS             | 4                               | IIO                     | II (                  | 2                                   | 00  |                                  | 5                       |                                 | 12         | 15                                  | 10                        | -               | 0         | II                                 | 14                               | 9                                | 1                              | 14                                | IO                               |                        | 10          |
|                                    | 11        | 113         | 30 June, 1890 | 2             | 4279             | 80                              | 2740                    | 470                   | 618                                 | 2080  | 1258                             | 43                      |                                 | 55         | 193                                 | 23                        | 34              | 15        | 42                                 | 312                              | 206                              | 15                             | 1787                              | 15158 10                         |                        | 15158 10    |
| CARRVING TRADE ACCOUNT.            |           |             |               |               | Haulage of Boats | Towage of do. on River Liffey - | Wages of Crews of Boats | Repairs of Boats      | If ire of Boats chartered by the Co | Agency and Labourage-Dublin,<br>and at all Stations | Shannon and Barrow Tolls         | Compensation for Losses | Postage and Receipt Stamps-pro- | portion of | Books, Stationery and Advertising . | Car-hire and Travelling . | Benefit Society | Insurance | Gas at James's-street Harbour -    | Incidental                       | Stores Supplied to Boats         | Steamers Towing on the Canal . | Expenses of Steamers on Shannon - |                                  | Deduct Old Stores sold |             |
| F.                                 | Haif-woor | ended       | 30 June, 1889 | £ s. d.       | 3,647 13 4       | 128 18 8                        | 3,118 7 1               | 361 17 6              | 592 I 4                             | 3,383 I 9   | 13                               | 3 13 3                  |                                 | 58 12 4    | 159 19 5                            | 24 7 0                    | 56 3 4          | 97 5 0    | 42 6 IO                            | 296 9 5                          | 273 8 0                          | 459 14 6                       | I,839 I 9                         | 6,228 13 7                       | 24 14 6                | 16,203 19 1 |
| EOUS.                              |           | I lalf-year | ended         | so June, 1090 | ŝ                | 3:3 0 10<br>182 11 6            | 17 4                    |                       | 31 0 0                              | 133 15 3  |                                  |                         | I,581 II 0                      |            |                                     | Half-year                 | 30 June, 1890   | k s. d.   |                                    | 161 7 0                          |                                  | 1                              |                                   | 350 7 2                          |                        | 613 5 1     |
| D. RENTS, TAXES AND MISCELLANEOUS. |           |             |               |               | Income Tou       | Rents Paid                      | Taxes                   | Printing and Chairman | Advertising                         | Incidents   | Postage and Receipt Stamps, pro- |                         |                                 | SUNDRIES   |                                     |                           |                 |           | Fercentage to Land Agent, from 1st | Parliamentary and Law Expenses - | New Iron Boats, Nos. 3 and 5, on | Inspecting Boat mirchased and  |                                   | New Machinery at Shannon Harbour |                        |             |
| D, RF                              |           | Half-year   | ended         | 30 June, 1009 | 2006 IO 0        |                                 | 650 5 I                 |                       | 18 18 6                             | 91 J1 1<br>79 12 9                                  | 54 5 8                           |                         | 1,048 14 7                      | Å.         | 11.16                               | nall-year<br>ended        | 30 June, 1889   | £ s. d.   | 104 2 8                            | 3                                |                                  | 1 1 190                        | -                                 | 250 0 0<br>106 11 3              |                        | 1.464 19 5  |

|                              | 4         8. d.           1164         12         9           701         10         10         9           9         15         9         15         9           95         1         10         10         10         10           95         1         10         10         10         10         10         11 | 2              |  |
|------------------------------|--|----------------|--|
| Cr.                          | 6     8. d.       164     12       9     15       9     15       9     15       9     15       9     15       9     15       95     16       95     16       95     1       95     1       95     1       95     1       95     1       95     1       96     10       100     10       103     10       113     3       271     18  | 6              |  |
| 0                            | 4164 12<br>701 10<br>9 15<br>9 590 6<br>876 16<br>95 11<br>1486 14<br>11486 14<br>11486 14<br>11486 14<br>109 10<br>224 3<br>271 18  | 8692           | 24.  |
| No. 13GENERAL BALANCE SHEET. | Cash at Bankers (gend August, 1890), including<br>Rents. Freights, Tolls due 30th June, since<br>received and lotged   |                | No. 13 (A)RESERVED FUND No. 1, to be retained by the Act 11th & 12th Vic., cup. 124. |
| 13GENERAL                    | 5986 2 7 0   | 8692 9 7       | No. 1, to be re  |
| Dr. No.                      | Unpaid Dividend<br>Net Revenue Account, Balance to<br>Credit thereof, as per Account<br>No. 10 or cent. depreciation of<br>Less 10 per cent. depreciation of<br>Iron Boats, per No. 11 · 157 0 0   | W. C. W. Y. L. | No. 13 (A)RESERVED FUND ]  |

19

01,0000Gt. Northern of Ireland Ry. Stock.Costr.06,25000... 4 per Cent. Preference Stock64,50501,1000... 4 per Cent. Preference Stock... 1,2181701,35000Preference Stock... 1,2181701,35000Preference Stock... 1,70917637281Greenhow's holding, Dolphin's-barn372813111Royal Bank, Deposit Account33111 Half-year ended June 30, 1890 372 8 1 3 1 11 <u>6</u>11,109 5 0 Or. No. 13 (B).-RESERVED FUND No. 2 (per Resolution, 22nd August, 1863). Italf-year ended June 30, 1889 Cosrt.  $\mathcal{L}^{11,109}$  5 o Balance of Reserve  $\mathcal{L}^{11,109}$  5 o  $\mathcal{L}^{11,109}$  5 o Fund\* 0 £11,109 5 0 £11.109 5 Amount same as last year Half-year ended June 30, 1<sup>c</sup> 89 0 £11,109 5 Dr.

### No. 14.-MILEAGE STATEMENT.

20

|                                   |          |        |        |      | Miles worked<br>by Boat |
|-----------------------------------|----------|--------|--------|------|-------------------------|
| Circular and Main Lines-Ringsend  | Docks, D | ublin, | to Low | town | 29 <u>3</u>             |
| Barrow Line-Lowtown to River Ba   | rrow     |        | -      |      | 285                     |
| Shannon Line-Lowtown to River S   | hannon   | -      |        | -    | 531                     |
| Kilbeggan Canal                   | 1.2      | -      | -      |      | 81                      |
| Ballinasloe Canal                 | -        |        | -      | -    | 14                      |
| Mountmellick Canal                |          |        | -      | -    | III                     |
| Kildare Canal (Naas and Corbally) |          | -      | -      | 14   | 71                      |
| Blackwood Canal                   | -        | -      | -      |      | 4                       |
| Miltown Canal                     | -        |        |        |      | 66                      |
| Edenderry Canal                   |          | -      |        |      | 1                       |
| Lateral Canal                     | -        | -      | -      | -    | I 1/2                   |
|                                   |          |        |        |      | 165 <sup>3</sup> miles  |

WM. F. de VISMES KANE, Chairman of Company. W. DIGBY COOKE, Secretary of Company.

Auditors.

JUHN A. CAMPION, Accountant of Company.

WE have examined the Accounts of the Grand Canal Company for the Half-year ended 30th June, 1890, which are proposed to be issued to the Proprietors of said Company, and subject to the several matters referred to in our special Report on said Accounts, certify them as correct.

> (Signed) W. J. GEOGHEGAN, EDWARD KEVANS, Chartered Accountant,

14th August, 1890.

# Great Horthern Railway Company

(IRELAND).

# REPORT OF DIRECTORS

#### AND

# STATEMENT OF ACCOUNTS,

PUBLISHED PREPARATORY TO

### THE HALF-YEARLY MEETING

TO BE HELD ON

WEDNESDAY, the 13th AUGUST, 1890.

AT TWELVE O'CLOCK, NOON,

AT THE COMPANY'S OFFICES,

### BELFAST.

# GREAT NORTHERN RAILWAY COMPANY (IRELAND).

### Directors :

### JAMES GRAY, Esq., Chairman.

### THOMAS PLUNKET CAIRNES, Esq., Deputy-Chairman.

VICTOR COATES, Esq. FOSTER COATES, Esq. JAMES C. COLVILL, Esq. SIR WILLIAM QUARTUS EWART, Bart. LUCIUS O. HUTTON, Esq. John Jameson, Esq. L. J. M'Donnell, Esq. J. F. Meade, Esq. C. A. W. Stewart, Esq. Fane Vernon, Esq.

# REPORT OF THE DIRECTORS

OF THE

Great Northern Kailway Company (Ireland) TO THE PROPRIETORS

### THE HALF-YEAR ENDED JUNE 30TH, 1890.

FOR

The following Table exhibits the Receipts for the past half year, and also those for the corresponding half of 1889 :---

| Description   | Half-year<br>ended<br>30th June, 1890   | Half-year<br>ended<br>30th June, 1889  | Increase                       | Decrease                          |
|---|---|--|--------------------------------|-----------------------------------|
| Passengers<br>Parcels, Horses,<br>Carriages, &c.<br>Mails<br>Merchandise<br>Live Stock<br>Minerals<br>Rents and other<br>Receipts | 17,124 2 10<br>19,311 10 0<br>122,424 16 8<br>14,769 3 8<br>16,033 2 7<br>3,982 11 10 | 17,041 8 1<br>19,297 2 10<br>119,410 16 3<br>14,876 0 10<br>18,863 10 6<br>4,021 6 7<br>325,830 19 8 | 82 14 9<br>14 7 2<br>3,014 0 5 | 106 17 2<br>2,830 7 11<br>38 14 9 |

After providing for Working Expenses, Interest on Loans and Debenture Stocks, and Dividends on Guaranteed Stocks, there will remain a balance, including the amount brought forward from last account, of  $\pounds 99,684$  15s. 4d. available for Dividend, out of which the following Dividends on Preference Stocks have to be provided, viz. :--

|   | £               | 5. | d. |  |
|---|-----------------|----|----|--|
| On the late Ulster Company's Preference 41 per cent Stock,    | . 4,500         | 0  | 0  |  |
| On the Portadown, Dungannon, and Omagh 41 per cent            | t               |    |    |  |
| Preference Stock,   | . <b>I</b> ,688 | I  | 3  |  |
| On the Portadown, Dungannon, and Omagh $3\frac{1}{2}$ per cen | t.              |    |    |  |
| Preference Stock  | . 3,929         | 12 | 6  |  |
| On the Preference 4 per cent. Stock                           | . 12,900        | 0  | 0  |  |
|   | £23,017         | 13 | 9  |  |

There remains a balance of £76,667 1s. 7d., out of which the Directors recommend that a Dividend be declared on the ordinary Stock at the rate of Four per cent. per annum, less Income Tax, payable on the 1st day of September next. This Dividend will amount to £69,048 14s. 10d., and will leave a balance of £7,618 6s. 9d. to be carried to the next account.

The Directors are glad to be able to report that the claims for personal injury, arising out of the Armagh accident, have nearly all been dealt with, and that the few cases remaining unsettled will shortly be disposed of. The amount paid as compensation during the half-year ending 30th June, 1890, was  $\pounds 52,935$  16s. 4d., of which  $\pounds 30,000$  os. od. has been charged against the Revenue of the past half year, leaving a balance of  $\pounds 22,935$  16s. 4d. to be carried over to the current half year.

The Revenue Receipts for the past half-year amount to £328,391 9s.7d. as against £325,830 19s. 8d., for the corresponding half of 1889, showing a net increase of £2,560 9s. 11d.

The Working Expenses, exclusive of the  $\pounds$  30,000 charged towards the Armagh Accident, were  $\pounds$  171,587 7s. 2d., as compared with  $\pounds$  159,822 17s. 5d. in the corresponding half-year. The increase,  $\pounds$  11,764 9s. 9d., arises almost entirely from the increases in wages to the Staff and the advance in the price paid for coal and other materials.

The expenditure on Capital Account amounted to  $\pounds_{7,837}$  2s. 11d. for Land and Works, and  $\pounds_{1,916}$  os. od. for additional Rolling Stock.

During the half year £34,081 of Ordinary Stock, and £5,002 of 4 per cent. Debenture Stock, have been issued, and the premiums thereon, amounting to £7,726 3s. 1d., have been credited to the Capital Account.

The Proprietors will have learned with deep regret of the sudden death of Mr. James W. Murland, the late Chairman of the Company, which occurred on the 20th May last. Mr. Murland had presided over the affairs of the Company with conspicuous ability for a long period. His varied knowledge in connection with Railway administration, his sound judgment, and constant attention to the affairs of the Company were of inestimable value to the Proprietors.

The Directors have also to report, with much regret, the lamented death of Sir Edward P. Cowan, H.M.L., who had been for several years a very useful member of the Board, and took a warm interest in the affairs of the Company.

The vacancies on the Board thus caused have been filled up by the appointment of Sir William Quartus Ewart, Bart., of Strandtown, Belfast, and Mr. Fane Vernon, Erne Hill, Belturbet. The Board has unanimously elected Mr. Gray to be the Chairman of the Company, and Mr. Cairnes to be Deputy Chairman.

The Directors are taking the necessary steps for complying with the requirements of the Board of Trade, under the Regulation of Railways Act, 1889, as to the adoption of the Automatic Brake, the extension of the Block Telegraph, and the Interlocking of Points and Signals.

It is expected that the City of Dublin Junction Railways will be opened during the present half year, and your Directors hope that by means of the unbroken communication this will afford between Kingstown and your line of Railway, an earlier arrival and later departure of the English Mails at Belfast, Londonderry and intermediate towns will be effected.

The Company has been urged to undertake the construction of a Branch Line about five miles in length from your Railway near Dunleer to the Town of Ardee. Your Directors have considered the matter, and believing that such an extension would be of benefit to the Company, have agreed to promote a Bill in the next Session of Parliament to authorize its construction, the Baronies through which the Line will pass agreeing to guarantee  $2\frac{1}{2}$  per cent. for a period of thirty-five years on a capital not exceeding £35,000.

Lord Balfour of Burleigh, and Mr. Courtenay Boyle, C.B., on behalf of the Board of Trade, held a Court in Dublin, in April last, for the purpose of hearing evidence in support of, and against the Schedules of proposed Revised Maximum Rates and Charges, lodged by this and other Irish Railway Companies in accordance with the requirements of the Railway and Canal Traffic Act, 1888. Legislation on the subject is expected shortly.

Mr. Thomas Shaw, who has been in the service of the Company nearly thirty years has resigned, and in consideration of his long and faithful services has been allowed an annuity of  $\pounds_{320}$  per annum.

The Directors have to report the following appointments :

Mr. Henry Plews, who has been in the service of the Company twenty-four years at Enniskillen, to be Secretary.

Mr. Thomas Robertson, late of the Highland Railway, to be General Manager.

Mr. John W. Philp, of the North British Railway, to be Goods Manager.

By Order,

HENRY PLEWS, Secretary.

DUBLIN, July 28th, 1890.

STATEMENT OF ACCOUNTS FOR HALF+YEAR ENDING 30TH JUNE, 1890.

| $ Total \ Total \ Stock and \ Loans \ Total \ Shares \ Shares \ Shares \ Shares \ Shares \ Total \ Shares \ Shares \ Shares \ Total \ Shares \ Sha$ |
|--|
| $ \left( \begin{array}{cccccccccccccccccccccccccccccccccccc$   |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$  |
| 1,120,000     0     391,150     0         1,200,000     0     391,150     1,166,000     0        200,000     0     195,000     0     300,000     0       200,000     0     195,000     0     200,000     0       25,000     0     195,000     0     30,000     0       25,000     0     20,000     0     25,000     0        25,000     0     25,000     0     131,385     160,900     0       199,600     0     220,000     0     131,385     160,900     0       26,0303     0     23,000     0      20,000     0       27,040     329,575     0     131,385     460,900     0     147,550       1199,600     0     329,575     0     147,550     116,407       493,510     0     1333,303     5,456,905     0     147,550       493,510     0     1,334,909     5     1,334,907     0       5,436,903     1,324,903     1,334,903     5,443,576     147,550     116,407       4,906,303     0     4,324,903     1,334,300     5,443,550     16,403,000       5,433,903  |
| 1,161,650     0     973,5100     291,150     1,164,650     0     973,5100     1       1,260,000     0     600,000     0     200,000     0     200,000     0       2,50,000     0     195,600     0     55,000     25,000     0     1       2,50,000     0     25,000     0     25,000     0     1     1       2,50,000     0     25,000     0     25,000     0     1       2,50,000     0     25,000     0     30,000     0     1       2,50,000     0     20,000     0     31,550     1     1       1193,600     0     229,575     0     131,385     460,900     34,550     1       4,955,510     0     2329,575     0     131,385     460,900     34,550     1       4,955,510     0     1,243,590     0     1,47,550     116,260       4,956,903     0     4,32,690     5     43,2690     1     1       5,4405,903     0     4,32,590     5     1,47,550     116,260       4,956,903     0     1,334,200     5     1,47,550     116,260       4,966,903     0     1,344,115     376,324,20     1,47,550   |
| 1560,000       0       200,000       0       200,000       0         250,000       0       150,000       0       50,000       0       10,000         250,000       0       150,000       0       30,000       0       10,000       0         250,000       0       30,000       0       30,000       0       30,000       0       10,000         250,000       0       250,000       0       25,000       0       10,000       0       10,000         258,000       0       200,000       0       131,385       460,990       0       34,550       10,000         199,600       0       329,575       0       131,385       460,990       0       34,550       10,000         4132,699       5       4,324,697       0       1,31,385       460,990       0       14,7550       116,367         5,830,930       0       4,324,697       0       1,333,203       5,575,376       0       14,7550       116,367       16,375       14,7550       116,367       16,375       14,7550       116,367       16,375       14,7550       116,367       16,375       14,7550       116,367       16,3753       16,3753       14   |
| 200,000         150,000         50,000         245,000         -         -           30,000         30,000         -         30,000         -         -         -           25,000         30,000         -         -         30,000         -         -         -           25,000         0         -         -         30,000         0         - </td  |
| 245,000       195,000       59,000       245,000       0          35,000       25,000       0        25,000       0          95,000       25,000       0        25,000       0           1205,000       25,000       0        25,000       0           1205,010       2205,000       0        200,000       0           495,510       329,575       0       131,385       460,900       34,559           5,839,093       0       4,243,5975       0       1,31,385       460,900       0       147,559       116,267         4,324,699       5         200,000       0           5,430,933       1,333,401       1,333,401       5,474,60       147,559       116,267           5,406,393       15       1,334,593       35,4574       1<47,559  |
| 30,000         0         39,000         0         39,000         0         39,000         0         39,000         0         - </td  |
|  |
| yyono         colono         colono <thcolono< th="">         colono         <thcolono< th=""> <thcolono< th="">         colono</thcolono<></thcolono<></thcolono<>   |
| 200,000         200,000         -         -         200,000         0         -         -         0  |
| 199,000         -         -         -         100,000         99,000           495,510         329,575         131,385         460,905         34,556         -         -           5,839,093         4,443,075         1,333,301         5,575,276         0         147,550         116,367         -           4,34,699         5         4,343,699         5         -         432,699         5         -         -           5,4406,393         15         3,810,375         1         1,333,301         5,142,576         147,550         116,367         -           5,4406,393         15         1,333,301         5,142,576         147,550         116,367         -   |
| 495;510         329;575         131;385         4(60)60         34;550            5,839,093         6         4;43,4975         1,333,201         5,575,276         147,550         16,267           4,34,699         5         4;32,699         5          432,699         5            5,4106,303         15         3,810,375         1         1,333,201         5,575,276         147,550         116,267           5,406,303         15         1,810,375         1         4,32,699         5             5,406,303         15         1,810,375         1         1,333,201         5,142,576         147,550         16,267           5,0406,303         15         1,934,205         1,533,202         5,142,576         147,550         16,267           5,0406         0         1,533,202         1,533,202         1,47,550         16,5467           5,0406         0         1,533,202         2,54,244         1,47,550         16,5467           5,0406         0         1,533,202         1,545,502         2,54,244         1,47,550         16,5467           4,0567,302         0         1,56,467         1,47,550         1,67,5502   |
| 5,839,093     0     4,243,075     0     1,332,201     5,575,276     0     14,7550     16,247       4,32,699     5      4,32,699     5         5,406,303     15     3,810,375     15     1,332,201     5,142,576     14,7550     116,2467       5,406,303     15     3,810,375     15     1,332,201     5,142,576     14,7550     116,2467       5,406,303     15     3,810,375     15     1,332,201     5,142,576     14,7550     116,2467       5,406,303     15     1,332,201     3,7433     256,274     14,7550     116,2467       4,906,302     0     5,142,500     1,155,000     4,906,302     0     116,2467       4,906,302     0     1,155,000     4,906,302     0     116,2467       4,906,302     0     1,155,000     4,906,302     0        4,906,302     0     1,155,000     4,906,502     0        4,906,302     0     1,155,000     4,906,502     0        4,906,302     0     1,155,000     4,906,502     0        4,906,302     0     1,190,506     1,190,506         4,906,302     0  |
| 432,699     5     432,699     5         5,4(06,333     15     3,8(10,375     15     1,332,201     5,142,576     15     147,550     116,267       5,4(06,333     15     3,8(10,375     15     1,332,201     5,142,576     15     147,550     116,267       5,0(09)     13     3,8(10,375     15     1,332,201     5,142,576     15     147,550     116,267       5,00,001     15     1,334,302     0     1,55,003     256,274     147,550     116,267       4,9966,302     0     3,611,1934     0     1,55,003     256,274     147,550     116,267       4,9966,302     0     3,611,1934     0     1,55,003     256,274     147,550     116,267       4,9966,302     0     3,611,1934     0     1,55,003     256,274     147,550     116,267       4,9966,302     0     1,534,303     0     1,536,303     0     116,367       4,9966,302     0     1,596,303     0     1,596,303     0     116,367       4,9966,302     0     1,596,303     0     1,596,303     0     116,366       4,9966,303     0     1,596,303     0     1,596,303     0     116,366       6  |
| 5,4106,903         15,810,375         1,323,201         5,142,576         14,7550         14,7550         16,2467           \$500,001         15         79,843         37,833         256,274         15         14,7550         116,2467           4,906,303         0         3,611,1934         0         1,294,368         4,906,303         0         14,7550         116,2467           4,906,303         0         3,611,1934         0         1,294,368         4,906,303         0            4,006,303         0         3,561,1934         0         1,294,368         4,906,303         0            4,006,003         0         3,560,000         1,294,368         4,906,303         0             400,000         0         3,560,000         1,294,368         4,906,303         0             400,000         0         10,00,000         0         10,00,000         0              400,000         0         10,00,000         0         10,00,000         0  |
| Scolog1 15         198,441 15         37,833         235,274 15         14,7550         116,367           4,906,302         3,611,1934         1,324,368         4,906,302         0         14,7550         16,367           500,000         3,611,1934         1,324,368         4,906,302         0             500,000         3,611,1934         1,355,000         1,555,000         0             400,000         3,505,000         1,555,000         400,000         0             400,000         3,505,000         1,055,000         400,000         0              657,416         0         1,050,000         0         1,050,000         0             80,000         0         1,050,000         0         1,050,000         0             80,000         0         1,050,000         0         1,050,000         0             7,343,718         0         5,444,350         0         1,019,368         7,343,718   |
| 4,906,322         0         3,611,934         0         1,304,368         4,906,302         0         -           4,906,302         0         345,600         0         155,600         500,600         0         -           4,006,302         0         355,600         0         155,600         500,600         0         -         -           4,004,000         0         300,000         0         100,000         0         -  |
| 500,000         345,000         155,000         500,000         1           400,000         304,5000         100,000         500,000         1           400,000         300,400         100,000         67,416         1           657,416         300,416         155,000         657,416         1           80,000         300,416         155,000         657,416         1           80,000         300,900         20,000         67,416         1           7,533,718         5,444,359         1,919,368         7,434,718         1  |
| 400,000         300,000         100,000 <t< td=""></t<>  |
| 4000         500,000         150,000         400,000         0            1057,416         0         150,000         57,4416         0             400,000         300,000         100,000         400,000         0             80,000         0         50,000         0         100,000         80,000         0            7343,718         0         54,44,359         0         1,010,368         7,343,718         0  |
| 007,4410         0         103,4410         0         103,4410         0         103,4410         0         103,4410         0         103,4410         0         103,4410         0         103,4410         0         103,4410         0         103,4410         0         103,4410         0         103,4410         0         103,441         0         103,441         0         103,441  |
| 400,000         500,000         200,000         200,000         80,000         0         - <th< td=""></th<>   |
| 7,343,718 0 5,424,350 0 1,010,368 7,343,718 0  |
| 7,343,718 0 5,424,350 0 1,919,368 7,343,718 0  |
|  |

| _  | -               | 1       | -  | -                            | -      | -                                    | -   |                               | -                            | -              |                             |
|--|-----------------|---------|--|------------------------------|--------|--------------------------------------|---|-------------------------------|------------------------------|----------------|-----------------------------|
|  | ned             | ď.      |  |                              |        |                                      |   |                               |                              | 0              | 0                           |
| o.   | Amount Unissued | L s. d. |  |                              |        |                                      |   |                               |                              | 0              | 99,922 0 0                  |
| VEI  | nt U            | 100     | 1  | 1                            | 1      | 1                                    | 1   | 1                             | 1                            | 99,922 0       | 22                          |
| EI   | nom             | 14      | 2  |                              |        |                                      |   |                               |                              | 66,66          | 96,66                       |
| EC   | A               | 12      |  | _                            | _      |                                      |   |                               |                              |                |                             |
| RZ   | p               | ď.      | 0  | 0                            | 0      | 0                                    | 0   | 0                             | 0                            | 0              | 0                           |
| [0],   | Amount Received | 3       | 0  | 0                            | 0      | 0                                    | 0   | 0                             | 0                            | 0              | 0                           |
| RT   | Re              |         | 16                                       | 00                           | 00     | 00                                   | 25  | 20                            | 00                           | 37             | 50                          |
| OPC  | ount            | 4       | 507,416                                  | 100,000                      | 20,000 | 000,000                              | 75,025                                      | \$4,5                         | 645,000                      | ,452,437       | 4,4                         |
| PRC  | Am              | 15      | 50                                       | IC                           | 12     | 20                                   | -   | 23                            | 64                           | 3,45           | 5,32                        |
| IE   |                 | -       | _  | -                            | -      |                                      |   |                               |                              | _              | -                           |
| TF   | Amount Created  | d.      | 0  | 0                            | 0      | 0                                    | 0   | 0                             | 0                            | 0              | 5,424,350 0 0 5,324,428 0 0 |
| ING  | reat            | 5       | 0  | 0                            | 0      | 0                                    | 0   | 0                             | 0                            | 0              | 0                           |
| MO   | nt C            |         | 507,416                                  | 000                          | 000    | 000,000                              | 75,025                                      | 550                           | 645,000                      | 3,552,359      | 350                         |
| HC   | nom             | 1       | 07,                                      | 000,000                      | 20,000 | ,000                                 | 75,0  | 24,                           | 45,0                         | 52,            | 24,                         |
| 0, 8   | A               |         | 10                                       | I                            | I      | 0                                    |   | 2                             | 9                            | 3,5            | 5,4                         |
| LEI  | -               | -       | :  | :                            | :      | :                                    | :   | •                             | :                            | :              | -                           |
| EAT  |                 |         |  |                              |        |                                      |   |                               |                              |                |                             |
| CRI  |                 |         |  |                              |        |                                      |   |                               |                              |                |                             |
| F  |                 |         |  |                              | •      | •                                    | :   | :                             | •                            | :              |                             |
| TA   |                 |         |  |                              |        |                                      |   |                               |                              |                |                             |
| AP   |                 |         | :  | •                            | :      | :                                    | :   | •                             |                              | :              |                             |
| C  |                 |         |  |                              |        |                                      |   |                               |                              |                |                             |
| ARE  |                 |         | -  |                              |        |                                      |   |                               |                              |                |                             |
| H  |                 |         | •  | •                            | •      | •                                    | •   | •                             | •                            | •              |                             |
| Q  |                 |         |  |                              |        |                                      | ck  | ck                            |                              |                |                             |
| AN   | NOI             |         | :  | :                            | •      | :                                    | Sto   | 34 per cent. Preference Stock | :                            | :              |                             |
| CK   | DESCRIPTION     |         | ck                                       |                              |        |                                      | nce   | nce                           |                              |                |                             |
| TO   | ESCI            |         | Sto                                      |                              |        |                                      | fere  | ferei                         |                              |                |                             |
| EL O   | A               |         | ent.                                     | •                            | •      | ock                                  | Pre   | Pre                           | •                            | -              |                             |
| E  |                 |         | er co                                    |                              | (      | St                                   | int.  | nt.                           |                              |                |                             |
| EN   |                 |         | 5 p                                      | tock                         |        | ence                                 | IL CO                                       | r ce                          | ock                          | :              |                             |
| EM   |                 |         | ced                                      |                              | 10.    | efer                                 | pe pe                                       | pe l                          | sto                          |                |                             |
| AT   |                 |         | ante                                     | cent                         | 6      | Pre                                  | 1) 4  | 3                             | ent.                         |                |                             |
| ST   |                 |         | ruar                                     | Der (                        |        | ent.                                 | Iout  |                               | er c                         | •              |                             |
| 1  |                 |         | IN C                                     | 141                          | 43     | erc                                  | ngal  | 9.9                           | 4 p                          | toc            |                             |
| NO. IISTATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.   |                 |         | ider                                     | teec                         | •      | 45 P                                 | Du  |                               | nce                          | n n            |                             |
| Z  |                 |         | lopu                                     | Guaranteed 4 per cent. Stock | 6.6    | ter                                  | " (Dungannon) 45 per cent. Preference Stock |                               | Preference 4 per cent. Stock | Irdinary Stock |                             |
|  |                 |         | Londonderry Guaranteed 5 per cent. Stock | ens                          |        | Ulster 45 per cent. Preference Stock | 5.6   | 56 6                          | Pre                          | Ore            |                             |
| Statements of the local division in which the local division is not the local division in the local division is not the local division in the local division is not the local division in the local division is not the local division in the local division is not the local division in the local division is not the local division in the local division is not the local division in the local division is not the local division in the local division is not the local division in the local division in the local division is not the local division in the local division in the local division is not the local division in th | -               | -       |  |                              | -      |                                      |   |                               |                              | -              |                             |

|                                 | Z                       | 0. III                      | CAPI'              | TAL RAIS   | SED              | BY LOAD           | IS AND D           | EBENTUR                            | No. IIICAPITAL RAISED BY LOANS AND DEBENTURE STOCK.   |                                      |
|---------------------------------|-------------------------|-----------------------------|--------------------|--|------------------|-------------------|--------------------|------------------------------------|---|--------------------------------------|
|                                 |                         |                             |                    |  | 1                | RAISI             | ED BY ISSUE        | RAISED BY ISSUE OF DEBENTURE STOCK | URE STOCK   |                                      |
|                                 |                         | 1                           |                    |  |                  | At 4<br>per cent. | At 44<br>per cent. | At 45 per cent.                    | At 5<br>per cent.   | TOTAL                                |
|                                 |                         |                             |                    |  | -                | ¥                 | ę                  | 8                                  | k s. d.   | £ 5. d.                              |
| Existing at 31st December, 1889 | t Decemb                | er, 1889                    | :                  | •••  | :                | 966,369           | 466,687            | 60,011                             | 334,524 II 2  | 1,827,591 II 2                       |
| Existing at 30th June, 1890     | h June, 1               | 890                         |                    |  | :                | 971,371           | 466,687            | 60,011                             | 334,524 II 2  | I,832,593 II 2                       |
| Increase                        |                         |                             | :                  |  | :                | 5,002             | 1                  | 1                                  | 1   | 5,002 0 0                            |
| Decrease                        | :                       | :                           | :                  | :  | :                | 1                 | I                  | I                                  | 1   | 1                                    |
| otal Amount                     | authorise.<br>raised by | d to be raise.<br>Loans and | d by Los<br>by Deb | ans and by De<br>enture Stock,                               | bentu:<br>as abo | re Stock in re    | spect of Capit     | al created, as I                   | Total Amount authorised to be raised by Loans and by Debenture Stock in respect of Capital created, as per Statement No. 1<br>Total Amount raised by Loans and by Debenture Stock, as above | I<br>1,919,368 0 0<br>1,832,593 If 2 |
|                                 | Ba                      | lance, being                | availab            | Balance, being available Borrowing Powers at 30th June, 1890 | Powe             | rs at 30th Jui    |                    | •••                                | •••   | 86,774 8 10                          |

Total to 30th June, 1890 69,275 IO 8 7,362,341 I3 I 46,809 3 I 7,293,066 2 5 Cr. Amount Received to 31st Dec., 1889 Half-year 30 7,246,256 19 4 No. IV .- RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. RECEIPTS Balance... 
 2,000
 0
 2,000
 0
 0

 7,354,588
 10
 2
 9,753
 2
 11
 7,364,341
 13
 1
 Amount Amount Amount Expended to Expended to Bypended during 30th June, 1890 Half-year 1890 On Lines Open for Traffic (No. 5) ... On Subscriptions to other Companies-Castlederg and Victoria Bridge Tramway Company On Working Stock (No. 5) ... EXPENDITURE 当r.

|   | d.                         |   | II  | 0   | II  |
|---|----------------------------|---|---|---|---|
|   | 5                          |   | 61  | 0   | 0   |
|   | £ 5.                       |   | 7,837 2 II                                  | 1,916   | 9,753 2 II  |
|   |                            |   |   | m   | 1   |
|   | d.                         | 401   | 2   |   | ν.  |
|   | k s. d.                    | 17<br>17<br>17<br>16                                | 4   |   | 0. I  |
|   | 4                          | 6,515<br>292<br>163<br>163<br>466                   | 399   |   | Total Expenditure for Half-year, as per Account No. IV. |
|   |                            |   | :   |   | Accol   |
|   |                            |   |   |   | per /   |
|   |                            | ::::  | :   |   | r, as   |
|   | - , .                      | g   |   | Two Fish Vans<br>One Horse Box<br>Twelve Covered Cattle Wagons<br>Six Coal Wagons | -yea  |
|   |                            | New Works, Sundry Stations<br>Machinery and Tools   | Newry and Warrenpoint Line<br>DRKING STOCK- | ago   | Half  |
|   |                            | Stat  | Juio  | le W.   | for   |
| F   |                            | ools<br>ools  | enpo  | Catt  | ture  |
| IVL   | \$                         | Sun Jung  | wan<br>ock-                                 | sox<br>sox<br>red<br>gons   | endi  |
|   |                            | New Works, Sundry<br>Machinery and Tools<br>Signals | STG   | Two Fish Vans<br>One Horse Box<br>Twelve Covered C<br>Six Coal Wagons             | Exp   |
| TL  |                            | , Wo<br>hine<br>als                                 | ING   | Hor Hor Live  | otal  |
| HA  |                            | New<br>Mac  | ORK   | Two<br>One<br>Six (   | Ľ   |
| OR  |                            |   | Newry and Warrey<br>ON WORKING STOCK-       |   |   |
| E   |                            |   | 0   |   |   |
| JRI   | <i>t.</i>                  |   |   |   |   |
| E   | s. d.                      |   |   |   |   |
| <u>a</u>  | 150                        |   |   |   |   |
| FE  | 42                         |   |   |   |   |
| X   |                            | +0000   | 1000  | +0000   | 1.00  |
| HE  | s. d                       | -ON NY  | 0 -   | 10 1 1 0 00 F   | н   |
|   | 3                          | 285<br>344<br>501                                   | 2,437 2,437 299                             | 118<br>103<br>355<br>322<br>317   | 6,515 I   |
|   |                            |   | 61  |   | 5   |
| AF  |                            |   |   |   |   |
| F CAP   |                            |   |   |   | :   |
| OF CAF  |                            |   |   |   | :   |
| ILD OF UAP  |                            |   | ::::  |   | :   |
| LAILS OF CAP  |                            |   | ::::  |   |   |
| UEIAILS OF CAP  |                            |   | ::::  |   | :   |
| TUD IN CHINEN   |                            | :::::<br>:::::                                      | at  |   | :   |
|   | AFFIC                      | :::::<br>:::::                                      | point                                       |   | :   |
|   | TRAFFIC-                   | :::::<br>:::::                                      | point                                       |   | :   |
|   | FOR TRAFFIC                | :::::<br>:::::                                      | point                                       |   | :   |
| NG. VDEIMID OF CAP  | PEN FOR TRAFFIC-           | :::::<br>:::::                                      | point                                       | Maguire's Bridge<br>Fintona<br>Ballyfatton Crossing<br>Lurgan<br>Trew and Moy     | Carried forward   |
| NC. VDETAILS OF CAP   | ES OPEN FOR TRAFFIC-       | :::::<br>:::::                                      | point                                       |   | Carried forward   |
| NC. VDETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 30TH JUNE, 1890. | ON LINES OPEN FOR TRAFFIC- |   | at  | Maguire's Bridge<br>Fintona<br>Ballyfatton Crossing<br>Lurgan<br>Trew and Moy     | Carried forward   |

|                                |             |                                  |                          |                    |                            |                   | 9  |
|--------------------------------|-------------|----------------------------------|--------------------------|--------------------|----------------------------|-------------------|----|
|                                |             | Total                            | 3,506                    | 3,524              | 18                         | 1                 |    |
|                                |             | Ballast<br>Brake<br>Vans         | 9                        | 9                  | I                          |                   |    |
|                                |             | Goods<br>Brake<br>Vans           | 50                       | 50                 | 1                          | 1                 |    |
|                                | IDISE       | Ballast<br>Ballast               | 88                       | 88                 | T                          |                   |    |
|                                | MERCHANDISE | Boiler                           | 61                       | 61                 |                            | I                 |    |
|                                | ME          | Timber<br>Trucks                 | 98                       | 98                 |                            | 1                 |    |
|                                |             | Wagons<br>Cattle                 | 321                      | 333                | 12                         | 1                 |    |
|                                |             | Covered<br>Wagons<br>Goods       | 1,560                    | 1,560              |                            | 1                 |    |
| DCK.                           |             | Magons<br>Goods                  | 514 I,381 1,560          | 1,387 1,560        | 9                          | 1                 |    |
| STC                            |             | Total                            | 514                      | 517                | 3                          | 1                 |    |
| SUID                           |             | Post Office<br>Borting<br>Vans   | 9                        | 9                  | 1                          | 1                 |    |
| ORK                            |             | Fish<br>Vans                     | 31                       | 33                 | 10                         | 1                 | 18 |
| DF W                           |             | Carriage<br>Trucks               | 39                       | 39                 |                            | 1                 |    |
| RN 0                           | DNII        | Boxes                            | 63                       | 64                 | 7                          | 1                 |    |
| ETU                            | COACHING    | Luggage<br>and<br>AnaV liaM      | 16                       | 76                 | 1                          | I                 |    |
| No. VIRETURN OF WORKING STOCK. |             | Ist and<br>2nd<br>Com-<br>posite | 83                       | 83                 | 1                          | 1                 |    |
| No. V                          |             | 3rd<br>Class                     | 140                      | 140                |                            | I                 |    |
|                                |             | rst 2nd 3rd<br>Class Class Class | 33                       | 33                 | I                          | P                 | 1  |
|                                | 2           | Ist<br>Class                     | 43                       | 43                 | 1                          | 1                 |    |
|                                | OTIVE       | Ten-<br>ders                     | 121                      | 121                | I                          | Ι                 |    |
|                                | LOCOMOTIVE  | En-<br>gines                     | 137                      | 137                | l                          | 1                 | 1  |
|                                |             | 14                               | Stock on 31st Dec., 1889 | ", 30th June, 1890 | Increase during half-year. | Decrease ,, ,, ., |    |

|  |  |                         | -                         | -   | -                                   | _  |
|--|--|-------------------------|---------------------------|---|-------------------------------------|--|
|  |  | ď.                      | 0                         | 0   | 0                                   | 0  |
|  | AL   | 5.                      | 0                         | 0   | 0                                   | 0  |
|  | TOTAL  | z                       | 7,500 0 0                 | 58,500  | 3,000                               | 69,000   |
| NT.  | In subsequent<br>half-years                        | k s. d. k s. d. k s. d. | 7,500 0 0 Not ascertained | II,000 0 0 47,500 0 0 58,500 0 0  | 3,000 0 0 Not ascertained 3,000 0 0 | 21,500 0 0 47,500 0 0 69,000 0 0               |
| OU   | alf-   | d.                      | 0                         | 0   | 0                                   | 0  |
| CC   | he h<br>nding<br>c., 18                            | s.                      | 0                         | 0   | 0                                   | 0  |
| ITAL A   | During the half-<br>year ending<br>31st Dec., 1890 | 4                       | 7,500                     | I I,000   | 3,000                               | 21,500   |
| IN CAP   | F  |                         | •                         |   | :                                   | :  |
| TURE o   |  |                         | :                         |   | :                                   | :  |
| ENDI   |  |                         | •                         |   | :                                   | :  |
| No. VIIESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. |  |                         |                           | Automatic Brake, Interlocking Signals, and Extension of Block Telegraph | :                                   | Capital  |
| FURT   |  |                         |                           | of Block  | :                                   | nditure of                                     |
| IATE OF  |  |                         | :                         | Catension   | 4                                   | Total Estimated further Expenditure of Capital |
| -ESTIM   |  |                         | :                         | ls, and H   | •                                   | ted furth                                      |
| 0. VII   |  |                         | :                         | ng Signa  | :                                   | ul Estima                                      |
| N  |  |                         | places                    | erlocki   | tock                                | Tota   |
|  |  |                         | New Works at sundry       | ake, Int  | Additional Working Stock            |  |
|  |  |                         | ks a                      | Bra   | MI                                  |  |
| 3  |  |                         | w Wor                     | tomatic   | lditiona                            |  |
|  |  |                         | Ne                        | Au  | Ad                                  | 1  |

| RE, As per No. VII.<br>É s. d.   |   | 186,696 8 10<br>69,275 10 8                                  | 117,420 18 2  |
|--|---|--|---|
| No. VIIICAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER NO. VII. | Share and Loan Capital authorized, but not yet created, as per Account No. I. | Less Debit Balance on Capital Account, as per Account No. IV | Amount available exclusive of value of surplus land |

|                         |  |   |   |  |   |   | -       |
|-------------------------|--|---|---|--|---|---|---------|
|                         | 5  | d.  | 171,181 14 10   | 2 11   | (pert   | 0 0   | 7       |
|                         | June                                     | ŝ   | 14  |  |   | 5 13  | 6 1     |
| Tr.                     | 3cth June,<br>1890                       | ~   | ,181  | 153,227                                      | 246<br>21<br>575  | 111   | 328,391 |
| 0                       | 1221                                     |   | 171   | ISS  |   |   | 328     |
|                         | 1 Conti                                  | d.  | 0 0   | 1 00 00                                      |   |   |         |
|                         | 1 and                                    | ŝ   | 10 7 7  | 16<br>33                                     |   |   |         |
|                         |  | 42  | 134.746<br>17,124<br>19,311   | 122,424<br>14,769<br>16,033                  | EL I  | 1 10  |         |
|                         |  |   | 134,17,19,  | 122,424 16<br>14,769 3<br>16,033 2           |   |   |         |
|                         |  | 11<br>1<br>3<br>9   | 1 d   |  | <br>jon   | ė : :   |         |
|                         |  | 6 19 s.   | 4,299 14<br>arriages, 6   | LO L   | olla  | L SS  |         |
|                         | 10                                       | 16,207<br>32,635<br>81,603<br>130,446   | 4,29<br>arria<br><br>355  |  | ne T<br>&   | y, le   |         |
|                         | RECEIPTS                                 |   | s,C <sup>2</sup>  | 6'0  | Demu<br>y Line<br>ions  | perty.  |         |
|                         | CEI                                      | ngers   | r,o69<br>orse<br>ise  | k tag  | Stat  | Pro<br>Fees   |         |
| 1 10                    | RI                                       |   | Is, H   | Car<br>Stoc<br>rals                          | eage and<br>ndalk Qui<br>nts of Sta<br>Services   | of<br>  |         |
| TN                      |  | asso<br>lass<br>lass<br>lass  | holders 1,069<br>y Parcels, Horse<br>Mails<br>Merchandise I   | Less Cartage 6,930<br>Live Stock<br>Minerals | Mileage and Demurrage<br>Dundalk Quay Line Tollage<br>Rents of Stations & Station<br>Services       | kents of<br>pairs<br>ransfer ]                              |         |
| no                      | 1.5                                      | By Passengers-<br>Ist Class 78,796<br>and Class 75,546<br>3rd Class 1,472,437<br>1,826,497  | holders 1,069 4,299 14 3<br>By Parcels, Horses, Carriages, &c.<br>,, Mails $\xi$ s. d.<br>,, Merchandise 129,355 I 10   | Less Carta<br>,, Live Stock<br>,, Minerals   | " Mileage and Demurrage<br>" Dundalk Quay Line Tollage<br>" Rents of Stations & Station<br>Services | ,, Rents of Property, less Ke-<br>pairs<br>,, Transfer Fees |         |
| ACC                     |  | 1   |   |  |   |   | 1       |
| E                       | Half-year<br>ended<br>30th June,<br>1899 | £<br>16,477<br>33,105<br>78,612<br>78,612   | 132,321<br>17,041<br>19,297<br>168,659  | 119,411<br>14,876<br>18,864                  | 1   | 3, 116<br>126   | 325,831 |
| DND                     | Hall<br>en<br>30th                       | 16,<br>33,<br>78,<br>128,   | 13<br>16  | III  |   |   | 32      |
| No. IX, REVENUE ACCOUNT |  | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~  |   | in w w                                       | 0   | ۲ <b>N</b>  | 1       |
| L <sub>R</sub>          | 30th June,<br>1590                       | ، م<br>19<br>19   | 11 71<br>0 10<br>01 71<br>01 71<br>01 01<br>01 01<br>01 01<br>01 01<br>01 01  | 15<br>8<br>7                                 | . 0   | 13  | 6       |
| IX.                     | th J<br>159                              | £<br>43,952<br>45,952<br>16,457<br>49,510   | 7,827 17<br>1,160 0<br>37 17<br>790 11<br>737 10<br>8,036 9   | 74,464<br>2,877<br>2,877                     | 30,000  | 804   | 391     |
| .o.                     | 30                                       | £<br>43,952<br>45,952<br>16,457<br>49,510   | 8,011   | 174,464<br>2,877<br>171,587                  | 30,0  | 126,804   | 328,391 |
|                         |  |   |   | :  | :   |   | 1       |
|                         |  | act   | H   |  |   | Net Revenue   |         |
| 1. 2.1                  |  | Abstr<br>do.<br>do.   | do.<br>Injur<br>o Goo   | Lin  | ount  | Re  |         |
| 1 5 1                   | E  | see .<br>airs,  | s<br>se to<br>se to   | ther   | acct  | Net   |         |
| 1                       | EXPENDITURE                              | ay}<br>ns}  | <br>rrag<br>rson<br>mag   | 10 S   | uo  | 0   |         |
| 1.0                     | IDI                                      | f W<br>atio<br>wer<br>son   | Exp<br>emu<br>Da<br>Ba  | rkir   | ent,  | d t   |         |
|                         | PEN                                      | d Store of Nag  | arge<br>es<br>d D<br>ion-<br>ion-   | Mo   | ccid  | ırrie   |         |
|                         | EX                                       | nan<br>s an<br>otive<br>Exp   | l Ch<br>narg<br>e an<br>nsat  | for  | A n   | e ci  |         |
|                         | 1. 1. 1. 2.                              | Maintenance of Way} see Abstract A.<br>Works and Stations' see Abstract A.<br>Locomotive Power,<br>Carriage & Wagon Repairs, do. D.<br>Traffic Expenses | General Charges do.<br>Law Charges<br>Parliamentary Expenses<br>Mileage and Demurrage<br>Compensation—Personal Injury<br>, Damage to Goods<br>, Rates and Taxes | Less for Working other Lines                 | mag   | lance ca<br>Account   |         |
|                         |  | A HOH   |   |  | ,, Armagh Accident, on account  | ", Balance carried to<br>Account                            |         |
| :                       |  | To  | 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5   | 1  |   |   |         |
|                         | ear<br>d<br>ine,                         | 54<br>255<br>74   | 76<br>335<br>339<br>355<br>339<br>449<br>83<br>355<br>83<br>355<br>83<br>83<br>83<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8                                       | 87<br>64                                     | 2   | 80  | 31      |
| 1.1.1                   | Half-year<br>ended<br>30th June,<br>1889 | £<br>43,054<br>41,325<br>15,386<br>44,574   | 7,376<br>849<br><i>Cr.</i> 39<br>8,483<br>8,483   | 162,587<br>2,764                             |   | 166,008   | 325,831 |
|                         | 30 H                                     |   |   | H  |   | H   | 100     |

| Br.   | No. 2   | XNET REVI  | REVENUE ACCOUNT.                          | COUNT.  | đr.  |
|---|---|--|---|---|--|
| Half-year<br>ended June<br>30th, 1889               |   | June 30th, 1890  | Half-year<br>ended June<br>30th, 1889     | Ι   | June 30th, 1890  |
| 38,958<br>12,685<br>2,000<br>2,700<br>639<br>56,982 | To Interest on Debenture Stock Londonderry Guaranteed 5 Londonderry Guaranteed 5 Guaranteed 4 per cent. Stock Guaranteed 4 per cent. Stock Railways   | £ 5. d.<br>39,057 15 6<br>12,685 8 0<br>2,000 0 0<br>2,700 0 0<br>997 13 11<br>997 13 11 | £<br>166,008<br>586<br>20<br>1,050<br>170 | By Balance from last Half-year's Account<br>,, Balance from Revenue Account<br>,, Banker's and General Interest Account<br>,, Dividend on Shares in Castlederg and<br>Victoria Bridge Tramway Company<br>,, Belfast & Northern Counties and County<br>Down Railway Companies, Way Leave<br>,, Belturbet Line—Baronial Guarantee | 28,839 1 10<br>126,804 2 5<br>242 18 6<br>19 10 0<br>1,050 0 0 |
| 131,326   | ", Balance available for Dividend (see No. XIII.)   |  |   |   |  |
| 188,308   |   | 157,125 12 9   | 188,308                                   | Seat and a second   | 157,125 12 9   |
| 10  | No. XIPROPOSED  | PRIATION OF  | BALANC                                    | APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.  |  |
| Half-year ended<br>June 30th, 1889                  | ded<br>89   | -1   |   |   | June 30th, 1890  |
| 131,326   | Balance available for Dividend, as per Account No. X.   | count No. X.   |   |   | £ 5. d.<br>99,684 I5 4   |
| 4,5c0<br>1,688<br>3,930<br>12,900                   | Dividend on £200,000 Ulster 4§ per cent. Preference Stock £75,025 Ulster (Portadown, Dungannon and Omagh) 4§ per cent. Preference Stock £224,550 Preference Stock 3 <sup>§</sup> Preference Stock | , Preference Sto<br>, Dungannon and<br>,, ent. Stock '                                   | ck 3 <sup>1</sup><br>1 Omagh) 41          | £ 5. d.<br>A,500 0 0<br>per cent. Preference Stock 1,688 1 3<br>Preference Stock 3,929 12 6<br>12,900 0 0   |  |
| 23,018  |   |  |   |   | 23,017 13 9  |
| 108,308<br>68,367                                   | $,,$ $k_{3,452,437}$ Ordinary Stock, at 4 per cent. per annum   | at 4 per cent. p   | er annum                                  | : :   | 76,667 I 7<br>69,048 I4 I0                                     |
| 39,941  | Balance to next Half-vear   | Half-vear  |   |   | - 6=0 6 A  |

MAINTENANCE OF WAY, WORKS, &c. A. Half-year £ s. d. £ s. d. ended June 30, 1889 Salaries, Office Expenses, and General £ Superintendence .. .. 1,846 0 0 1,773 Maintenance and Renewal of Permanent Way-18,318 Wages .. .. .. 19,500 I 9 Materials .. .. .. II,21I I4 4 10,867 Locomotive Power .. .. 1,322 16 0 1,002 32,034 12 1 Repairs of Roads, Bridges, Signals, 5,373 19 6 4,698 8 1 5,839 \_ 5,255 MILES MAINTAINED-Double .. 139 Single .. 384 Total .. 523 Total .. 43,952 19 8 43,054 B. LOCOMOTIVE POWER. Half-year f. s. d. f. s. d. ended June 30, 1889 Salaries, Office Expenses, and General to 825 6 7 Superintendence .. .. 797 RUNNING EXPENSES-Wages connected with the work. ing of Locomotive Engines .. 11,519 9 1 11,145 
 Coal and Coke
 ...
 18,785
 19
 1

 Water
 ...
 ...
 11,172
 4
 6

 Oil, Tallow and other Stores
 ...
 1,326
 9
 5
 13,990 1,166 1,216 32,804 2 1 REPAIRS AND RENEWALS- 
 Wages
 ...
 5,362
 16
 9

 Materials
 ...
 ...
 5,040
 7
 5

 One new Engine purchased
 ...
 1,810
 0
 0
 5,603 5,247 1,960 12,213 4 2 726 REPAIRS TO WORKSHOPS, SHEDS, &c. 713 15 I 46,556 7 II 603 8 II 41,850 Less Finn Valley Haulage ... 525 45,952 19 0 Total 41,325 C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. Half-year £ s. d. £. s. d. ended June 30, 1889 £ Salaries, Office Expenses, and General 436 19 6 Superintendence .. .. \_\_\_\_ 429 2,707 8 11 Carriages-Wages 2,868 Materials 5,206 5 0 4,625 7,913 13 11 3,151 15 3 3,097 Wagons-Wages ... 4,367 Materials 4,955 I O 8,106 16 3 16,457 9 8 15,386 Total

13 No. XII.—ABSTRACTS.

No. XII.-ABSTRACTS-continued.

| D.                                  | TRAFFIC EXPENSES.                              |     |        |    |    |
|-------------------------------------|--|-----|--------|----|----|
| Half-year<br>ended<br>June 30, 1389 | 1  |     |        |    |    |
| £.                                  | A contraction of the second                    |     | £      | 5. | d. |
| 35,222                              | Salaries and Wages, &c                         | • • | 39,716 | 15 | II |
| 5,067                               | Fuel, Lighting. Water, and General Stores      |     | 5,219  | 19 | IO |
| 478                                 | Clothing                                       |     | 704    | 3  | I  |
| 2,228                               | Printing, Stationery, Tickets, and Advertising |     | 2,272  | 16 | IO |
| 589                                 | Wagon Covers, Ropes, &c                        |     | 693    | 15 | 6  |
| 640                                 | Miscellaneous Expenses                         |     | 593    | 0  | I  |
| 350                                 | Horse Shunting Expenses                        |     | 310    | 8  | 5  |
|                                     |  |     |        |    |    |
| 44,574                              | Total  | £   | 49,510 | 19 | 8  |

| E.                                  | GENER                                  | RAL C   | HARGE    | S.       |     | 1            |     |    |
|-------------------------------------|--|---------|----------|----------|-----|--------------|-----|----|
| Half-year<br>ended<br>June 30, 1889 |  |         |          | -        |     | Re           |     | 1  |
| £                                   | NY BAR                                 |         |          |          |     | £            | s.  | d. |
| I, 500                              | Directors                              | • •     |          |          |     | 1,500        | 0   | 0  |
| 50                                  | Auditors                               | ••      |          | 4.5      |     | 50           | 0   | 0  |
| 3,763                               | Salaries of Secretary, G<br>and Clerks | eneral  | Manager  | , Accoun |     | 2.075        |     |    |
| 461                                 | Office Expenses                        |         |          |          | ••• | 3,975<br>456 |     | 2  |
| IO                                  | Advertising                            |         |          |          |     |              | 13  | 5  |
| 224                                 | Fire Insurance                         |         |          |          |     | 214          |     | 9  |
| 115                                 | Telegraph Expenses                     |         |          | S        |     | III          | 0   | I  |
| 74 I                                | Railway Clearing-House                 | Expen   | ses      |          |     | 923          | 3 1 | II |
| -                                   | Travelling Expenses                    | • •     |          |          |     | 73           | 5   | 2  |
| 512                                 | Contribution to Superann               | nuation | and Sick | Funds    |     | 513          | 2   | 7  |
| 7,376                               |  | Total   |          |          | £   | 7,827 1      | 7 1 | I  |

|                                | d.   | 00                    |  | 01   | 61   | 4  |                                   | 00                                | 0                           | 3                              | 3                      | 4                 | 9       |
|--------------------------------|--|-----------------------|--|--|--|--|-----------------------------------|-----------------------------------|-----------------------------|--------------------------------|------------------------|-------------------|---------|
|                                | °.   | 10                    |  | 6  | 19   | S  |                                   | 15                                | 15                          | 0                              | 91                     | 16                | 00      |
| Gr.                            | 42   | 69,275 10             |  | 15.325 9 10                                      | 67,613 19                                    | 9,816  | 1                                 | 2,822 15                          | 9,655 15                    | 3,065                          | 1,657 16               | 22,935 16         | 202,168 |
|                                | s per  | :                     | h on   | :  | :  | :  | :                                 | :                                 | :                           | :                              |                        | :                 | R       |
|                                | By Capital Account, Balance at Debit thereof, as per |                       | ", Cash at Bankers, Current Account, and Cash on |  | ", General Stores-Stock of Materials on hand |  | :                                 | :                                 | :                           | :                              | :                      |                   |         |
|                                | it the   | •                     | int, ar  |  | ials of                                      | npany  |                                   |                                   | •                           |                                |                        |                   |         |
|                                | t Deb  | :                     | Accou  |  | Mater  | e Cor  | House                             | npanie                            |                             | unts                           | :                      | •                 |         |
|                                | ance a   |                       | rrent  |  | ck of  | to th  | uring                             | er Cor                            | Office                      | Accol                          |                        |                   |         |
| ET.                            | t, Bal   | . IV.                 | s, Cu  | •  | -Sto   | s due  | y Clea                            | y oth                             | Post                        | guipt                          | ie, &c                 | nt                |         |
| SHE                            | ccoun  | Account No. IV.       | anker  |  | otores                                       | ccount   | due b                             | due b                             | do.                         | utstar                         | c Bral                 | Accide            |         |
| NCE                            | ital A   | CCOUL                 | h at F   | hand   | leral S                                      | ffic A   | ounts                             | ounts                             | Do.                         | dry O                          | omati                  | agh /             |         |
| <b>ALA</b>                     | y Cap  | A                     | , Cas  | h  | , Gen  | 908 14 11 ,, Traffic Accounts due to the Company | ", Amounts due by Clearing Houses | ", Amounts due by other Companies | " Do. do. Post Office       | ", Sundry Outstanding Accounts | " Automatic Brake, &c. | " Armagh Accident |         |
| ALI                            | -  | 4                     | _  | -  | _  | . 1  | _                                 |                                   | _                           |                                |                        |                   | 9       |
| ER                             | s. d.  | 15                    | O I  |  | 01   | 141  | 9 2                               | III                               | 13                          |                                |                        |                   | 00      |
| No. XIIIGENERAL BALANCE SHEET. | R  | 99,684 I5 4           | 6,568 O IO                                       |  | 51,321 2 9                                   | 908  | 34                                | 41,852 11 11                      | 1,798 13 7                  |                                |                        |                   | 202,168 |
| XIII.                          |  |                       |  | p  | :  | :  | :                                 | :                                 | :                           |                                | -                      |                   | 5<br>F  |
| No.                            | To Net Revenue Account, Balance at Credit thereof,   |                       | :  | ", Guaranteed Dividends and Interest payable and | •  |  |                                   |                                   | •                           |                                |                        |                   | K       |
|                                | redit t  | •                     | :  | payal  | :  | :  | :                                 | • •                               | :                           |                                |                        |                   |         |
|                                | ce at C  |                       | st   | terest   |  | nies   | ses                               |                                   | ľ.                          |                                |                        |                   |         |
|                                | Balanc   | •••                   | ", Unpaid Dividends and Interest                 | and In   | :  | ", Amounts due to other Companies                | ", Amounts due to Clearing Houses | " Sundry Outstanding Accounts     | " Benevolent and Sick Funds |                                |                        |                   |         |
|                                | ount,  | No. 3                 | s and  | ends   | :  | ther C   | learin                            | ng Ac                             | ick Fu                      |                                |                        |                   |         |
|                                | e Acce   | as per Account No. X. | idenda   | Divid  | for  | e to ol  | e to C                            | tandi                             | and Si                      |                                |                        |                   |         |
| 通r.                            | evenu  | er Ac                 | d Div  | nteed  | provided for                                 | nts du   | nts du                            | y Outs                            | olent                       |                                |                        |                   |         |
| CTTO                           |  |                       |  |  |  |  |                                   |                                   |                             |                                |                        |                   |         |

|       |          | No. >   | KIV.—1 | MILEA | GE STAT             | TEMENT                          |   | 1                               |
|-------|----------|---------|--------|-------|---------------------|---------------------------------|---|---------------------------------|
| 1.    | 18       | 7 8 8   | 22     |       | Ha                  | lf-year ended                   | l 30th June, 1  | 1890                            |
|       |          |         |        |       | Miles<br>authorised | Miles<br>con-<br>structed       | Miles<br>construct-<br>ing or to<br>be con-<br>structed | Miles<br>worked by<br>Engines   |
| Lines | owned by | Company | 4.     |       | 487                 | 487                             | -   | 487                             |
| Lines | worked   |         |        |       | 351                 | 35 <sup>1</sup> / <sub>2</sub>  | - 1   | 351                             |
| ,,    | hauled   |         |        | 1.1.1 | 134                 | 134                             | -   | I 3 <sup>1</sup> / <sub>4</sub> |
|       |          |         |        |       | 5354                | 535 <sup>3</sup> / <sub>4</sub> | -   | 535 <sup>3</sup> / <sub>4</sub> |

|                                       | No. XVSTATEMENT OF TRAIN MILEAC  | GE.                                   |
|---------------------------------------|--|---------------------------------------|
| Half-year<br>ended<br>30th June, 1889 | Carlor Carl  | Half-year<br>ended 30th June,<br>1890 |
| 960,338<br>436,013<br>1,396,351       | Great Northern Line-<br>Passenger Trains 974,756<br>Goods Trains 441,203               | 1,415,959                             |
| 28,242<br>11,833<br>40,075            | Enniskillen, Bundoran, & Sligo Line—<br>Passenger Trains 26,383<br>Goods Trains II,591 | 37,974                                |
| 1,436,426                             | Total  | 1,453.933                             |

JAMES GRAY, Chairman of Company. W. THOMPSON, Accountant of Company.

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

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

W. H. MILLS, Engineer-in-Chief.

DUBLIN, July 3rd, 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.

JAS. C. PARK, Locomotive Engineer.

DUNDALK, July 11th, 1890.

### AUDITORS' CERTIFICATE.

We the Auditors of the GREAT NORTHERN RAILWAY COMPANY (IRELAND), have examined the Accounts of the Company, for the halfyear ended the 30th day of June, 1890, which are proposed to be issued to the Proprietors of said Company; and we hereby certify that said half-yearly Accounts contain a full and true Statement of the Financial condition of the Company, and that the dividend of Four per cent. per annum, proposed to be declared on the Original Stock of the said Company, is *bond fide* due thereon after charging the Revenue of the half-year with all expenses which ought to be paid thereout in our judgment.

> ROBERT WARREN. SAMUEL H. CLOSE.

DUBLIN, July 28th, 1890.

| STOCKS OF                                  | THE | СОМРА | NY |    | Dividends<br>and Interest<br>payable |
|--|-----|-------|----|----|--------------------------------------|
|  | -   |       |    |    | 1                                    |
| * Ordinary                                 |     |       |    |    | Sept. I                              |
| * Preference 31/2% (Dungannon              | )   |       |    |    | Sept. I                              |
| * Guaranteed 4%                            |     |       |    | 2  | Oct. II                              |
| * Do. $4\frac{1}{2}\%$<br>Preference $4\%$ |     |       |    | \$ | 000. 11                              |
| Preference 4%                              | • • |       |    | )  |                                      |
| Do. 41/2%                                  |     |       |    | >  | Sept. I                              |
| Do. 41/2% (Dungannon)                      |     |       |    | )  |                                      |
| Guaranteed 5% (Londonderry)                |     |       |    | }  | Jan. 15                              |
| Debenture Stocks                           |     |       |    | \$ | Janes aj                             |

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

### GREAT NORTHERN RAILWAY COMPANY (IRELAND).

NOTICE is hereby given that the next half-yearly Ordinary Meeting of the Proprietors of the Great Northern Railway Company (Ireland) will be held at the Terminus of the Company, in BELFAST, on WEDNESDAY, the 13th day of August, 1890, at the hour of Twelve o'clock, noon, for the purpose of submitting the Directors' Report and Statement of Accounts of the Company for the Half-year ended the 30th day of June last, and for transacting the ordinary business of the Company.

Dated this 19th day of July, 1890.

HENRY PLEWS, Secretary of the Company.

AMIENS-STREET TERMINUS, DUBLIN.

Great Southern & Mestern Railway.

### REPORT OF DIRECTORS,

AND

STATEMENT OF ACCOUNTS,

FOR SIX MONTHS ENDED

30th JUNE, 1890,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

NINETY-THIRD

HALF-YEARLY GENERAL MEETING,

TO BE HELD AT

KINGSBRIDGE TERMINUS, DUBLIN,

AT TWELVE O'CLOCK, NOON,

ON SATURDAY, 16TH AUGUST, 1890.

BROWNE & NOLAN, PRINTERS, NASSAU-STREET, DUBLIN.

### 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 16th day of August, 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 30th June, 1890, and of transacting the general business of the Company.

And Notice is hereby also given that after the termination of the ordinary business, the Meeting will be made Special, for the following purposes, that is to say :--

For the purpose of creating  $\pounds 200,000$  Debenture Stock, pursuant to the terms of "The Great Southern and Western Railway Act, 1890," and the sum of £10,000 Debenture Stock, pursuant to the terms of the said Act, in lieu of the like sum of £10,000, authorized to be borrowed on Mortgage under "The Waterford, New Ross, and Wexford Junction Railway (Sale) Act, 1876," with interest thereon respectively, at the rate of £4 per cent. per annum, and authorizing the Directors to issue such Debenture Stocks, upon such terms, at such times, and in such amounts and manner as they may consider most conducive to the interests of the Company.

And also for the purpose of considering an Agreement between the Great Southern and Western Railway Company of the one part, and the Mitchelstown and Fermoy Light Railway Company (Limited) of the other part, to be then submitted to the Meeting, authorizing the use, management, working and maintaining of the Mitchelstown and Fermoy Light Railway by the Great Southern and Western Railway Company, and the supplying of Rolling Stock, for a period of twenty years, and if so determined, of authorizing the Directors to attach the seal of the Company to the said Agreement, pursuant to the powers contained in the said Great Southern and Western Railway Act, 1890.

By order of the Board,

FRANCIS B. ORMSBY, Secretary.

KINGSBRIDGE TERMINUS, DUBLIN, 25th July, 1890.

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

Great Southern and Western Bailway.

### DIRECTORS' REPORT

For the Half-year ended 30th June, 1890.

### Directors.

JAMES C. COLVILL, Chairman. SAMUEL H. CLOSE, Deputy Chairman.

LUKE J. M'DONNELL. JOSHUA J. PIM. COLONEL JOHN BONHAM. WILLIAM ROBERTSON. C. PURDON COOTE. WILLIAM J. GOULDING. GEORGE JAMESON. JOHN W. PAYNE SHEARES. The following are the details of the Receipts of your Line for the past Half-year, viz. :--

| Descriptio      | n.     |    | Half-<br>end<br>30th Jun | lod |    | Half-<br>end<br>30th Jun | led |    | Increase.   | Decrease. |
|-----------------|--------|----|--------------------------|-----|----|--------------------------|-----|----|-------------|-----------|
| N R.            |        |    | £                        | 8.  | d. | £                        | 8.  | d. | £ s. d.     | £ s. d.   |
| PASSENGER8,     |        |    | 133,609                  | 17  | 2  | 134,333                  | 7   | G  |             | 723 10 4  |
| MILITARY,       |        |    | 4,879                    | 2   | 11 | 4,901                    | 12  | 6  |             | 22 9 7    |
| PARCELS, &C.,   |        |    | 22,158                   | 13  | 2  | 22,727                   | 7   | 0  | _           | 568 13 10 |
| MAILS, .        |        |    | 20,371                   | 12  | 10 | 20,318                   | 3   | 3  | 53 9 7      | -         |
| Goods, .        |        |    | 134,094                  | 9   | 9  | 130,200                  | 9   | 10 | 3,893 19 11 | _         |
| COALS, .        |        |    | 13,535                   | 7   | 10 | 14,129                   | 8   | 11 | _           | 594 1 1   |
| LIVE STOCK,     |        |    | 33,046                   | 7   | 11 | 33,580                   | 6   | 11 | _           | 533 19 0  |
| BARONIAL GUA    | RANTE  | ES | 2,454                    | 17  | 2  | 2,454                    | 17  | 2  | -           | -         |
| Total Traffic R | eceipt |    | 364,150                  | 8   | 9  | 362,645                  | 13  | 1  | 1,504 15 8  | _         |

The Abstract of Accounts which we now lay before you shows the balance available for Dividend to be £145,476 11s. 10d., out of which we recommend that a Dividend at the rate of Four per Cent. per annum be paid to the Proprietors of the Four per Cent. Perpetual Preferential Stock, amounting to £26,582, and that a Dividend at the rate of Four and a-half per Cent. per annum, amounting to £111,826 4s. 9d. be paid to the Proprietors of the Consolidated Stock of the Company, which will leave a balance of £7,068 7s. 1d. to be carried forward to the next account.

The Traffic Receipts show an increase of £1,504 15s. 8d., as compared with the corresponding period last year.

The Working Expenses show an increase of £15,526 12s. 4d., arising principally from increased price of coal and increased wages.

The Permanent Way has been efficiently maintained, 1,344 tons of Steel Rails and 43,590 Creosoted Sleepers having been used. These were distributed as follows :— $11\frac{1}{2}$  miles entirely renewed with Rails and Sleepers, and in addition  $9\frac{1}{2}$  miles re-sleepered, the entire cost of which has been charged to Revenue. The whole of the Main Line, and 82.80 per cent. of the Branches, are now laid with steel.

A general Strike took place in the Traffic Department on the 25th April, and continued for 10 days. While it lasted, the Goods and Cattle Traffic was almost suspended, but the Passenger and Mail Services we re continued with but little interruption, owing to the valuable assistance of the Company's Officers and Volunteers. The origin, progress, and conclusion of the Strike have already been fully published in the Public Press.

The Board of Trade held an inquiry in Dublin from 17th to 21st April, inclusive, to hear objections to the revised Classification of Merchandise Traffic and the Schedules of Maximum Rates proposed by the various Railway Companies, but the result is not yet known.

After the transaction of the ordinary business, the meeting of Shareholders will be made special, for the purpose of confirming the Working Agreement which has been entered into between this Company and the Mitchelstown and Fermoy Railway Company, and of creating £210,000 Debenture Stock pursuant to the terms of the Great Southern and Western Railway Act of this year. t it their duty

Your Directors have thought it their duty, in the interests of their Shareholders, to give an active opposition to the proposed Cork, Fermoy, Waterford, and Wexford Line, as antagonistic to the interests of this Company.

It is with much regret the Directors have to announce the death of their esteemed colleague Mr. James Wm. Murland, Deputy Chairman of the Company, who, during the long period of thirty-two years, so largely assisted the counsels of the Board by his wise and matured judgment and great railway experience. The vacant seat on the Board has been filled by the appointment of Mr. J. W. Payne Sheares, Chairman of the Cork, Bandon, and South Coast Railway Company.

Mr. Samuel H. Close has been appointed Deputy Chairman.

Since the last Report, the Directors have to lament the death of their valued friend and legal adviser, Sir Croker Barrington, Bart., who had been connected with the Company from its formation, and to whose sound advice and judgment the Directors could always trust in matters affecting the interests of the Company.

Mr. James R. Stewart, one of your Auditors, has resigned, owing to pressure of other engagements, and it will be the duty of the Shareholders to appoint his successor at the Half-yearly Meeting.

The following Directors retire from office by rotation and offer themselves for re-election :--Samuel H. Close, William Robertson, and William J. Goulding.

> JAMES C. COLVILL, Chairman,

KINGSBRIDGE TERMINUS, DUBLIN, 25th July, 1890.

## WESTERN RAILWAY COMPANY, IRELAND. GREAT SOUTHERN AND

HALF-YEAR ENDING 30TH JUNE, 1890. No. 1.- Statement of Capital Authorized and Created by the Company.

| A COM OF VARATAWAY            |               |                  |               |                  |
|-------------------------------|---------------|------------------|---------------|------------------|
|                               | Block.        | Debenture Stock. | Total.        | CAPITAL CREATED. |
|                               | £ 8. d.       | £ 8. d.          | E s d         |                  |
| 24th and 25th Vic., Cap. 148, | 0             |                  | 5,173,600 0 0 | (                |
| Ditto,                        | 0             | 50,000 0 0       | 330.000 0 0   |                  |
| 24th and 25th Vic., Cap. 147, | 210,000 0 0   | 70,000 0 0       | 280 000 0 0   |                  |
| 9th and 10th Vic., Cap. 167,  | 56,305 0 0    | 0                | 144 305 0 0   |                  |
| 29th and 30th Vic., Cap. 144, | 310,000 0 0   | 0                | 400 000 000   |                  |
| 29th Vic., Cap. 57,           | 13,000 0 0    |                  | 13 000 0 0    |                  |
| 34th and 35th Vic., Cap. 103, | 90,000 0 0    | 63,000 0 0       | 158 000 0 0   |                  |
| and 36th Vic., Cap.           | 150,000 0 0   | 50,000 0 0       |               |                  |
| Vic., Cap.                    | 360,000 0 0   | 120,000 0 0      | 480 000 0 0   | All.             |
| Vic., Cap.                    | 1             | 100,000 0 0      | 100 000 001   |                  |
| and 40th Vic.,                | 1             | 30,000 0 0       | 30.000 0 0    |                  |
| and 43rd Vic., Cap.           | 1             | 100,000 0 0      | 100.000 0 0   |                  |
| and 45th Vic., Cap.           | 1             | 200,000 0 0      | 200,000 0 0   |                  |
| and 45th Vic., Cap.           | 1             | 90,000 0 0       |               |                  |
| and 48th Vic.,                | 1             | 0                | 80.000 0 0    |                  |
| and 48th Vic., Cap.           |               | 400,000 0 0      | 400,000 0 0   |                  |
| 53rd Vic., Cap. 33,           | 1             | 200,000 0 0      | 200.000 0 0   |                  |
| Ditto,                        | 1             | 10,000 0 0       | 10,000 0 0    |                  |
|                               | 6,309,940 0 0 | 2,073,965 0 0    | 8,383,905 0 0 |                  |

| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                |  | Created.      |         | Received.     | Unissued. |
|---|--|---------------|---------|---------------|-----------|
| 0 [Received to 31st December, . 4,970,055 0 0]<br>1,329,108 Hairyear, |  | £ 8. d.       | £ & G   | 6 0 A         |           |
| referential Stock, . 1,329,100 0 0 research until Anal-Year,          | •  | 4,980,840 0 0 | nber, . | 4 970 055 0 0 | 10 702 0  |
| 6,309,940 0 0 6,399,155 0 0   | Four per Cent. Perpetual Preferential Stock, . | 1,329,100 0 0 |         | 1.399 106 0 0 | A 60010T  |
| · · · · · 6,809,940 0 0 6,809,940 0 0 - 10.785 0                      |  |               |         |               |           |
|   | Total,   | 6,309,940 0 0 | 1       | 6,299,155 0 0 | 10.785 0  |

No. 3.-CAPITAL RAISED BY DEBENTURE STOCK.

RAINED BY ISSUE OF DEBRHTURB STOCK.

|                |   |             |  |   | Cr.   | Total amo<br>receive   | G               | 6,299,155                                      | 1,838,379                              | 154,696                                |
|----------------|---|-------------|--|---|---|--|-----------------|--|--|--|
| At 4 per Cent. | $\pounds$ 8. $d$ .<br>1,838,379 0 0<br>1,838,379 0 0                  | 1           | 2,073,965 0 0<br>1,838,379 0 0   | 235,586 0 0   |   | Amount re-<br>ceived during<br>Half-year to<br>30th June,<br>1890. | d. £ 8. d.      | - 0  | - 0                                    |  |
|                |   | Increase, . | al created,  | 390,  | ACCOUNT.  | Amount<br>received to<br>81st Dec.,<br>1889.                       | £ 8. 6          | 6,299,155 0                                    | 1,838,379 0                            | 154,696 11 6                           |
|                |   | Inc         | 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 30th June, 1890. | No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |  | BY RECEIPTS-    | Capital Stock, per<br>Account No. 2, 6,299,155 | Debenture Stock,<br>No. 3, 1,838,379 0 | Premium on<br>Stock Sold, . 154,696 11 |
|                |   |             | nd Debenture Stoc  | ble Borrowing Pov   | XPENDITURE  | Total.   | £ 8. d.         | 7,281,317 10 3                                 | 93,030 8 3                             | 8                                      |
|                |   |             | ised by Loans a<br>e Stock, as abo   | ce, being availa  | I DIA STU   | Amount<br>Expended<br>during Half-<br>year to 30th<br>June, 1890.  | £ 3, d,         | 3,637 8 6 4.574 18 3                           |  |  |
|                | Existing at 31st D ecember, 1889, .<br>Existing at 30th June, 1890, . |             | Total Amount authorized to be raised by Loans and De<br>as per Statement No. 1,<br>Total Amount raised by Debenture Stock, as above, .   | Balan   | Vo. 4RECEI  | Amount<br>Expended to<br>31st Dec.,<br>1889.                       | £ 8. d.         | 7,277,680 1 9                                  | 87,805 17                              |  |
|                | Existing at 31st D ecember,<br>Existing at 30th June, 1890,           |             | Total Amount s<br>as per State<br>Total Amount i   |   | A   | 1  | DITURE          | On Lines open for Traffic,                     | Queenstown New Works,                  |  |
|                |   |             |  |   | $D^{r}$ .   |  | TO EXPENDITURE- | On Lines                                       | Queensto                               |  |

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nount ed.

s. d.

0 0 11 6

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11

9

8,292,230 11

Balance,

4

13,436 18 0 8,381,072 9

8,367,635 11 4

No. 5.-DETAILS OF CAPITAL FXPENDITURE FOR HALF-YEAR ENDING 30TH JUNE, 1890.

|   |    |                      |                      | -                                       |   | 0  |                      |        |                                      |   |  |                                 |                               |                                |  | 1   |  |
|---|----|----------------------|----------------------|---|---|--|----------------------|--------|--------------------------------------|---|--|---------------------------------|-------------------------------|--------------------------------|--|---|--|
|   | ď. | 00                   | 00                   | 11                                      | 9   | 2  | 6                    | 0      | 40                                   | 10  | -}*  | 2                               | 0                             | 4                              | 2                                      | 0   |  |
|   | 00 | 11                   | 18                   | 60                                      | 12  | 14   | 10                   | 18     | 14                                   | 17  | -  | 15                              | 19                            | 15                             | 2                                      | 18  |  |
|   | 42 | 224                  | \$224                | 498                                     | 273   | 355  | 307                  | 226    | 221                                  | 209   | 382  | 46                              | 132                           | 533                            | 448                                    | 13,436  |  |
|   |    | 2                    | 44                   |   |   |  |                      |        |                                      |   |  |                                 |                               |                                |  | 13,   |  |
|   |    |                      |                      |   |   |  |                      |        |                                      |   |  |                                 |                               |                                |  |   |  |
| _ |    |                      |                      | _                                       | _   |  |                      |        |                                      | _   | _  | _                               |                               |                                |  | 1   |  |
|   |    |                      |                      |   |   | . *  | •                    |        |                                      |   |  |                                 |                               | •                              |  |   |  |
|   |    | •                    | •                    | •                                       | •   | •  |                      |        | •                                    |   |  | •                               |                               |                                |  |   |  |
|   |    |                      |                      |   |   |  |                      |        |                                      |   |  |                                 |                               |                                |  | 4,  |  |
|   |    |                      |                      |   |   |  |                      |        |                                      |   | . 4d.,   |                                 |                               |                                |  | Total Expenditure for Half-year, as per Account No. |  |
|   |    | 1                    |                      |   |   |  |                      |        |                                      | •   | 8.4  |                                 | •                             | •                              | •                                      | nt 1  |  |
|   |    |                      |                      |   |   |  |                      |        | 1                                    | •   | 0 13   | •                               |                               |                                |  | cou   |  |
|   |    | A.                   |                      |   |   |  |                      |        |                                      |   | £19  |                                 |                               |                                |  | r Ac  |  |
|   |    |                      |                      |   |   |  |                      |        |                                      |   | nt,  |                                 |                               |                                |  | i pei   |  |
|   |    |                      | •                    | •                                       |   | •  | •                    | •      | •                                    | •   | eme  | •                               | •                             |                                | 5d.                                    | r, a£   |  |
|   |    | •                    | •                    |   | C.,   |  |                      |        | . '                                  | igh,  | Fermoy Station Enlargement, £190 13s.          |                                 |                               |                                | COSte-1 ullow Extension, £108 58, 5d., | уеа   |  |
|   |    |                      |                      |   | 1, 4  | ng,  |                      |        |                                      | rou   | Enl  |                                 | rarlamentary Plans, £39 10s., |                                | 5108                                   | alf-  |  |
|   |    |                      |                      | 3                                       | ILAI  | lelli  |                      |        |                                      | ryb   | non  |                                 | 33                            |                                | n, J                                   | r H   |  |
|   |    |                      | •                    | • • •                                   | Stri  | mod  | •                    | •      | • •                                  | Ma  | tati   | •                               | 8, 5                          | ۰.                             | naic                                   | e fo  |  |
|   |    |                      | •                    | • .                                     | (II),   | Ire  | -                    |        |                                      | und   | ov   |                                 | lan                           |                                | xte                                    | itur  |  |
|   |    |                      |                      | 5 11                                    | alk   | and  |                      |        |                                      | 1D, 5   | erm  |                                 | ry I                          | -                              | A W                                    | end   |  |
|   |    |                      | -                    | tion                                    | lond  | Ing  |                      | •      | ore,                                 | reva  | 4  | • • •                           | DIS                           |                                | 0111                                   | dxp   |  |
|   |    | •                    | • • •                | Stal                                    | e, C  | IOCK   | •                    | •      | Iam                                  | aste  | 53.  | lage                            | and                           | . 8                            | 7                                      | al I  |  |
|   |    | •                    |                      | ect                                     | Ing   | ILEL   | 60                   |        | InT                                  | 1001  | TRT  | WDL                             | arm                           |                                | -BUSC                                  | Tot   |  |
|   |    |                      |                      | dso.                                    | 1036  |  | ION                  |        | 0.1                                  | e, 10   | 3, 2   | 2                               |                               |                                | -                                      |   |  |
|   |    |                      | 1 10-                | LI 1                                    | TIT I   | HOI  | erat                 | • •    | 1, 00                                | TUDI  | LIOID  | and                             | 35.                           |                                | 540.                                   |   |  |
|   |    | 8,                   | CK,                  | PD 3                                    | CIII,   | A 14   | ITW-                 |        | ULL C                                | A LIL   | LELA.  | 1111                            | 230                           | 'SII                           | 5, 2.                                  |   |  |
|   |    | ork                  | 210                  | Not of                                  | Ull'  | am   | 2,                   | 19°    | 10                                   | A L   | WIN  | ILUF2                           | 'nai                          | 10111                          | OBLS                                   |   |  |
|   |    | M L                  | Bur                  | unun un                                 | arzn  | A DE   | 010                  | LUF    | IIne                                 | UIIS.   | don  | nor                             | 040                           | 100                            | 2                                      |   |  |
|   |    | New                  | N.IO                 | H                                       | II-   | Uniter I   | ous a                | C IN   | 110                                  | CUBI  | C TR   | - I                             | LIS ALL                       | To                             | DPT C                                  |   |  |
|   |    | WD I                 | A TR                 | in a                                    | Sur   | ion ion  | 000                  | 000    | IO II                                | 1 am  | 1810   | brooks Male Shad one of Bridge, | Towl                          | WOIAB AU DUAUIOIIS,            | eo as                                  |   |  |
|   |    | 18to                 | PODE                 | under of                                | tion.   | IN IN IN   | A DOW                | incy.  | UTOT OT OT                           | TIT I   | 1000   | 1100                            | TO TO                         | Jone                           | TTOO T I                               |   |  |
|   |    | Queenstown New Works | Theread commodiation | nterlocking Healthoath Ermented Control | Alterations Charlengille Station Translounder, Clondalkin, Straffan, &c., | Kilbonny Coode Store A Martine Juleriooking and remodelling, | Killernow Coal Store | w to w | Platform outoning Dath, &CIullamore, | Thurlas clanal charal shared and margaretevan, and Maryborough, | Now Cottons Mountail and Milerations, E191 88. | Rollyhowhy Male Charles of      | Sundrer                       | Miscollanoous I am Cost, Post, |  |   |  |
|   |    | 0-                   | Tw                   | In                                      | A   | X  | 14                   | 1 H    | A                                    | E   | 12   | A                               | 10                            | M                              | TAT                                    |   |  |
| - |    |                      | -                    | -                                       | -   | -  |                      | -      | -                                    | -   |  |                                 | -                             | -                              | -                                      |   |  |

### No. 6.—RETURN OF WORKING STOCK.

|                          | TOTAL.                              | 3,521  |                                 |
|--------------------------|-------------------------------------|--|---------------------------------|
|                          | Boller Truck.                       |  | 1                               |
|                          | Iron Coal Wa-                       | 30   |                                 |
| RAL.                     | Rail Wagons.                        | 40   | 1                               |
| MINBI                    | Timber Wagons.                      | 134<br>134   |                                 |
| SE AND                   | Ballast Wagons.                     | 142  |                                 |
| MRNCHANDISE AND MINERAL. | Cattle Wagons,                      | 700  |                                 |
| MRR                      | Open Goods Wa-<br>gons.             | 0 1026   | 50                              |
|                          | Wagona, Gooda                       | 1,340  |                                 |
|                          | Ballast Traina<br>Brake Vans.       | 10   |                                 |
|                          | Goods Train<br>Brake Vans.          | 9 8 6  |                                 |
|                          | Torat.                              | 525<br>525   |                                 |
|                          | Fish and Milk<br>Vana.              | 34   |                                 |
|                          | Incline Brake<br>Vans.              | 86   |                                 |
|                          | Carriage Trucks.                    | 32   |                                 |
|                          | Horse Boxes.                        | 52   |                                 |
|                          | Fout Office Bort-<br>ing Carriagea. | 18   | 61 .                            |
| BNIE.                    | Store Vans.                         | 5 5  |                                 |
| COACHING.                | Passenger Train<br>Brako Vans.      | 74   |                                 |
|                          | Composite Car-                      | 66<br>68   | 67 .                            |
|                          | Third Class Car-                    | 151  | •••                             |
|                          | Becond Class Car-<br>riages.        | 36<br>34   | . 61                            |
|                          | First Class Car-<br>riages.         | 50<br>48   | . 63                            |
|                          | State Carriage.                     |  | • •                             |
| *og A TEAM MAN           | Tonders.                            | 143  | • •                             |
|                          | Ragines.                            | 176  | • •                             |
|                          | -                                   | took on the 31st December, 1889,<br>took on the 30th June, 1890, | ncrease during the Half-year, . |

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

|                      | Total.  | £ 8. d. | 34,536 0 0     | 6,952 0 0        | 50,000 0 0                    | 40,000 0 0                      | 1,000 0 0     | 5,000 0 0  | 137,488 0 0                                       |
|----------------------|---|---------|----------------|------------------|-------------------------------|---------------------------------|---------------|--|---|
| enditure.            | In subsequent<br>Half-years.                    | £ 8. d. | 29,636 0 0     | 4,952 0 0        | 40,000 0 0                    | 30,000 0 0                      | 1             | -  | 104,358 0 0                                       |
| Further Expenditure. | During the Half-year<br>ending 31st Dec., 1890. | £ 8. d. | 4,900 0 0      | 2,000 0 0        | 10,000 0 0                    | 10,000 0 0                      | 1,000 0 0     | 5,000 0 0  | 32,900 0 0  |
|                      |   |         | Working Stock, | Automatic Brake, | Cork New Station and Railway, | Interlocking and Block Working, | New Cottages, | Works at Stations and Sidings connected with Interlocking and Block Working, | Total Estimated further Expenditure of Capital, . |

11

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

*£* 8. *d*, 246,371 0 0 88,841 17 10 157,529 2 2

No. 9.-REVENUE ACCOUNT.

Dr.

Cr.

|   | . d.<br>6<br>11<br>8<br>8  | 1<br>2<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>2   | a 9 00 m  |
|---|--|--|---|
| Half-year ended<br>30th June, 1890.                     | £ 5.<br>22,103 4<br>30,312 15<br>78,120 15<br>4,879 15<br>1,997 18<br>1,977 19   | 138,489         0           22,158         13           22,158         13           20,371         12           134,094         7           13,535         7           33,046         7           1,500         0           554         17                             | 364,150 8<br>784 12<br>637 10<br>97 0<br>365,669 11   |
| Half<br>30th  | No.<br>79,273<br>158,602<br>948,536<br>24,666<br>24,666<br>24,666  | 1,211,399  | 1 1 11 1  |
| Half-year ended<br>30th June, 1889.                     | £ 8. d.<br>21,478 15 1<br>31,162 12 7<br>78,9056 12 5<br>7,8956 12 5<br>1,632 16 1<br>1,202 10 4   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$  | 362,645 13 1<br>1,325 11 10<br>637 10 0<br>116 0 0<br>864,724 14 11                               |
| Half-<br>30th   | No.<br>81,564<br>163,436<br>964,037<br>25,230<br>386   | 1,234,653  | 1 1 1 1   |
| RECEIPTS,   | By Passengers-First,<br>Do. Second,<br>Do. Third,<br>Military,<br>Periodical Tickets,<br>Emcess Fares and Sundries,  | " Parcels and Miscellaneous,<br>Mails, Mails,<br>Goods,<br>Oouls,<br>Ive Stock,<br>Baronial Guarantees:  | Total Traffic Receipts,<br>"Rents, Southern Railway<br>"Company.                                  |
| Half-year<br>ended<br>30th June, 1889, 30th June, 1890. | <ul> <li>£ s. d.</li> <li>46,584 16 10</li> <li>60,329 4 2</li> <li>18,046 16 2</li> <li>62,847 19 10</li> <li>8,641 0 4</li> </ul>  | 678 13 1<br>453 10 9<br>12,302 11 5<br>719 5 1<br>847 17 4<br>964 15 7   |   |
| Half-year<br>ended<br>30th June, 1889.                  | £         s.         d.           46.948         5         5         5           53,176         3         1           18,989         13         11           54,219         5         11           8,437         7         1 | 678 9 8<br>320 1 9<br>13,218 9 0<br>585 4 8<br>947 17 4<br>745 19 6<br>197.566 17 4  | 0 3<br>17 1<br>17 10<br>17 10<br>14 11  |
| EXPENDITURE.  | New HC CD CD   | <ul> <li>Compensation (Accidents and<br/>Losses),</li> <li>Compensation (Personal Injury),</li> <li>Rates and Taxes,</li> <li>Mileage and Demurrage of Roll-<br/>ing Stock,</li> <li>Rent, Waterford &amp; Limerick Co.,</li> <li>Milscellanoous Law Costs,</li> </ul> | Less received for Working other Lines,<br>Total,<br>To Balance carried to Net Revenue<br>Account, |

| Dr.                                 |    | N  | 0. 10NET   | No. 10NET REVENUE ACCOUNT.                           | LCCOUNT.   | Cr.                                 |
|-------------------------------------|----|--|--|--|--|-------------------------------------|
| Half-year ended<br>30th June, 1889. | P  |  | Half-year ended<br>30th June, 1890. 30th June, 1889. | Half-year ended<br>30th June, 1890. 30th June, 1889. |  | Half-year ended<br>30th June, 1890. |
| 6. e. d                             | 1  |  | £ 8, d.  | £ 8, d. £ 8. d.                                      |  | £ 8. d.                             |
| 36,616 10 5                         | To | Interest on Debenture Stock                                  | 36,767 11 7  | 20,302 9 0   | 36,616 10 5 To Interest on Debenture Stock 36,747 11 7 20,302 9 0 By Balance brought from last half-year's Account, 25,318 0 0 | 25,318 0 0                          |
|                                     |    | (£1,838,379 at 4 per cent. per annum).                       |  | 170,563 17 10  | (70,563 17 10 , Do. Revenue Account, No. 9, 155,982 1 10   | 155,982 1 10                        |
| 155,089 19 0                        | :  | 155,089 19 0 ". Balance available for Dividend 145,478 11 10 | 145,476 11 10  | 840 2 7  | 840 2 7 "General Interest Account, • • •   | 944 1 7                             |
|                                     | _  |  |  |  |  |                                     |

Or.

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

| Half-year ended 30th June, 1889. | 30th June, 1889.        |   | Half-year ended 30th June, 1890. | 30th June, 1890.      |
|----------------------------------|-------------------------|---|----------------------------------|-----------------------|
| £ _ 3. d.                        | £ 3. d.<br>155,089 19 0 | s. d. 2 s. d. 155,089 19 0 Balance available for Dividend, as per Account No. 10, |                                  | £ 8. d. 145,476 11 10 |
| 26,582 0 0                       |                         | Dividend on Preferential Stock, £1,339,100, at 4 per cent. per annum.             | 26,582 0 0                       |                       |
| 124,251 7 6                      | 160 022 7 B             | Dividend on Ordinary Stock, £4,970,056, at 45 per cent. per annum, .              | 111,826 4 9                      | 138,408 4 9           |
| 1                                | 4,256 11 6              | Balance to next Half-year,  | 1                                | 7.068 7 1             |

12

13

182,244 3 5

(See No. 13.)

191,706 9 5

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|                  | Γ  | year                    | 30th 1890.  | 8. d.<br>13 6   | 6 9  | 13 6  | 1.00                 |                          | year<br>30th                 | 1890.       |   | 10 5<br>2 10                                    |   | 19 01                                  |   | year<br>30th            | s. d.                                   | 14 4<br>15 10<br>15 10   | 16 11<br>8 9<br>4 9  | 12 7 0                             | 0 4       |
|------------------|--|-------------------------|-------------|---|--|---|----------------------|--------------------------|------------------------------|-------------|---|---|---|--|---|-------------------------|---|--|--|------------------------------------|-----------|
|                  | 0 0 10 0                                       | Half-year               | June, 1890. | 1   | 8,476  | 166   | 18,046 16            |                          | Half-year<br>ended 30th      | June, 1890. | £ 45,491  | 1,291   | 288   | 1,409<br>500<br>62,847                 |   | Half-year<br>ended 30th | June, 1890.                             | 3,658<br>271<br>271<br>252   | 396<br>630   | 518                                | 8,641     |
|                  | A NE NE NE                                     | VAA ANTR                |             | itendence,  | 1 18 0   | uperintendence,<br>£3,210 15 7 }  | • • •                |                          |                              |             | al Stored   |   |   |  |   |                         | 1                                       | • • • • •  | • • •  |                                    |           |
|                  | TACTO  | CADUT                   |             | al Superin  | 5,291 18   | al Superin<br>£3,21   |                      | SRS.                     |                              |             |   | dvertising                                      |   | • • •                                  | ES.   |                         |   | id Člerks,   |  |                                    | •         |
|                  | advu at  | TATU A                  |             | and Gener   |  | and Gener   | Total,               | TRAFFIC EXPENSES.        | F                            |             | draulior :  | ts, and A                                       | ovender, å  | Inager, .<br>Total,                    | GENERAL CHARGES.  |                         |   | untant, al<br>Stationer  |  |                                    | Total     |
|                  | A T A T S                                      |                         |             | Expenses,   | • •  | Expenses,   |                      | RAFFIC                   |                              |             | &c., .<br>Vater. Hv   | ery, Ticke                                      | Vans, Pr  | Traffic Ma                             | ENERAI  |                         |   | ary, Acco  | ises,  | Fund, .                            | -         |
|                  | REPAIRS AND RENEWATS OF CADDITIONS AND REPAIRS |                         |             | Carriages :   | Materials, .   | Salaries, Office Expenses, and General Superintendence,<br>Wages, £3,210 15 7 | C146439 .            | T                        |                              |             | Salaries, Wages, &c.,<br>Fuel. Lighting, Water, Hydroulies and Gameral Stresson | Clothing, Stationery, Tickets, and Advertising, | Horses, Harness, Vans, Provender, &c.,<br>Wagon Covers, | Annuity to late Traffic Manager,       | 6   |                         |   | Auditors.<br>Salaries of Secretary, Accountant, and Clorks.<br>Office Azyenses.<br>A develuing. Printing and Stationery. | Fire Insurance,<br>Telegraph Expenses,<br>Railway Clearing-house | Superannuation Fund,<br>Sick Fund, |           |
| ŝ                | AIRS AN  |                         |             | d. Carria<br>8 Sala<br>W  | A  |   |                      |                          |                              | -           |   |   |   |  |   |                         | Directors.                              |  |  |                                    |           |
| No. 12ABSTRACTS. | C RRP  | Half-year               | June, 1889. |   | 4 63   | 148 17 8<br>3,401 13 10   | 13                   | D.                       | Ilulf-year<br>ended 30th     | , 1885      | 28,307 14 4<br>9.844 2 8  |   | 388 2 8   | 200                                    | E.  | Half-year<br>ended 30th | L 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | 0-0-0  | 14   |                                    | 8,437 7 1 |
| 2A               |  | year<br>30th            | 8. d.       | 18 11   | 20<br>20   | 5 11  | 3 6                  |                          |                              |             |   | 16 10   |   | year<br>30th<br>1890.                  | 8. d.   |                         | 1 3                                     | 18 2   | 00   | 15 6                               | 61        |
| No. 1            |  | Half-year<br>ended 30th | June, 1890. | 1,621   | 34,0-26  | 6,161   | C775                 | 1                        |                              |             |   | 46,584 16 10                                    |   | Half-year<br>ended 30th<br>June, 1890. | £<br>1.282  |                         | 39,154                                  | 18,004 18  | 58,441   | 1,867 15                           | 60,329    |
|                  | 3, &c.   |                         |             | tendence,   | 7 13 3   | 3,593 17 2 2 2,567 8 9  | 2,798 8 9 1,976 14 9 |                          |                              |             |   |   |   |  | tendence.   | 9 14 101                |   | 117 8<br>0 0 6   |  |                                    |           |
|                  | WORKS, &c.                                     |                         |             | I Superin<br>ment Wa  | 14,447 13<br>and Works :   | 3,59  |                      | •                        |                              |             |   |   | VER.  | E.                                     | ul Superin  | ing<br>£14.769_14       | . 21,015                                | . 8,214<br>. 9,790   |  |                                    | •         |
|                  | MAINTENANCE OF WAY,                            |                         |             | Salaries, Office Expenses, and General Superintendence,<br>Maintenance and Renevoul of Permanent Wray : | Materials, 14,47 13<br>Repairs of Roads, Bridges, Stimals, and Works | Wages,  |                      | 1g.                      | 2044                         | 339         | 5434  | Total, .  | LOCOMOTIVE POWER  |  | Salaries, Office Expenses, and General Superintendence. | ming Expenses:          |   |  |  | ods, &c.,                          | Total, .  |
|                  | ANCE O   |                         |             | Reneog, a   | s. Bridges   | me and R  |                      | Mallow Yard-Remodelling, | ·<br>·                       |             | l, · ·  | 6   | COMOTI  |  | xpenses, a  | ing Expenses :          | Coal and Coke,                          | evals:   |  | Repairs of Workshops, Sheds, &c.,  |           |
|                  | INTEN.   |                         |             | , Office Est<br>vance and   | Materials,   | Wages,  | Wages,               | Y ard-h                  | Miles maintained-<br>Double, |             | Total,  |   | TO  |  | , Office E.   | Running Expenses :      | Coal and Coke,<br>Water,                | Reputs and Renerals:<br>Wages,<br>Materials,<br>Ballywilliam Haulage,  |  | of Works                           |           |
|                  | MA   |                         |             |   |  | Wan   |                      |                          | Miles n<br>Dou               | Single,     |   |   |   | 15                                     | 1   | Runnin<br>{ Way         | Coa                                     | Rep<br>Ball  |  | Repairs                            |           |
|                  |  | Half-year<br>ended 30th |             | 7 1   | 92 7 0   | 02 14 4<br>10 13 3  | 06 6 6<br>78 19 2    | 0                        |                              |             |   | 48 5 5  |   | Half-year<br>ended 30th<br>June, 1889  | 87 19 2   | 58 12 1                 | 92 16 9<br>57 9 4                       | 10<br>1<br>3 1   | 87 17 8  | 58 5 5                             | 76 3 1    |
| 0                | A.   | end                     | 3 mm        | 1,695   | 14,492   | 3,002 2,110   | 2,806                | L, 2                     |                              |             |   | 46,248  | Ŕ   | end,<br>Jun                            | £<br>1,187  | 14,058                  | 14,792                                  | 0 0 0 0  | 51,387   | 1,788                              | \$3,176   |

| To Net Revenue Account—<br>Balance at Credit<br>thereof, asper Account<br>No. 10,<br>Unpaid Dividends, .<br>Guaranteed Dividends<br>payable or accruing<br>and provided for,<br>Debts due to other Com-      | £ 8. d.<br>145,476 11 10<br>6,763 12 4<br>35,848 6 6       | By Capital Account—<br>Balance at Debitthere-<br>of, as per Account,<br>No. 4,<br>, General Stores—Stock<br>on hands,<br>Cash at Bankers—cur-<br>rent Account : and<br>Cash on hands,      | 6,434 8                         | 10<br>9<br>9 |
|--|--|--|---------------------------------|--------------|
| panies<br>Sundry outstanding Ac-<br>counts,<br>. Compensation, Personal<br>Injury-Reserve Fund<br>Superannuation Funds:<br>$\pounds  \ell. d.$<br>Officers, . $\ell. d.  | $\left.\begin{array}{cccccccccccccccccccccccccccccccccccc$ | ", Bank—Deposit Account,<br>", Traffic Accounts due to<br>Company,<br>", Amounts due to Com-<br>pany, .<br>", Amounts due by Clear-<br>ing House, .<br>", Amounts due by Post<br>Office, . | 11,190 4<br>21,975 10<br>642 15 | 4<br>8<br>9  |
|  | 262,841 19 1   |  | 262,841 19                      | 1            |

### 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. |
|----------------------------|-----|----------------------|-----------------------|---|--------------------------------|
|                            | ]   | 510 <del>]</del>     | 5101                  | -   | 5101                           |
| Lines partly owned, .      |     | 24                   | 2                     | _   | $2\frac{1}{4}$                 |
| Lines leased or rented, .  |     | 61                   | 61                    |   | 61                             |
|                            | 1.1 | 5191                 | 5191                  | -   | 519‡                           |
| Lines worked,              |     | 88                   | 33                    | 6   | 83                             |
| Foreign lines worked over, |     | -                    | -                     | 1   | 2                              |
| Total,                     |     | 5521                 | 552}                  |   | 5541                           |

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

| Half-year                          | ending 30th J                                | une, 1889. |  | Half-year                          | Half-year ending 30th June, 1890.            |           |  |  |
|------------------------------------|--|------------|--|------------------------------------|--|-----------|--|--|
| Great<br>Southern &<br>Western Ry. | Lines<br>worked by<br>G. S. & W.<br>Railway. | Total.     | -  | Great<br>Southern &<br>Western Ry. | Lines<br>worked by<br>G. S. & W.<br>Railway. | Total.    |  |  |
| 924,300 <u>1</u>                   | 32,9041                                      | 957,205    | Passenger Trains, .<br>Goods and Mineral | 914,552}                           | 32,335                                       | 946,8871  |  |  |
| 591,8503                           | 5,5001                                       | 597,351    | Trains,                                  | 592,988 <del>]</del>               | 5,1681                                       | 598,157   |  |  |
| 1,516,1511                         | 33,4043                                      | 1,554,556  | Total,                                   | 1,507,541                          | 37,503                                       | 1,545,044 |  |  |

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

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### ENGINEERS' REPORTS.

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

> KENNETT BAYLEY, Engineer-in-chief.

INCHICORE, DUBLIN, 17th July, 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, 17th July, 1890.

### AUDITOR'S CERTIFICATE.

I, the Auditor of the GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, do hereby certify that I have examined the Half-yearly Accounts of the Company for the Half-year ended 30th June, 1890, which are proposed to be issued to the Shareholders of said Company; and I hereby certify that said Half-yearly Accounts contain a full and true Statement of the Financial Condition of the Company; and I further certify that the Dividend of  $4\frac{1}{2}$  per cent., proposed to be declared on the Original Stock of the said Company, is *bona fide* due thereon, after charging the Revenue of the Half-year with all expenses which ought to be paid thereout in my judgment.

LUCIUS O. HUTTON, Auditor.

DUBLIN, 1st August, 1890.

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

Vimerick and Kerry Railway Company.

### REPORT OF DIRECTORS

AND

Statement of Accounts to 30th June, 1890,

### 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 26th day of AUGUST, 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, Co. Limerick

GEORGE SANDES, J.P., Listowel,

EDMUND COOKE, Church Street, Listowel, 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 26th day of August, 1890, at 12 o'clock noon, for the purpose of receiving the Directors' Report, with Statement of Accounts for the half-year ending 30th June, 1890, and for the General Business of the Company.

The Transfer Books of the Company will be closed from the 19th day of August, 1890, until after the Meeting.

Dated this 9th day of August, 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 30th June, 1890.

The Directors, in submitting their Twenty-fourth Report, with Statement of Accounts for the Half-year ended 30th June, 1890, have to state that the returns of traffic for the period named are only slightly  $(\pounds_{134})$  in excess of those for the six months ending June 1889, but it will be remembered that the returns of traffic for the first six months of 1889 were  $\pounds_{590}$  more than those of any preceding six months commencing with the new year.

Your Directors believe that the main causes of the present returns not being higher were the strike of the men employed by the great bacon-curing houses in Limerick in the early part of the year, and subsequently of the *employés* of the Working Company, both of which have seriously affected the traffic receipts of your railway.

The gross receipts during the half-year amount to  $\pounds 8,189$  14s. 11d., the net receipts, after deducting working expenses, to  $\pounds 3,275$  17s. 11d. as against  $\pounds 8,055$  8s. 10d. and  $\pounds 3,222$  3s. 7d. respectively, in the corresponding period last year, representing an increase of  $\pounds 134$  6s. 1d. in the gross, and  $\pounds 53$  14s. 4d. in the net, receipts.

Passengers show a decrease in the number carried of 122, representing  $\pounds_{134}$  8s.; the goods an increase of 2,165 tons, representing  $\pounds_{370}$  8s. 9d.; and coals a decrease of 78 tons, representing  $\pounds_{11}$  17s. 6d.; cattle—the number carried show an increase of head but a decrease in the receipts of  $\pounds_{148}$  18s. 6d.

The traffic emanating from the Tralee and Fenit Railway has been almost stationary during the past half-year.

The Directors, in their Report for the half-year ending 30th June, 1889, stated that the Waterford and Limerick Railway Company having threatened to apply for the appointment of a Receiver, in consequence of the accumulating interest on their holding of "C" Debenture Stock not having been paid, a larger creditor for interest adverse to any antagonistic appointment being made, took action in this country and obtained the appointment of a Receiver, who is now acting under the orders of the Court.

The Directors have now to report that the Waterford and Limerick Railway Company have (notwithstanding that the Receiver so appointed is now acting under the orders of the Court in England) instituted proceedings in Ireland for the appointment of a Receiver in that country, and for payment of interest on the Debenture Stock held by them, which proceedings are still pending.

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.                    |   | Goods and<br>Minerals.  | Cattle.   |
|---|--|--|--|---|---|---|
| 30th June, 1881 31st December, 1881<br>30th June, 1882 31st December, 1882<br>30th June, 1883 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\xi$ s. 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<br>3,275 17 11 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{c} 46,805\\ 60,452\\ 55,133\\ 71,453\\ 61,564\\ 73,603\\ 62,156\\ 68,517\\ 55,196\\ 61,062\\ 45,505\\ 61,537\\ 52,579\\ 63,250\\ 55,780\\ 69,833\\ 60,606\\ 75,129\\ 60,484\\ \end{array}$ | 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>12,683<br>12,683<br>12,598<br>13,590<br>13,593<br>14,959<br>14,319<br>13,928<br>15,969<br>16,991<br>18,056 | 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>32,667<br>32,876<br>31,243<br>36,037<br>32.585 |

### F. COLLIS SANDES, Chairman. CHARLES HENRY BINGHAM, Secretary.

WESTMINSTER CHAMBERS,

II, VICTORIA STREET, LONDON, 19th August, 1890.

LIMERICK AND KERRY RAILWAY COMPANY.

|  | Lotal raised by<br>Loans and by<br>Debenture | k             | 277,117 19 7<br>277,617 19 7<br>277,617 19 7                 | 500 0 0              | 50 0 0<br>17 19 7  | 32 0 5<br>tisfaction   | Or.                | Total.                                    | d. £ 5. d.<br>0 126,950 0 0<br>15,800 0 0<br>2 261,817 19 7           |  | L 404.567 19 7 |                                      | Half-year ended 30th<br>June, 1890. | £ s. d.<br>Nil. |              |  |   |
|--|--|---------------|--|----------------------|--|--|--------------------|---|---|--|----------------|--------------------------------------|-------------------------------------|-----------------|--------------|--|---|
| -  | r cent.                                      | 1             | 73.767 19 7 277<br>73.767 19 7 277                           | : :                  | . 283,050  | demption) in satisf  |                    | Amount<br>Received this<br>Half-year.     | Dr. 6 5.  | :  |                |                                      | T                                   | 3               |              |  |   |
| Raised In issue of Dahanema Stock                  | a di per cent. At                            |               | 17,500 73,7<br>17,500 73,7                                   | 0                    |  | ject to future re  | mt.                | Amount<br>Received to<br>31st Dec., 1889. | <i>£ s</i> , <i>d</i> ,<br>127,450 0 0<br>15,800, 0 0<br>261,317 19 7 | 404,567 19 7                               |                |                                      |                                     |                 |              | ilway Company.   | ccount.   |
| Proprious reason of source was grand bounded bound | At a per cent. At                            | A<br><i>f</i> | 170,550<br>170,550   | 500                  | tement No. I   | Balance, being available borrowing powers at 30th June, 1890 5,432 0 5,432 0 5,15,984 of this Debenture Stock has been issued as security for temporary Loan. $\mathcal{L}_1$ ,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. | 1 Capital Account. |   | RECEIPTS  |  |                | Expenditure.                         |                                     |                 | s Stock.     | Does not apply, the Line being worked by the Waterford and Limerick Railway Company. | 7Estimate for further Expenditure on Capital Account. |
|  | Loans.                                       | Total Loans.  | 15,800<br>15,800   | : :                  | ock as per Sta   | owers at 30th<br>s security for t<br>t a discount of<br>stion with Lar   | Expenditure on     |   | d, ", Share<br>I, ", Coans<br>", Deber                                | 9  | 2              | -Details of the Capital Expenditure. |                                     | NIL,            | 1 of Working | the Waterford  | r Expenditur  |
|  | Raised by Loans.                             |               | 15,800<br>15,800   |                      | Debenture St<br>as above .   | e borrowing p<br>s been issued a<br>been issued at<br>costs in connec  | 4Receipts and E    | Total,                                    | £ 5.<br>389,227 19  | 15,340 0 (                                 | 404.567 19     |                                      |                                     |                 | o. 6Return   | ing worked by  | te for further  |
|  |  | 4             |  |                      | by Loans and<br>ebenture Stock   | Balance, being available borrowing powers at 30th June, 1890<br>iis Debenture Stock has been issued as security for temporary L<br>s Debenture Stock has been issued at a discount of 50 per cen<br>y outstanding claim for costs in connection with Land Purchase   | No. 4Rec           | Amount<br>Expended this<br>Half-year.     | £ s. d.<br>Nil.   |  | x              | No. 5                                |                                     |                 | No.          | ply, the Line be   | . 7.—Estimat  |
|  |  |               | iber, 1889 .<br>90   | · •<br>· •           | rised to be raised<br>by Loans and D   | Balance, being available borrowing powers at 30th June, 1890<br>5,984 of this Debenture Stock has been issued as security for temporary Loan.<br>,500 of this Debenture Stock has been issued at a discount of 50 per cent. (su<br>of a long outstanding claim for costs in connection with Land Purchases.  |                    | Amount<br>Expended to<br>31st Dec., 1889. | £ 5, 4,<br>389,227 19 1   |  |                |                                      | le la                               |                 |              | Does not ap  | No.   |
|  |  |               | Existing at 31st December, 1889<br>Ditto, at 30th June, 1890 | Increase<br>Decrease | Total amount authorised to be raised by Loains and Debenture Stock as per Statement No.<br>Total amount raised by Loans and Debenture Stock as above . | * Note.—£15.<br>† ,, £1,5  | Dr.                | TO EXPENDITURE :                          | On Land, Works, &c.   | To Balance to General Balance Sheet No. 13 | -              |                                      |                                     |                 |              |  |   |

; } Nill.

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

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

Half-year ended 30th June, 1890.

| 1     |   |  | 1       |                       | 21                                     | 15  |
|-------|---|--|---------|-----------------------|--|---|
| s. d. | 0   | 0 6  | 0 0     | 0r.                   | ar                                     | 25 10 7 10 d  |
|       |   | 10   |         |                       | Half-year<br>ended<br>b Tune 78        | 5 19<br>5 19<br>5 19<br>5 19<br>5 19<br>5 19  |
| 2     | 5,432   | I5,340 0                                     | £20,772 |                       | Half-year<br>ended<br>aoth Tune 7800   | 404<br>3,146<br>3,146<br>3,100<br>1,096<br>1,096  |
|       |   |  |         |                       |  |   |
|       |   |  |         |                       |  |   |
|       |   |  |         |                       | b                                      |   |
|       |   |  |         |                       | IPTS.                                  |   |
|       |   |  |         |                       | RECEIPTS.                              |   |
|       |   |  |         | h /                   |  | ers<br>&c.  |
|       |   |  |         |                       |  | Mails<br>Passengers<br>Parcels, &c.<br>Goods<br>Cattle<br>Minerals  |
|       |   |  |         |                       |  | By M<br>By M<br>N C C P<br>P M  |
|       | -   |  |         | ant.                  | ar<br>1889.                            | 0000000 IO.   |
|       | it No.  |  |         | Accol                 | Half-year<br>ended<br>30th June, 1889. | £ 5.<br>404 7<br>3,280 13<br>298 15<br>2,729 13<br>1,245 11<br>1,245 11<br>1,245 11<br>89 15<br>6 12  |
|       | ccour   |  |         | anue                  | I 3oth                                 | 3,52  |
|       | Share and Loan Capital authorised, not yet created, Account No. 1 |  |         | No. 9Revenue Account. | ar<br>I 890.                           | 2. 4.<br>17 0.<br>10 3<br>2 10 3<br>2 10 0<br>2 10 0 0 0 0 0 0<br>0 0 0 0 0 0 0 0 0 0 0 0   |
|       | et crea   | . 4)   |         | . 9                   | Half-year<br>ended<br>30th June, 1890. | L 25 0<br>25 0<br>25 0<br>25 0<br>25 0<br>25 3<br>39 12<br>25 3<br>25 2<br>25 3<br>25 2<br>25 |
|       | not ye  | Balance at Credit of Capital Account (No. 4) | -0.1    | No                    | ]<br>30th                              | 4   |
|       | rised,  | ccoun  |         |                       |  | F Re-<br>erick  |
|       | author  | oital A                                      | - 1     |                       |  | d Lim   |
|       | pital   | of Cap                                       |         |                       | RE.                                    | 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>, Examining Director<br>, Law Expenses.   |
|       | an Ca   | edit c                                       | 2       |                       | DITU                                   | s, 60<br>aterfé<br>my.<br>E).<br>tor .  |
|       | ol Lo   | at Cr  | 1.14    |                       | Expenditure.                           | pense<br>to W<br>compa<br>arges (<br>Direct<br>ses.<br>Expen  |
|       | are ai  | lance  |         |                       | E                                      | ng Ey<br>ts paic<br>way C<br>al Chi<br>eering<br>eering<br>fining   |
|       | Sh  | Ba   |         |                       |  | Working Expenses, 6<br>ceipts paid to Water<br>Railway Company.<br>General Charges (E).<br>Engineering<br>Examining Director<br>Law Expenses.<br>Arbitration Expenses   |
|       |   |  |         |                       | -                                      | To V<br>  |
|       |   |  |         |                       | rar<br>1889.                           | <i>s. d.</i><br>5 3<br>7 11<br>8 7  |
|       |   |  |         |                       | Half-year<br>ended<br>30th June, 1889. | 4,833 5, 5, 4,833 5, 4,833 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5,   |
|       |   |  |         | Dr.                   | H<br>3oth                              | 4, 4<br>700, 4 I  |
|       |   |  |         |                       |  |   |

|  |   | N N                         |           |
|--|---|-----------------------------|-----------|
| 30th June, 1890.<br><i>E</i> 5, <i>d</i> ,<br>3,146 5 1<br>3,146 5 1<br>3,146 5<br>1,096 12 11<br>1,096 12 11<br>7, 17 9<br>6 19 3   | 8,189 14 11<br>1 12 6                     | 20,191 7 5<br>01.           | Half-year |
|  |   |                             |           |
|  |   |                             |           |
|  |   |                             |           |
|  |   |                             |           |
| By Mails<br>Passengers<br>Passengers<br>Parcels, &c.<br>Goods<br>Minerals<br>Rents   | " Transfer Fees                           | t.                          |           |
| 000000100  | 8 IO<br>0 0<br>8 IO                       | ccoun                       | ar        |
| £ 5<br>404<br>3,280 1<br>298 1<br>2,298 1<br>1,245 1<br>6 12  | 8,055 8 10<br>I 0 0                       | No. 10Net. Revenue Account. | Half-year |
| <i>s. d.</i><br>17 0<br>10 3<br>0 0<br>12 0<br>12 0<br>2 10  | H 4 V                                     | let B                       | ar        |
| <i>£ 5. d</i><br>4,913 17 0<br>393 10 3<br>87 12 0<br>58 3 0<br>58 3 0<br>39 2 10  | 5,517 5 1<br>2,674 2 4<br>£(8,191 7 5     | 0, 10, -1                   | Half-vear |
| 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>, Examining Director<br>, Law Expenses<br>, Arbitration Expenses | ", Balance carried to Net Revenue Account | - 4                         |           |
|  | 13 3<br>15 7<br>8 10                      |                             |           |
| 4, 8, 3, 5, 4, 4, 8, 3, 5, 4, 4, 8, 3, 5, 5, 3, 4, 7, 8, 4, 7, 8, 4, 7, 8, 7, 11, 5, 11, 11, 5, 5, 5, 0, 0, 1, 7, 8, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,  | 5,622 13<br>2,433 15<br>£8,056 8          | ė                           | DI.       |
|  |   |                             |           |

|                               | Half-year<br>ended<br>30th June, 1890. | <i>£</i> 5. <i>d</i> .<br>2,674 2 4<br>110 18 5<br>1,075 17 8<br>86 17 7<br>32,783 0 10   | 36,730 16 10 |            |
|-------------------------------|--|---|--------------|------------|
|                               | RECEIPTS.                              | \$\lambda_{2}\$ s. d.By Balance brought from Revenue2,433 15 7By Balance brought from Revenue45 12 1145 12 111,316 4 51,316 4 58,158 6 5BalancetoGeneral Balance Sheet, No.13   |              |            |
| TTOOTT ONTOADT HONT 'ONT 'ONT | Half-year<br>ended<br>30th June, 1889. | 2,433 15 7<br>45 12 11<br>1,316 4 5<br>28,158 6 5   | 32,375 4 4   | No. 11Nil. |
| AT 10 NT "01" "0              | Half-year<br>ended<br>30th June, 1890. | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 36,730 16 10 | No. 11     |
| TT                            | Expenditure.                           | To Balance from last half-year<br>, Interest on Limerick and Kerry<br>Guaranteed (Limerick) Shares<br>, Interest on Limerick and Kerry<br>Guaranteed (Kerry) Shares<br>, Interest on Debentures<br>, Interest on Debentures<br>, Interest on A Debenture Stock<br>, , , , , , , , , , , , , , , , , , , |              |            |
| Dr.                           | Half-year<br>ended<br>30th June, 1889. | 25,806 5 8<br>159 10 0<br>1,946 15 8<br>98 7 8<br>474 0 0<br>350 0 0<br>1,475 6 0   | 32,375 4 4   |            |

|                                     | Half-year<br>ended<br>30th June, 1890. | £ 5. d.<br>100 0 0<br>25 0 0<br>25 11 3<br>62 19 0 | 393 10 3  |
|-------------------------------------|--|--|-----------|
| No. 12General Charges (Abstract E). |  | Directors  |           |
|                                     | Half-year<br>ended<br>goth June, 1889. | £ 5. d.<br>100 0 0<br>25 7 10<br>256 7 10          | £478 11 6 |

| 0r                  | <ul> <li>\$\$ 5. \$\$</li> <li>\$2,767 5 6</li> <li>\$293 4 3</li> <li>\$293 13 5</li> <li>\$2,981 13 5</li> <li>\$2,981 13 5</li> <li>\$32,783 0 10</li> <li>\$32,783 0 10</li> <li>\$55,217 13 4</li> </ul> |                  | Miles worked by Engines. | Miles, Chains,<br>42 40 |                  | Half-year ended<br>30th June, 1890. | Miles.<br>50,985<br>3,735 <u>2</u>                            | 54,7202 | irman of the Company.<br>wy of the Company.   | y.<br>A. Vielda, J Andilare.   |
|---------------------|---|------------------|--------------------------|-------------------------|------------------|-------------------------------------|---|---------|---|--|
|                     | ilway Company<br>Limerick and Kerry<br>10, Balance at Debit   |                  | Miles to be Constructed, | Miles. Chains.<br>Nil.  |                  |                                     |   |         | F. COLLIS SANDES, Chairman of the Company,<br>CHAS. H. BINGHAM, Secretary of the Company. | ial condition of the Company.<br>J.No. S. CHARPELOW, F.C.A. Pickela, J. Auditory.  |
| ce Sheet.           | Cash at Bankers'<br>Waterford and Limerick Railway Company<br>Amount due by Counties of Limerick and Kerry<br>Outstanding Accounts<br>Net Revenue Account, No. 10, Balance at Debit                           | Statement.       | Miles Constructed.       | Miles. Chains.<br>42 40 | Train Mileage.   |                                     |   |         | F. CC<br>CHAS.  | rICATE.<br>ement of the financial c<br>J no  |
| 13.—General Balance | L s. d.<br>26,686 1 0 By Cash<br>6,136 3 7 , Wat<br>4,095 12 9 , Mu<br>2,959 15 6 , Out<br>15,340 0 6 , Net   | No. 14Mileage St | Miles Authorised.        | Miles. Chains.<br>42 40 | 15Statement of T |                                     | 2 2 2 3   |         |   | AUDITORS' CERTIFICATE<br>intain a full and true statement of   |
| No.                 | g Accounts<br>al Account (No. 4)  | N                |                          | npany                   | No. 1            |                                     | Passengers and Goods Trains mixed<br>Special Cattle and Goods |         |   | AUDITORS' CERTIFICATE.<br>We do hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company.<br>JNO. S. CHATPELOW, F.C.A. |
| Ūr.                 | o unpaid Interest<br>Interest accruing<br>Temporary Loans<br>Sundry Outstanding Accounts<br>Balance from Capital Accounts   |                  |                          | Lines owned by Company  |                  | Half-year ended<br>30th June, 1889. | Miles,<br>51,762<br>2,693                                     | 54,455  |   | We do hereb<br>18th August, 1890.  |

Londonderry and Lough Swilly Railway.

### Report of Directors

### STATEMENT OF ACCOUNTS

AND

FOR

Half-Year ending 30th June, 1890,

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 11th day of AUGUST, 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.
† 6. MAJOR HENRY J. M'CORKELL, Glengallaugh, Derry.

\* Retire February, 1891. † ,, ,, 1892. ‡ ,, ,, 1893.

Londonderry and Lough Swilly Railway Company.

NOTICE IS HEREBY GIVEN, that the Ordinary Half-Yearly Meeting of the Shareholders will be held at the Offices of the Company, Shipquay Street Buildings, Derry, on MONDAY, the 11th day of AUGUST, inst., at TWELVE o'clock, noon, to transact the Ordinary Business of the Company.

The Transfer Books will be Closed from the 6th to the 20th, both days inclusive.

(By Order),

FREDERICK DAWSON, Secretary.

OFFICES-SHIPQUAY STREET BUILDINGS,

LONDONDERRY,

25th July, 1890.

### Directors' Report.

Comparative Statement of the Receipts for the past Half-year with the corresponding Half-year of 1889 :---

|   |                 | 18                           | 89. |                  | 189   | 0.               |                  |                      |    |                  |  |
|---|-----------------|------------------------------|-----|------------------|-------|------------------|------------------|----------------------|----|------------------|--|
| Passengers, Parcels, &c.,<br>Goods and Minerals,<br>Live Stock,<br>Rents, | ···<br>··<br>·· | £2,740<br>1,741<br>361<br>34 | 40  | 9<br>8<br>0<br>6 |       | 3<br>5<br>0<br>1 | 7<br>9<br>9<br>6 | £59<br>47<br>29<br>7 | 1  | 2<br>1<br>3<br>0 | decrease<br>increase<br>decrease<br>decrease |
|   |                 | 4,877                        | 6   | 11               | 4,827 | 11               | 7                | 49                   | 15 | 4                | decrease                                     |

The Traffic of the Company continues to show satisfactory elasticity, although small decreases occur in the receipts from various exceptional causes.

Your Directors continue to give their attention to the improvement of the Permanent Way and Stations, with a view to placing the Line in thorough repair, and provide the utmost possible accommodation for the public.

An Hotel, managed on the most approved principles, has been opened at Buncrana by a Company of local gentlemen, which will supply a want long felt at this delightful sea-side resort.

The Revenue Account shows a profit on working of £2,519 1s 5d, of which £740 13s 7d is due in respect of Interest on Mortgage and Debenture Stock, and £93 5s 0d for Rents, leaving a Balance of £1,685 2s 10d. £1,240 12s 6d is payable in respect of Dividend at Five per Cent. on the Preference Stock. Out of the Balance, £444 10s 4d, it is proposed to pay Dividend at the rate of Two per Cent. on the Ordinary Stock for the half-year, carrying forward £38 8s 4d to next half-yearly Account.

(By Order,)

JOSEPH COOKE, Chairman. FREDERICK DAWSON, Secretary. LONDONDERRY AND LOUGH SWILLY RAILWAY CO.-HALF-YEAR ENDING 30TH JUNE, 1890.

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

|                                   | Total  | £<br><br>25,000<br>26,600  | 51,600  | 26,600   | 25,000          |
|-----------------------------------|--|--|---------|--|-----------------|
| BALANCE.                          | Loans  | £<br><br>6,600   | 6,600   | 6,600  |                 |
| I                                 | Stock<br>and<br>Shares                                       | £<br><br>25,000<br>20,000  | 45,000  | 20,000   | 25,000          |
| ED                                | Total  | £<br>53,000<br>26,600<br><br>60,000  | 139,600 | :  | 29,600 139,600  |
| CAPITAL CREAT<br>OR<br>SANCTIONED | Loans  | $\begin{array}{c} \pounds \\ 13,000 \\ 6,600 \\ \ddots \\ 10,000 \end{array}$  | 29,600  |  |                 |
| CAPIT<br>S/                       | Stock<br>and<br>Shares                                       | £<br>40,000<br>20,000<br><br>50,000  | 110,000 | :  | 110,000         |
| tISED.                            | Total  | $\pounds$<br>53,000<br>26,600<br>25,000<br>26,600<br>60,000  | 191,200 | 26,600   | 164,600 110,000 |
| CAPITAL AUTHORISED.               | Loans  | $\begin{array}{c} \pounds \\ 13,000 \\ 6,600 \\ \dot{6},600 \\ \dot{6},600 \\ \dot{10},000 \end{array}$  | 36,200  | 6,600  | 29,600          |
| CAPITA                            | Stock<br>and<br>Shares.                                      | $\begin{array}{c} \pounds \\ 40,000 \\ 25,000 \\ 20,000 \\ 50,000 \end{array}$   | 155,000 | 20,000   | 135,000         |
|                                   | ACTS OF FARMARENT, OR CERTIFICATES OF THE<br>BOARD OF TRADE. | 16 and 17 Vic., cap. 54, secs. 4 and 9, 24 and 25 Vic., cap. 161, secs. 19 and 20, 20 and 27 Vic., cap. sec. 33, sec. 33, and 28 Vic., cap. secs. 21 and 26, 45 and 46 Vic., cap. lxxiv., sec. 90, |         | Extinguished by the Londonderry and Lough Swilly<br>Railway Act, 1882, | Total           |

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

| g                  | 00  | 0   |
|--------------------|---|---|
| Amount<br>Unissued | 00  | 6,535 0 0                                     |
| Inis               | £.160<br>375  | 35  |
| P                  | 16,1  | 16,5  |
| Amount<br>Uncalled | भ   |   |
|                    | 0   | 0   |
| Calls in<br>Arrear | 0:  | 0   |
| alls               | £<br>350 10   | 0   |
| AC                 | 2,35  | 2,36  |
|                    | $\begin{smallmatrix} 0\\0\\0\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots\\\ldots$ | 0   |
| Amount<br>Received |   | $\ldots 110,000 0 0 0 91,114 10 0 2,350 10 0$ |
| mou                | £ 39 ]  | 14 ]  |
| Re                 | $\begin{smallmatrix} 0 \\ 41,489 \\ 10 \\ 49,625 \\ 0 \end{smallmatrix}$  | 1,1   |
|                    | 040   | 0   |
| nt                 | 00  | 0   |
| Amount<br>Created  | £<br>60,000 0<br>50,000 0   | 10  |
| An                 | 0,00  | 0,00  |
|                    |   | 1   |
|                    | 1 ::  |   |
|                    | ::  | :   |
|                    |   | Total,  |
| Description ·      |   |   |
| Description .      | ::  |   |
| Description .      | ::  |   |

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

|  |  |   |                                       | RAISE                     | RAISED BY LOANS.   | ŝ                                    | RAISED B  | RAISED BY ISSUE OF<br>DEBENTURE STOOK         | Total<br>raised by                                  |      |
|--|--|---|---------------------------------------|---------------------------|--|--------------------------------------|---|---|---|------|
|  |  |   | Loan at<br>4 per cent.                |                           | At 5<br>per cent.  | Total Loans.                         | At 5<br>per cent.                                   | Total<br>Debenture<br>Stocks.                 | Loans<br>and by<br>Debenture<br>Stocks.             |      |
| Existing at 31st December, 1<br>Do. at 30th June, 1890,  | December, 1889,<br>June, 1890,               | ::  | £ s<br>7,765 10<br>7,765 1            | s. d.<br>10 8 1<br>10 8 1 | $\frac{\pounds}{11,748}$ 11,748  | £ 8. d<br>19,513 10 4<br>19,513 10 4 | L. £<br>8 10,000<br>8 10,000                        | ${}^{\mathcal{E}}_{10,000}$                   | 29,513 10<br>29,513 10<br>29,513 10                 | 0000 |
| D  | Increase.<br>Decrease.                       |   | ::                                    |                           | :  | ::                                   | ::  | ::  |   | 1    |
| Total Amount authorised to be raised by Loans and by Debenture Stocks, in respect of Capital created, as per Statement No. 1, $29,600$<br>Total Amount raised by Loans and by Debenture Stock as above, $\dots 29,513$ | ed to be raised by<br>7 Loans and by D       | r Loans and 1<br>bebenture Sto                | y Debenture S<br>ck as above,         | stocks, in<br>            | respect of   | Capital crea                         | ted, as per Stat                                    | tement No. 1,                                 | 8.<br>0<br>10                                       | 809  |
| Balance, being available borrowing powers, at 30th June, 1890,   | borrowing power                              | rs, at 30th Ju                                | ne, 1890,                             | :                         |  |                                      |   |   | 86 9  | 1 7  |
| Dr.  | No. 4  | No. 4-RECEIPTS                                |                                       | ENDITU                    | RE ON C.   | AND EXPENDITURE ON CAPITAL ACCOUNT.  | COUNT.  |   | Cr.   |      |
|  | Amount<br>expended to<br>31st Dec.,<br>1889. | Amount<br>expended<br>during the<br>Half-year | Total to<br>30th June,<br>1890.       |                           |  |                                      | Amount<br>received to<br>31st Dec.,<br>1889.        | Amount<br>received<br>during the<br>Half-year | Total to<br>30th June,<br>1890.                     | 1 .0 |
| To Expenditure   | for<br>5. 28,192 1 4                         | £ 8. d.<br>655 9 6 1                          | £ s. d.<br>102,318 19 7<br>2,8192 1 4 | Del                       | By Receipts—<br>Shares and Stock, per Ac-<br>count No. 2,<br>Loans, per Account No. 3,<br>Deben. Stock, per Acct. No. 3, | / Receipts                           | £ s. d.<br>91,114 10 0<br>19,513 10 8<br>10,000 0 0 | & 8. d.                                       | £ 8. d.<br>91,114 10 (<br>19,513 10 8<br>10,000 0 0 | 000  |

•

Balance,

00 000 00

ENDING 30TH JUNE, 1890. No. 5-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR

20 20 Cattle Trucks. Merchandise. 9 Goods Wagons, covered. 34 34 6 £655 73 Goods Wagons. Comb'd Timber and Car Trucks. 50 50 Horse Box. 20 20 Break Van. Coaching. First and Second Composite 10 10 13 Third Class. Second Class. First Class. No. 6-RETURN OF WORKING STOCK. Locomo-tive. Tenders. 99 Engines. Station New Goods Shed, &c., at Graving Dock Stock on 31st December, 1889, Do. 30th June, 1890, Increase during the Half-year, Decrease do. do.,

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

| Total.                       |           |   |
|------------------------------|-----------|---|
|                              |           |   |
| at                           |           |   |
| In Subsequent<br>Half-years. |           |   |
| In Su<br>Hall                |           |   |
|                              |           |   |
| g the<br>year.               |           |   |
| During the<br>Half-year.     |           |   |
| -                            |           |   |
|                              |           |   |
|                              |           |   |
|                              |           |   |
|                              |           |   |
|                              | D S S S S |   |
|                              | 1         |   |
|                              |           |   |
| 1 -                          |           |   |
|                              |           |   |
|                              |           | - |
|                              |           |   |

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

3 to 8. 19 0 .. 18,971 Shares and Loan Capital authorised or created but not yet received, .. • Less Balance of Capital Account,

Total,

-

19

9,088

|                         |   | ġ.  | -   |                         | 9   |  | -              | 09  | 2     |
|-------------------------|---|---|---|-------------------------|---|--|----------------|---|-------|
|                         | -   | 3   | 00  |                         | 9   |  | 10             | 19  | 11    |
|                         | Half-Year ended<br>30th June, 1890.       | બ   | 2.681   |                         | 2,119   |  | 4,800 10       | 26<br>0                                   | 4,827 |
|                         | Year                                      | d.<br>55<br>10<br>10  | 10 00   |                         | 010   |  |                |   |       |
|                         | Lalf-Oth                                  | s.<br>10<br>13<br>13<br>2   | 116   |                         | 18 10   |  |                |   |       |
|                         | 39 11                                     | £<br>1,765<br>1,765<br>1,765  | 2,531<br>89<br>60   |                         | 1,562<br>225<br>331                           |  |                |   |       |
|                         |   | No.<br>2,947<br>12,539<br>74,862  | 90,348 2,531<br>60  |                         | • • •<br>• • •                                |  | :              | ::  |       |
|                         |   |   | &rc.,   |                         | :::   |  | :              | ::  |       |
|                         | PTS.                                      | ::::  | Parcels, Horses, Carriages, &c.,<br>Mails,  |                         | :::   |  | :              | ::  |       |
|                         | RECEIPTS                                  | ::::  | es, Ci  |                         |   |  | Total Traffic, | . 00                                      |       |
|                         | RI  | Passengers-<br>1st Class,<br>2nd Class,<br>3rd Class,<br>Excess Fares,  | Hors  |                         | Merchandise,<br>Minerals,<br>Live Stock,      |  | I LI           | Rents,<br>Transfer Fees                   |       |
|                         |   | nger<br>Class<br>Class<br>Class<br>Class  | sls, I  |                         | hand<br>rals,                                 |  | Tots           | s,<br>isfer                               |       |
|                         |   | assengers-<br>1st Class,<br>2nd Class,<br>3rd Class,<br>ixcess Fare   | Parcels<br>Mails,   |                         | Merchand<br>Minerals,<br>Live Stocl           |  |                | Rent                                      |       |
| TIO. 0 TURNER OF TROOOT |   | By Passengers-<br>1st Class,<br>2nd Class,<br>3rd Class,<br>, Excess Fare;  | ** P  |                         |   |  |                | н с.<br>С. с.                             |       |
|                         | ar<br>e,                                  | d.<br>9<br>9<br>9   | 000   | 6                       | 000   | 00   | 10             | 90  | 11    |
| 1                       | alf-Yer<br>ended<br>th Jun<br>1889.       | s.<br>13 8 2 0  | 5<br>15<br>16   | 17                      | 18<br>6<br>0                                  | 4  | 2              | 33 19<br>0 5                              | 9     |
|                         | Half-Year<br>ended<br>30th June,<br>1889. | £<br>218<br>532<br>1,773<br>68  | 2,592<br>87<br>60   | 2,740 17                | 1,489<br>251<br>361                           | 2,102  | 4,843          | 33  | 4,877 |
|                         | ar<br>le,                                 | 9 60 63 69 40   |   |                         | 0   | 10   | 5              | 2   | -     |
|                         | Half-Year<br>ended<br>30th June,<br>1890. | s.<br>19 1 8.   | 3.1   |                         | 14  | 33   | 3 10           | 1 (                                       | 11    |
|                         | Half-Year<br>ended<br>30th June,<br>1890. | £<br>1,159<br>1,291<br>1,163<br>1,163   | 405   |                         | 4,150 14                                      | 1,842  | 2,308          | 2,519                                     | 4,827 |
|                         | 1 -                                       |   | ä   |                         |   |  |                | •   |       |
|                         | 11:4                                      | see Abstract A.<br>do. B.<br>do. C.   | General Charges, do.<br>Law Charges, Active Law Charges, Active<br>Compensation (Accidents and Losses),<br>Rates and Taxes, | : :                     | Loss Received for Working Letterkenny Railway | for Half-Year ending JULD JUNE, 1930, DELING 67 per cent. of the Traffic Receipts, |                | " Balance carried to Net Revenue Account, |       |
|                         |   | see.  | Loss  |                         | rker  | eceip  |                | 0 Ac                                      |       |
|                         | RE.                                       | rks,<br>irs,  |   | : :                     | Lette   | for Half-Year ending soun sume, to<br>67 per cent. of the Traffic Receipts,        |                | renu                                      |       |
|                         | EXPENDITURE.                              | Woi   | nts   | 369,                    | I Su  | l'raff   |                | t Re                                      |       |
|                         | UND                                       | ays,<br>r,<br>on F  | cide  | pens                    | )rkir   | he 1   |                | Net                                       |       |
|                         | XPE                                       | ower<br>Wag   | ges,<br>(Ac<br>(es,   | EX                      | M.  | oft  |                | d to                                      |       |
|                         | E   | tion<br>ve P<br>und   | Tan<br>Tan  | tary                    | for   | ent.   |                | arrie                                     |       |
|                         |   | aintenance of<br>and Stations,<br>ocomotive Pow<br>arriage and Wi<br>raffic Expenses                                  | Char<br>Char<br>ensa<br>and   | ину                     | oived   | Hall<br>per c  |                | ce ci                                     |       |
|                         |   | Maintenance of Ways, Works,<br>and Stations,<br>Lacomotive Power,<br>Carriage and Wagon Repairs,<br>Traffic Expenses, | General Charges,<br>Law Charges,<br>Compensation (Ac<br>Rates and Taxes,  | Parliamentary Expenses, | Rece  | 67 I   |                | alan                                      |       |
|                         | 1.2                                       | To Maintenance of Ways, Works,<br>and Stations,<br>Loconotive Power,<br>Traffic Expenses,                             | SAOAE   | " P                     | Loss  |  |                | " B                                       |       |
|                         | ar<br>ne,                                 | d.<br>5 5 9<br>3 3 9  | 11<br>9 8 9 9   | >                       | 9   | 00   | 1              | 2,231 10 10                               | 1     |
| 5                       | end.                                      | 8.<br>19<br>14<br>13  | 12 13   | ⊃ .                     | 100   | 0  | 00             | 0   | 9     |
| DI.                     | Half-Year<br>ended<br>30th June,<br>1889. |   | 442 1<br>27<br>280<br>39 1  | :                       | 4,624 16                                      | 979  | 2,645 16       | F   | 4.877 |

|     | - °                                       | <b>9</b> .4.10   |                    | 6              |                           | н б                                       | 6 2.  | 00                        |
|-----|---|--|--------------------|----------------|---------------------------|---|---|---------------------------|
|     | -yea.<br>Jun<br>90.                       | 1 6.   |                    | 2              |                           | Jun Jun                                   | 9.<br>14  | 14                        |
| Cr. | Half-year<br>ended<br>30th June,<br>1890. | $\begin{array}{c} x \\ 9,150 \\ 2,519 \end{array}$   |                    | 11,669         |                           | Half-year<br>ended<br>30th June,<br>1890. | $\frac{\pounds}{1,646}$   | 9.188 14                  |
|     |   | 5.0  |                    | 11             |                           |   | 10,11   |                           |
|     |   | 8  |                    |                |                           | 1.  |   | :                         |
|     |   | 9.4  |                    |                |                           |   | 12  |                           |
|     |   | umt,<br>10.9,  |                    |                |                           |   | £1,240  |                           |
|     |   | Acco<br>at, N  |                    |                |                           |   | £1  |                           |
|     | 1.000                                     | ar's<br>ccoul  |                    |                |                           |   | :::   |                           |
|     |   | lf-ye<br>le A(   |                    |                |                           |   |   |                           |
|     |   | t Ha   |                    |                |                           |   |   |                           |
|     |   | n las<br>n Re  |                    |                | E.                        |   |   |                           |
|     | 1   | froi   |                    |                | ANC                       |   | :::   |                           |
|     |   | ance   |                    |                | BAL                       |   |   |                           |
|     |   | By Balance from last Half-year's Account,<br>,, Balance from Revenue Account, No. 9,   |                    |                | F ]                       |   | :::   |                           |
|     | 2.3                                       |  |                    |                | N                         |   |   |                           |
|     | ear<br>d<br>ine,                          | 8. d.<br>9 0<br>10 10  |                    | 9 10           | OIL                       | 6   | :::   | -                         |
|     | Half-year<br>ended<br>30th June,<br>1889. |  |                    | 54 1           | RIA                       |   |   | alt                       |
|     | 30 <sup>6</sup>                           |  |                    | 9 10,954 19 10 | APPROPRIATION OF BALANCE. |   | :::   | Delense to next Half woon |
|     | ar<br>l<br>ne,                            | s. d.<br>0 3<br>0 0<br>13 4<br>13 4  | 18 7<br>9 2        | 7 9            | APP                       |   | m,  | 0 0 0                     |
|     | Half-year<br>ended<br>30th June,<br>1890. | £ 8.<br>449 (<br>250 (<br>41 13<br>93 ₹  | 833 1              |                | ED                        | 5   | <br>  | -                         |
|     | Ha<br>30t                                 | 440  | 10,835             | 11,669         | POSI                      |   | per .   | 1-1-01                    |
|     | 1000                                      | :::::;   | :                  |                | -PROPOSED                 | 0   | <br>cent.   |                           |
|     |   |  |                    |                | ī                         | N.C.                                      | per per   |                           |
|     |   | :::::  | :                  |                | 11-                       |   | at 5<br>cent,   |                           |
|     |   |  |                    |                | No.                       |   | ock,  |                           |
|     | PAP O                                     | ::::::   | •                  |                |                           |   | 0,<br>se St<br>at 2   |                           |
|     |   | Interest on Mortgages,<br>Interest on Debenture Stock,<br>Interest on Banking Balances,<br>General Interest Account,<br>Chief Rents,<br>Hire of Rolling Stock, |                    |                |                           | 11.0                                      | Balance, as per Account No 10,<br>Dividend on £49,625 Preference Stock, at 5 per cent. per annum,<br>Dividend on Ordinary Shares, at 2 per cent, per annum, |                           |
|     |   | s,<br>e Sto<br>Balan<br>unt,   | :                  |                |                           | 122                                       | unt<br>Pref<br>Sha  |                           |
|     |   | Interest on Mortgages,<br>Interest on Debenture Stock,<br>Interest on Banking Balance<br>General Interest Account,<br>Chief Rents,<br>Hire of Rolling Stock, . |                    |                |                           |   | Acco<br>625<br>inary  |                           |
|     |   | Morte<br>Debe<br>Sank<br>rest<br>ing S   | :                  |                |                           |   | fer .<br>£49<br>Ordi  |                           |
|     | HAN /                                     | Interest on N<br>Interest on I<br>Interest on E<br>General Inte<br>Chief Rents,<br>Hire of Rolli   |                    |                |                           |   | Balance, as<br>Dividend on<br>Dividend on   |                           |
|     |   | erest<br>erest<br>erest<br>ieral<br>e of   | ance               |                |                           |   | ance<br>iden  |                           |
|     |   | Fo Interest on M<br>" Interest on I<br>" Interest on B<br>" General Inter<br>" Chief Rents,<br>" Hire of Rolli   | " Balance,         |                |                           |   | Bal<br>Div  |                           |
| •   |   |  |                    | 10             |                           |   | d.<br>0   | 10                        |
| 017 | ear<br>ed<br>une,                         | <sup>8</sup> . d. 3<br>10 3<br>0 0 0<br>16 5<br>19 4   |                    | 10,954 19 10   |                           | Half-year<br>ended<br>30th June,<br>1889. | 59 14<br>39 17  | 0 010 17                  |
|     | Half-year<br>ended<br>30th June,<br>1889. | £<br>436<br>250<br>33<br>125<br>49   | 895 5<br>10,059 14 | ,954           |                           | Half-yes<br>ended<br>30th Jun<br>1889.    | $\begin{array}{c} \pounds & \mu_{\rm s} \\ 10,059 & 14 \\ 1,239 & 17 \\ \cdots \end{array}$   | 0 010                     |
|     | 30  |  | 10                 | 10             |                           | CT.J                                      | H H   |                           |

| Hair-year<br>ended<br>30th June<br>1890.  | £ 5.                           | 1.646 14  |  | 9,188 14   |
|---|--------------------------------|---|--|------------|
|   | :                              | 9   | (0)  | :          |
|   |                                | £1,240 12   | 406 2  | :          |
|   | :                              | •   | :  | :          |
|   |                                | •   | •  | :          |
|   | :                              | ••••  | :  | :          |
|   | :                              | :   | •  | :          |
|   | :                              | :   | •  | f-year,    |
|   | :                              | :   | :  | next Hal   |
|   | Balance, as per Account No 10, | Dividend on £49,625 Preference Stock, at 5 per cent. per annum, | Dividend on Ordinary Shares, at 2 per cent, per annum, | Balance to |
| Half-year<br>ended<br>30th June,<br>1889. | £ 8. d.<br>10,059 14 0         | 1,239 17 0  |  | 8,819 17 0 |

FREDK. DAWSON, Secretary of Company. irman of company.

| Half-year ended<br>30th June 1889. |                                   | L:Derry and<br>Lough Swilly<br>Railway. | L:Derry and<br>Lough Swilly worked by L. & L.<br>Railway. S. Railway Co. | Total  |
|------------------------------------|-----------------------------------|---|--|--------|
| 44,560                             | Mixed Passengers and Goods Train. | 28,835                                  | 17,428   | 46,263 |

| Miles Worked<br>by Engines.<br>144<br>164<br>   | 31     |  |
|---|--------|--|
| Miles<br>constructed.<br>144<br>164   | 31     |  |
| Miles<br>authorised.<br>14 <sup>4</sup><br>16 <sup>4</sup><br>                                  | 31     |  |
|   |        |  |
| Lines owned by Company,<br>Lines Worked by the Company,<br>Foreign Lines Worked over (Tramway), | Total, |  |
|   |        |  |

No. 14-MILEAGE STATEMENT

| 0.               | d.  | 3                                  | 9                              | 3                                      | 20                                     | 3        | 0     |   | -           |
|------------------|---|------------------------------------|--------------------------------|--|--|----------|-------|---|-------------|
| ROT              | ŝ   | 0                                  | 17                             | 16                                     | 12                                     | 10       | 14    |   | ,893 10 7   |
| Ie,              | w   | 9,883 0                            | 69                             | 10                                     | 33                                     | 62       | 12    |   | 93          |
| Inc              |   | 9,8                                | 8                              | 20                                     | 3                                      | -        | 2,0   |   | 3,89        |
| _                | -   |                                    |                                |  |  |          | -     | _ | -           |
|                  | pei   | •                                  | •                              |  | •                                      |          | •     |   |             |
|                  | as  |                                    |                                |  |  |          |       |   |             |
|                  | of,   |                                    |                                | pu                                     |  |          |       |   |             |
|                  | lere  | •                                  | •                              | hai                                    |  | •        | 1     |   |             |
|                  | t tł  |                                    |                                | s on hand                              | ay,                                    |          |       |   |             |
|                  | lebi  | :                                  | unt                            | ials                                   | pai                                    | : :      | :     |   |             |
|                  | tt d  |                                    | 000                            | uter.                                  | Con                                    |          | ţs,   |   |             |
|                  | ce a  |                                    | at A                           | Ma                                     | he (                                   | ice,     | and   |   |             |
|                  | lan   | :                                  | rrer                           | k of                                   | to t]                                  | Off      | ACCC  |   |             |
|                  | Ba  |                                    | -Cui                           | toc!                                   | ue 1                                   | ost      | 18    |   |             |
|                  | nt,   | 4,                                 | 3ankers-C                      | ores-Stock of Material                 | s d                                    | Y P      | adir  |   |             |
|                  | cou   | No.                                | lake                           | res                                    | unt                                    | le b     | stand |   |             |
|                  | Ac  | nt                                 | Bar                            | Sto                                    | CCC                                    | s du     | Out   |   |             |
|                  | ital  | cou                                | at                             | ral                                    | ic A                                   | unt      | ry (  |   |             |
|                  | Japi  | Ac                                 | ash                            | ene                                    | raff                                   | CCO      | und   |   |             |
|                  | A   |                                    | C.                             | 9.                                     | H.                                     | Α.       | ā     |   |             |
|                  | A   |                                    |                                | -                                      | -                                      | -        |       |   |             |
|                  | q   | 01                                 |                                | -                                      | ~                                      |          |       |   |             |
| 5                |   |                                    |                                | 03                                     | 00                                     |          |       |   |             |
| DAAT             | ss.   | 6                                  | :                              | 12 9                                   | 8                                      |          |       |   | 10 7        |
| DADT 'AU         | £<br>s.   | 335 9 5                            |                                | 90 12 9                                | 67 8 8                                 |          |       |   | 93 10 7     |
| Aune, Iosu       | te<br>s.  | 10,835 9                           |                                | 490 12 9                               | 2,567 8 8                              |          |       |   | 13,893 10 7 |
| oneor 'aune      | 8<br>8<br>8   | 10,835 9                           |                                | 490 12 9                               | 2,567 8 8                              |          |       |   | 13,893 10 7 |
| oneor 'eune      | f, as £ s.  | 10,835 9                           |                                | 490 12 9                               | 2,567 8 8                              |          |       |   | 13,893 10 7 |
| AUDE, JUDE, TORU | ereof, as   | 10,835 9                           | :                              | 490 12 9                               | 2,567 8 8                              |          |       |   | 13,893 10 7 |
| Aune, Ioau       | thereof, as   | 10,835 9                           |                                |  | 2,567 8 8                              |          |       |   | 13,893 10 7 |
| oran aune, toau  | edit thereof, as                                      | 10,835 9                           | Bankers-                       | 490 12 9                               | 2,567 8 8                              |          |       |   | 13,893 10 7 |
| nan 'aune'       | t credit thereof, as                                  | 10,835 9                           |                                | 490 12 9                               | 2,567 8 8                              |          |       |   | 13,893 10 7 |
| Aune, 1030       | ie at credit thereof, as                              | 10,835 9                           | st,                            | s,                                     | 3, 2,567 8 8                           |          |       |   | 13,893 10 7 |
| nue, 1030        | ance at credit thereof, as                            | 10,835 9                           | erest,                         | nies, 490 12 9                         | ints, 2,567 8 8                        |          |       |   | 13,893 10 7 |
| vune, 1030       | Balance at credit thereof, as                         | 10,835 9                           | Interest,                      | npanies, 490 12 9                      | scounts, 2,567 8 8                     |          |       |   | 13,893 10 7 |
| 9 mme, 1030      | t, Balance at credit thereof, as                      | 10, 10,835 9                       | ind Interest,                  | Companies, 490 12 9                    | g Accounts, 2,567 8 8                  |          |       |   | 13,893 10 7 |
| Aune, Iosu       | count, Balance at credit thereof, as                  | No. 10, 10,835 9                   | ds and Interest,               | ner Companies, 490 12 9                | ding Accounts, 2,567 8 8               |          |       |   | 13,893 10 7 |
| Aune, Ioau       | Account, Balance at credit thereof, as                | at No.10, 10,835 9 2 Account No.4, | lends and Interest,            | other Companies, 490 12 9              | tanding Accounts, 2,567 8 8            |          |       |   | 13,893 10 7 |
| Aune, 1030       | nue Account, Balance at credit thereof, as            | count No. 10, 10,835 9             | vividends and Interest,        | e to other Companies,                  | utstanding Accounts, 2,567 8 8         |          |       |   | 13,893 10 7 |
| Aune, Loau       | evenue Account, Balance at credit thereof, as         | Account No. 10, 10,835 9           | d Dividends and Interest,      | due to other Companies,                | y Outstanding Accounts, 2,567 8 8      | rs,      |       |   | 13,893 10 7 |
| JU16, 103U       | t Revenue Account, Balance at credit thereof, as      | per Account No. 10, 10,835 9       | paid Dividends and Interest,   | bts due to other Companies, 490 12 9   | ndry Outstanding Accounts, 2,567 8 8   | nkers,   |       |   | 13,893 10 7 |
| JULE, LOUD       | To Net Revenue Account, Balance at credit thereof, as | per Account No. 10, 10,835 9 5     | Unpaid Dividends and Interest, | Debts due to other Companies, 490 12 9 | Sundry Outstanding Accounts, 2,567 8 8 | Bankers, |       |   | 13,893 10 7 |

Half-Year ended June 30, 1890.

GENERAL CHARGES

Half-Year ended June 30, 1889.

日

£ 8. d.

£ 8. d.

Half-Year ended June 30, 1889. & 8 d.

68 14 8

Half-Year ended 30th June, 1890.

LOCOMOTIVE POWER.

PA

Total,

1,265 19 5

Special Expenditure, Miles Maintained-Single, 31 Total, 31 Total, 31

69 15 11

Salaries and Wages, &c., ... Fuel, Lighting, Water, and General Stores, Poloting, Printing, Stationery, and Tickets, ... Horses, Harness, Vaus, Provender, etc., Magon Covers, Ropes, etc., ... Miscellaneous Expenses, ......

 £
 8.
 d.

 803
 19
 7

 103
 2
 11

 03
 2
 11

 103
 2
 11

 103
 2
 11

 103
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 103
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 103
 2
 1

 25
 10
 4

 26
 10
 4

 26
 10
 4

 26
 32
 6
 9

 32
 6
 9
 1

 1,181
 13
 10

Half-Year ended June 30, 1890.

es, and General

Wagons-Balaries, Office Exper Superintendence, Wages, Materials,

-

922 17

10 00

TRAFFIC EXPENSES. Total,

Half-Year ended June 30, 1889.

1,150 8 3

A

10

10 10

Repairs of Roada, Bridges, Signals, and Works, Repairs of Stations and Buildings,

6 5 1 5 5 5

55 97 262

g.

8

42

d.

8

42

and General

£ 8. d. 78 10 0

8. d.

42

Half-Year ended June 30, 1889. £ 8. d.

Half-Year ended 30th June, 1890.

Half-Year ended June 30, 1889.

Half-Year ended 30th June, 1890.

REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.

No. 12-ABSTRACTS.

υ

MAINTENANCE OF WAY, WORKS, &C

A

0 94 12

00 -41

8, d. 0 0 6 11 18 8 18 8 18 8 18 8 16 0

£ 75 44 245 245 23 23 23 23 17 11

E-

371 0

10

pairs and Renewals-Wages, ... Materials, ...

-New Machinery,

sial Expenditure Do.

0 50

224 4 134 6 47 0

Dr.

00

850 4

93 11 10

91

Salaries, Office Expenses, and General Superintendence, .... Running Expenses, .... Wages connected with the working of Loconnetive Engines, .... Coal and Ooke, ..... Water, .... Oil, Tallow, and other Stores, ....

Half-year ended 30th

No. 13-GENERAL BALANCE SHERT. Half-year ended 30th

### 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.

EDMUND MOORE.

AUDITORS.

15th July, 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.

15th July, 1890.

### AUDITORS' CERTIFICATE.

We, the Auditors of the Londonderry and Lough Swilly Railway Company, have examined the Accounts of the Company for the halfyear ended 30th June, 1890, 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.

GEORGE H. MITCHELL.

15th July, 1890.

MIDIAND GREAT WESTERN RAILWAY OF IRELAND COMPANY.

### **REPORT OF THE DIRECTORS** STATEMENT OF ACCOUNTS

HALF-YEAR ENDED 30TH JUNE, 1890,

SUBMITTED TO THE PROPRIETORS

TO SE

AT THE Ninetieth Half-yearly General Meeting

TO BE HELD AT

Broadstone Terminus, Dublin, On TUESDAY, 12th day of AUGUST, 1890, AT ONE O'CLOCK.

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

HALF-YEARLY MEEDING 12th AUGUST. DIVIDEND PAYABLE 1st SEPTEMBER.

### 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.

ORDINARY AND PREFERENCE STOCKS OF THE COMPANY.

|  | TRANSFI   | er Books  | Dividends |
|--|-----------|-----------|-----------|
|  | Close     | Re-open   | PAYABLE   |
| Five per cent. Preference<br>Four per cent. Preference<br>Consolidated | July 29th | Aug. 12th | Sept. Ist |

NOTE.—Proprietors holding in their own right not less than  $\pounds 200$ 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.

### MIDLAND GREAT WESTERN RAILWAY

OF IRELAND COMPANY.

### NINETIETH 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 12th day of August 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.

And Notice is further hereby given, that after the transaction of the ordinary business an Extraordinary or Special General Meeting of the Company will be held for sanctioning the creation and issue of Perpetual Debenture Stock, and of Irredeemable Preference Stock (called in the Act "Midland Rent-charge Stock") as authorised by the Midland Great Western and Great Northern and Western of Ireland Railways (Amalgamation) Act, 1890, and empowering the Directors to carry out the other purposes provided by the said Act.

The Transfer Books of the Company will be closed from TUESDAY, the 29th day of July, to TUESDAY, the 12th day of August, both days inclusive.

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

BROADSTONE STATION, DUBLIN. 17th July, 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 :--

| 1889   | 1890                      | Increas  | se I      | ecreas | e  |
|--|---------------------------|----------|-----------|--------|----|
| PASSENGERS 81,220 16 5   | & s. d.                   | to s     |           | £ s.   | d. |
|  | 81,374 16 0               | 153 19   |           |        |    |
| PARCELS, HORSES, &c 12.194 15 8<br>MAILS 14,535 6 2  | 14,081 13 9<br>14,535 6 2 | 1,886 18 | 5 г       |        |    |
|  |                           |          |           |        |    |
| Merchandize 85,063 7 1   | 92,223 7 10               | 7.160 0  |           |        |    |
| LIVE STOCK 33,427 14 8   | 34,485 9 9                | 1,057 1  |           |        |    |
| MINERALS 3,822 8 7   | 3,868 6 IC                | 45 18    | 8 3       |        |    |
| 230,264 8 7  | 240,569 0 4               | 10,304 1 |           |        | _  |
| Showing a Net Increas  | e of £10,3                | 304 11   | 9         |        |    |
| eceipts from the Railway   | £,240,569                 | 0 4      |           |        |    |
| oyal Canal   | 2,301                     | 3 7      |           |        |    |
| ents   | 3,466                     | I 4      |           |        |    |
| ransfer Fees   | 106                       | 0 0      |           |        |    |
| nterest on Government Stock  | 76                        | 2 10     |           |        |    |
| reat Northern & Western Dividend   | 3,060                     | 90       |           |        |    |
| ankers and General Interest  | 572                       | 19 0     |           |        |    |
| aronial Guarantee  | 300                       | 0 0      |           |        |    |
| and difference of the second sec |                           |          | £250,4    | 51 16  |    |
| xpenditure on the Railway  | £116,362                  |          |           |        |    |
| ", Royal Canal   | 2,485                     | 13 2     |           |        |    |
|  | £118,848                  | 3 9      |           |        |    |
| nterest on Debenture Stock, and  |                           |          |           |        |    |
| Great Northern & Western Rent  | 54,747                    | 3 11     |           |        |    |
|  |                           |          | 173,59    | 5 7    |    |
|  |                           |          | [-( C     |        |    |
| Sumplus from lost half   |                           |          | £76,8     |        |    |
| Surplus from last half-year  | •••                       |          | 11,17     | 2 8    | I  |
|  |                           |          | £,88,02   | 28 17  |    |
| Out of which the Directors recom-  |                           |          | ~ , ~ , ~ | -/     |    |
| end that the following Dividends   |                           |          |           |        |    |
| e declared and payable on and  |                           |          |           |        |    |
| ter 1st September  |                           |          |           |        |    |
| At the rate of 5 per cent. per annum   |                           |          |           |        |    |
| n the Five per cent. Preference  | -                         |          |           |        |    |
| tock, amounting to   | £7,500                    | 0 0      |           |        |    |
| And of 4 per cent. per annum on  |                           |          |           |        |    |
| e Four per cent. Preference Stock,   |                           |          |           |        |    |
| nounting to  | 14,981                    | 13 7     |           |        |    |
| And of 5 per cent. per annum on  |                           |          |           |        |    |
| e Consolidated Stock of the Com-   |                           |          |           |        |    |
| any, amounting to  | 59,250                    | 0 0      | 0         |        |    |
|  |                           |          | 01,73     | 31 13  |    |
|  |                           |          |           |        | _  |

And the Balance  $\frac{1}{2}6,297$  3 8 be carried to the credit of next half-year's accounts.

### DAY OF MEETING.

The half-yearly meeting has been convened for Tuesday, the 12th August, and the accounts made up to the 30th June last are now placed in the hands of the Shareholders.

### HALF-YEARLY WORKING.

The net revenue account, No. 10, after providing for payment of Working Expenses, Interest on Debenture Stocks, and Rent of Leased Line, shows an available surplus of  $\pounds 88,028 \ 17s. \ 3d$ . The dividends on the Preference Stooks amount to  $\pounds 22,481 \ 13s. \ 7d$ . leaving a balance of  $\pounds 65,547 \ 3s. \ 8d$ . 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  $\pounds 6,297 \ 3s. \ 8d$ . to the credit of next half-year's accounts.

The increase in the prices of materials generally, especially of Locomotive coal, as well as the greatly advanced cost of labour, has absorbed the increased earnings of the half-year; but, notwithstanding these adverse causes, the Directors are glad that they are enabled to recommend the same rate of dividend as was declared in the corresponding period of 1889.

### 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  $\pounds _{26,915}$  5s. 5d., being 11.18 per cent. on the receipts or 6.22d. per train mile.

The Locomotive Expenditure for the half-year includes the renewal of 2 Engines, 10 Carriages, and 25 Waggons, the cost of which has been charged to revenue. There have been added to the Stock 6 new Passenger Brake Vans, and 25 new Open Box Waggons.

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

Your Directors have been in communication with the Government as to the construction of lines of Railway from Galway to Clifden, and from Ballina to Killala. Nothing definite has as yet been agreed upon; but should an arrangement be come to which your Directors consider for the interest of the Company, the earliest opportunity will be taken of informing the Shareholders.

### LIGHT RAILWAY EXTENSIONS.

The Line of Railway from Loughrea to Attymon is now nearly completed, and when approved of by your Engineer will be taken over by your Company, and worked under the terms of the agreement sanctioned by the Shareholders and Parliament.

The construction of the Line from Ballinrobe to Claremorris has been commenced by the Contractor.

Your Directors have had frequently urged on them the advantage that would accrue to districts adjoining your system, if Galway and Mayo were connected by a Line northward.

Several projects have been from time to time brought before the public, but in the opinion of your Directors none would be so desirable as a line that would not only connect Galway with Mayo, but also afford an opportunity in the future of continuing the connection to the county of Sligo. A line which would have effected this object has recently been promoted from Tuam to Ballyhaunis, and had it been adopted by the several Grand Juries, your Directors were prepared to recommend you to enter into a favourable agreement for its being worked by this Company.

### PARLIAMENTARY.

Great Northern and Western of Ireland Railway Company.— The Bill approved of by the Shareholders, at their Meeting in February last, which authorized the Amalgamation of the Great Northern and Western Undertaking with your Company, received the Royal Assent on the 4th instant. A Special Meeting will be held at the conclusion of the ordinary business to obtain your sanction to the creation of the necessary Stocks to be issued in lieu of, and in substitution for, the existing Stocks of the Great Northern and Western Company.

Athenry and Ennis Junction Railway Company.—Your Directors jointly with the Directors of the Athenry and Ennis Company appeared before a Committee of the House of Lords, in opposition to a Bill introduced into Parliament by the Waterford and Limerick Company. The object of this Bill was to force the Athenry and Ennis Company to sell their Undertaking to the Waterford and Limerick Conpany. The Committee, without calling on Counsel for this Company, rejected the Bill.

This decision of a Parliamentary tribunal makes it the more incumbent on your Directors to further in every way the resolution of the Shareholders adopted at their meeting, on the 11th February last, when they unanimously approved of the Agreement entered into with the Athenry and Ennis Company for the purchase of their Undertaking. Your Directors have no doubt but that the Directors of the Athenry and Ennis Company will cordially aid in carrying out the Agreement, and in taking such steps with this object as the respective Boards may be advised.

### DIRECTORS.

Mr. George Morris and Mr. Robert Warren, Directors, retire by rotation, and being eligible, offer themselves for re-election.

RALPH S. CUSACK. Chairman.

BOARD ROOM, BROADSTONE STATION, DUBLIN, 30th July, 1890.

### MIDLAND GREAT WESTERN RAILWAY OF IRELAND COMPANY. Accounts for the Half-year ended 30th June, 1890.

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

|                       |                     | CAPITAL AUTHORIZED | ZED           | CAPITA              | CAPITAL CREATED OR SANCTIONED | NCTIONED    |     |
|-----------------------|---------------------|--------------------|---------------|---------------------|-------------------------------|-------------|-----|
| Acts of Parliament    | Stock and<br>Shares | Loans              | Total         | Stock and<br>Shares | Loans                         | Total       |     |
|                       | 8                   | k s. d.            | 1 & s. d.     | 8                   | & s. d.                       | k s.        | 0   |
| 8 Vic., cap. 40       | 2,750,000           | 838,000 0 0        | 3,588,000 0 0 | 2,750,000           | 838,000 0 0                   | 3,588,000 0 | 0   |
| 2 & 33 Vic., cap. 52  | 1                   | 171,000 0 0        | I71,000 0 0   | 1                   | I71,000 0 0                   | 171,000 0   | 0   |
| 7 & 38 Vic., cap. 27  | 100,000             | 33,300 0 0         | I33,300 0 0   | · 100,000           | 33,300 0 0                    | I33,300 0   | 0   |
|                       | 300,000             | I00,000 0 0        | 400,000 0 0   | 300,000             | 100,000 0 0                   | 400,000 0   | 0   |
| o & 41 Vic., cap. 139 | 1                   | 327,615 8 3        | 327,615 8 3   | 1                   | 8                             | 327,615 8   | ec. |
|                       | 250,000             | 80,000 0 0         | 330,000 0 0   | 250,000             | 80,000 0 0                    | 330,000 0   | 0   |
| o & 51 Vic., cap. 146 | 000'001             | 33,300 0 0         | I33,300 0 0   | 100,000             | 33,300 0 0                    | 133,300 0   | 0   |
| I & 52 Vic., cap. 71  | 1                   | 300,000 0 0        | 300,000 0 0   | 1                   | 300,000 0 0                   | 300,000 0   | 0   |
|                       | 3,500,000           | I,883,215 8 3      | 5,383,215 8 3 | 3,500,000           | I,883,215 8 3                 | 5,383,215 8 | (a) |

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

|                    | 10 | 0   | 0                          |
|--------------------|----|---|----------------------------|
| int<br>ied         | is | 0   | 0                          |
| Amount<br>Unissued |    | 80,916                                      | 0,916 0                    |
| Un                 | 42 | 80,   | 80,                        |
|                    |    |   |                            |
|                    | d. | 000   | 0                          |
| red                | ທີ | .370,000 0 0<br>300,000 0 0<br>749,084 0 0  | 0                          |
| Amount<br>Received |    | 370,000<br>300,000<br>749,084               | 084                        |
| Re                 | 8  | 370,<br>300,<br>749,                        | 419,                       |
|                    |    | R   | ,500,000 a a 3,419,084 a o |
|                    | d, | 000   | 0                          |
| ed                 | vi | 000   | 0                          |
| Amount<br>Created  |    | 2,370,000 0 0<br>300,000 0 0<br>830,000 0 0 | 8                          |
| 40                 | 2  | 370, 3300, 830,                             | 200                        |
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| DESCRIPTION        |    |   |                            |
| Description        |    |   |                            |
| Description        |    |   |                            |

|              | Total raised by                    | Loans and by<br>Debenture<br>Stocks | £ s. d.<br>1,763,384 о о<br>1,765,384 о о                      | 11                   | 1,883,215 8 3<br>1,753,384 0 0<br>119,831 8 3   | CR.               | Total   | б s. d.<br>3,419,084 о о  | 1,763,384 0 0<br>29,567 10 9                                   |       |
|--------------|------------------------------------|-------------------------------------|--|----------------------|---|-------------------|---|---|--|-------|
|              |                                    | Total<br>Debenture<br>Stock         | £<br>1,763,384<br>1,763.384                                    | 11                   |   |                   |   | 1   |  |       |
| STOCKS.      | RAISED BY ISSUE OF DEBENTURE STOCK | At 4§<br>per Cent.                  | б<br>201.700<br>201,700  | 11                   | nt No. I  | CAPITAL ACCOUNT.  |   | count No. 2   | ount No. 3<br>   |       |
| DEBENTURE    | RAISED BY ISSUE OF                 | At 44<br>per Cent.                  | б<br>493,000<br>493,000  | 11                   | tted, as per Stateme  | ON CAPITAL        |   | RECEIPTS  | Debenture Stock, per Account No. 3<br>Premiums on Stock issued |       |
| LOANS AND    |                                    | At 4<br>per Cent.                   | £<br>1,068,684<br>1,068,684                                    | ł I                  | ect of Capital crea<br><br>30th June, 1890  | EXPENDITURE       |   | d. By   |  | 7 11  |
| ΒY           |                                    |                                     | ::   | ::                   | cks in resp<br><br>Powers at  | D EXP             | Total   | & s.<br>4,474,971 10  | 113,350<br>5,209,508   | 2,527 |
| AL RAISED    |                                    |                                     | 44   |                      | y Debenture Sto<br>ck as above<br>ilable Borrowing  | No. 4RECEIPTS AND | Amount<br>Expended<br>during Half-year<br>30th June, 1890 | d.  | 5,931 12 0<br><br>18,595 2 5                                   | :     |
| NO. 8CAPITAL |                                    |                                     |  |                      | sed by Loans and by Debenture Stocks in respect of Capital cr.<br>1 by Debenture Stock as above<br>Balance, being available Borrowing Powers at 30th June, 1830   | No. 4RE           | Amount<br>Expended<br>31st Dec., 1889                     | 6 s. d.<br>4,462,308 o 4  |  | •     |
| N            |                                    |                                     | Existing at 31st December, 1899<br>Existing at 30th June, 1890 | Increase<br>Decrease | Total amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No.         Total amount raised by Loans and by Debenture Stock as above             Balance, being available Borrowing Powers at 30th June, 1890 | DR.               |   | To Expenditure-<br>On Lines open for Traffic-(No. 5)<br>Working Stock | other Railways   |       |

0

5,190,913 0 5

5,212,035 IO 9

No. 5.-DETAILS OF CAPITAL EXFENDITURE FOR HALF-YEAR ENDING 30TH JUNE, 1890.

|      | 100 100 000 000 000 000 000 000 000 000   | 2 2            |
|------|---|----------------|
| în î | 4 15<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17  | 31 12<br>05 2  |
| 2    | 4,814 1<br>1,945 1<br>1005 128<br>316<br>1,444<br>2637 1<br>1,820<br>1,173<br>1,173<br>1,173  | 5,93           |
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|      | forth<br>forth<br>in<br>in silla<br>in<br>ugs   | Vans           |
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|      | <br>mptie<br>-Mul<br>more<br>be, M  | er Bı          |
|      | or En<br>s Stat<br>wer-<br>inaslo<br>inaslo<br>s  | seng           |
|      | Stree<br>Stree<br>Core f<br>Balli<br>Balli<br>Rail  | 5 Pas          |
|      | mree<br>orc, orc,<br>Sat va<br>Wat va<br>Siding<br>Can,<br>can,<br>ons of   | 75:0           |
|      | Dru<br>nand<br>Dru<br>Down<br>Down<br>Down<br>Down<br>Down<br>Down<br>Down<br>Down  | £2,6           |
|      | of Dom ne to<br>s=0 of Dom ne to<br>Drom rms ans-<br>ses  | rons.          |
|      | FFIC-<br>th Li<br>Hill-Hill<br>egra<br>ottag<br>ottag<br>ottag  | Vags           |
|      | ven ron Trar<br>Doubling Meett<br>Doubling Meett<br>Lamp RoomI<br>Additional Tele<br>Additional Tele<br>Additional Tele<br>Additional Tele<br>Athon<br>Footbidges, Pil<br>Houses and Co<br>Junctions at At<br>Londs | 30%            |
|      | FOR<br>p Rolping<br>p Rolping<br>tiona<br>tiona<br>dell<br>ses al<br>ses al<br>tions<br>tions<br>list   | rock           |
|      | LINES OPEN FOR TRAF<br>Doubling Meath<br>Interlocking Sig<br>Lamp Room-J<br>Additional Tele<br>Contres-Athlon<br>Footbidges, Pil<br>Rouses and Co<br>Junctions at At<br>Cost of Extra W<br>Lands                    | WORKING STOCK- |
|      | ES  | RKIN           |
|      | Lin   | Wo             |
|      |   |                |

No.6.-RETURN OF WORKING STOCK FOR HALF-YEAR, ENDING 30TH JUNE, 1890.

MERCHANDISE AND MINERALS

|          | TATOT                    | 2.075 | 2,100          | 25                | 1                      |          |  |
|----------|--------------------------|-------|----------------|-------------------|------------------------|----------|--|
| 1        | Brake Vans               | 80    | 4.0            | 1                 | 1                      |          |  |
|          | Travelling Cranes        | 0     | 1 01           | 1                 | 1                      |          |  |
| -        | Coal Wagons              | 00    | 2.06           | 1                 | I                      |          |  |
| 1        | Ballast Wagons           | 0     | 102            | 1                 | 1                      |          |  |
| -        | Powder Vans              | e     | 1 (1           | 1                 | 1                      |          |  |
|          | Boiler Trucks            | -     | 1 01           | 1                 | 1                      |          |  |
|          | Timber Trucks            | -     | 42             | 1                 | 1                      |          |  |
|          | Cattle Trucks            |       | 305            | 1                 | 1                      |          |  |
|          | SuogeW                   |       | 331 3<br>331 3 | T                 | 1                      | 1        |  |
|          | Covered Goods            |       | 76 1           | 1.                | <u>,  </u>             | 1        |  |
|          | Open Box Goods<br>Wagons |       |                |                   | . 1                    | -        |  |
|          | TOTAL                    |       | 339            | 14                | °                      |          | 6 Passenger Brake Vans and 25 Cattle Trucks added to Stock |
|          | Post Office Sorting      |       | 4 4            |                   |                        |          | ed to  |
|          | Luggage Vans             |       | 44             | .   .             | 01                     | 1        | sude   |
|          | Fish Vans                |       | 30             | >                 | 11                     |          | ucks   |
| 5        | Cattle Boxes             |       | 522            |                   | 11                     |          | le T   |
| COACHING | Horse Boxes              |       | 56             | 5                 | 11                     |          | Catt   |
| COV      | Carriage Trucks          |       | 22             | 1                 | 11                     |          | d 25   |
|          | State Carriage           |       |                |                   | 11                     |          | ns an  |
|          | Carriages                | 17    | 300            | 00                | 11                     |          | e Vai  |
|          | Third Class              |       | 81<br>27       | -                 | 11                     |          | Brak   |
|          | Second Class             |       | 50             | P                 | 11                     |          | ger  |
|          | First Class              |       | 20             |                   | 11                     |          | assen  |
| 0        |                          | 1     | 26             | -                 | 11                     |          | 6 P  |
| LUCU-    | Fugues                   | -     | 104            | -                 | 11                     | -        |  |
| -        | 8                        | 1     |                |                   |                        |          |  |
|          |                          |       | :              | :                 | : :                    |          |  |
|          |                          |       |                |                   |                        |          |  |
|          |                          |       | :              | :                 | : :                    |          |  |
|          |                          |       | 889            |                   |                        |          |  |
|          |                          |       | r, 18          | 90                | ear                    |          |  |
|          |                          |       | mbe            | , 18              | alf-y                  |          |  |
|          |                          |       | )ece           | June              | H                      | 5.3      |  |
|          |                          |       | Ist I          | oth ]             | Ining                  |          |  |
|          |                          |       | 2 10           | 36                | se du                  | 25       |  |
|          |                          |       | ock c          | " 30th June, 1890 | Increase during Half-y | Decrease |  |
|          |                          |       | Sto            |                   | Inc                    | DI       |  |
|          |                          | -     |                | -                 | 1                      | 1        |  |
| -        |                          |       |                | -                 |                        |          |  |

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

ER EXPENDITURE

| FOTAL  | \$4,000<br>5,000<br>2,125<br>2,600<br>13,725  |
|--|---|
| In subsequent<br>Half-years                    | Not ascertained<br>Not ascertained<br>Not ascertained<br>Not ascertained                              |
| During the Half-year<br>ending 31st Dec., 189c | \$ 4,000<br>5,000<br>2,125<br>3,125<br>3,600<br>13,725  |
|  |   |
|  | 1:11  |
|  | other Works   |
|  | Signals and oth<br>   |
|  | -Interlocking ?   |
|  | Lines open for Traffic-Interlocking Signals and other Works<br>50 Cattle Wagons<br>25 Open Box Wagons |

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

& s. d. 80.916 0 0 119,831 8 3 2,527 7 11 : : : : : : : : : : : 1 1 F Share Capital created, but not yet issued, as per Account No. 2 Loan Capital created, but not yet received, as per Account No. 3 Balance at Credit of Capital, as per Account No. 4 ...

11

203,274 16 2

| led                                | d.  |                    |                               |                    |                                 |               | -               |                                |                                 |                   | 2          | 4       | 2                                  | 4     | 0              | 1  | 0       |
|------------------------------------|---|--------------------|-------------------------------|--------------------|---------------------------------|---------------|-----------------|--------------------------------|---------------------------------|-------------------|------------|---------|------------------------------------|-------|----------------|--|---------|
| r end                              | s,  |                    |                               |                    |                                 |               | 151             |                                |                                 |                   | 4          | 0       | 60                                 | I     | 0              |  | 2 5     |
| Half-year ended<br>30th June, 1800 | z   |                    |                               |                    |                                 |               | 11 S1 166,601   |                                |                                 |                   | 130,577    | 240,569 | 2,301                              | 3,466 | 106            |  | 246,442 |
|                                    | d.  |                    |                               | 9                  | 3 0                             |               |                 | 7 IO                           | 0                               | -                 |            |         | :                                  | :     | :              |  |         |
|                                    | h. s.   |                    |                               | 81,374 16          | 14,081 13                       | 14,535        | K               | 92.223                         | 24.485                          | 2.868             | 2006       |         | pply                               | :     | :              |  |         |
|                                    | 10  | 1 7                | 9 3                           | 1                  | °C.                             | :             |                 |                                |                                 |                   |            |         | ter Su                             | :     |                |  |         |
|                                    |   | 15,856             | 52,767                        |                    | Parcels, Horses, Carriages, &c. |               |                 |                                |                                 |                   |            |         | Royal Canal—Tolls and Water Supply |       |                |  |         |
| STG                                | £12,  |                    |                               |                    | Carris                          |               |                 |                                |                                 |                   |            |         | olls an                            | :     | :              |  |         |
| RECEIPTS                           | 2assengers<br>1st Class 41,660 £12,751                    | 59,467             | 409,672                       | 510,799            | orses.                          |               |                 | Se                             |                                 |                   |            |         | al-T                               | :     | ees            |  |         |
| RI                                 | By Passengers-<br>Ist Class 41                            | 55                 | ** 4                          | 1 20               | els, H                          | S             |                 | Merchandise                    | Live Stock                      | rais              |            |         | al Can                             | 50    | Transfer Fees  |  |         |
|                                    | Passe<br>Ist (  | 2nd                | 3rd                           |                    | Parce                           | Mails         |                 | Merc                           | Live                            | Minerals          |            |         | Roya                               | Rents | Tran           |  |         |
| P                                  |   |                    |                               |                    | :                               |               | 1               | :                              | : :<br>00                       |                   |            | 1       | 0                                  |       |                | -  |         |
| ende, 1889                         | s. d.<br>11 10  | 6 61               | 4 IO                          | 16 5               | I5 8                            | 6 22          | 18 3            |                                | 14                              | 00                |            | 00      | 6                                  | 8     | 15 0           | ,  | 0 11    |
| Half-year ended<br>30th June, 1889 | ξ s. d.<br>13,179 II 10                                   | 15,816 19          | 52,224 4 IO                   | 81,220 16          | 12,194 15                       | I 4,535       | 107,950 18      | 85.062                         | 33,427                          | 3.822             | 122,313 10 | 230,264 | 2,188                              | 3,581 | 127            | -  | 236,162 |
| 1ded<br>890                        | . d.  | 5 7                | 5 3                           | OI                 | 00                              | 9             | I 7             | 0                              | 2                               | 3 2               | 1 0        |         | 57                                 |       | 3 9            | 9 I                                      | 5 3     |
| Half-year ended<br>30th June, 1890 | 6 s.<br>25,915 5  | 36,059 5           | I0,044 9                      | 31,642 I           | 5,672 I7                        | I,299 I5      | 271             | 57 0                           | 253 14                          | 4,147             | 116,362 10 |         | 2,485 13                           |       | II3,848        | 127,594                                  | 246,442 |
|                                    | A.  | B.                 | Ċ                             | D.                 | E.                              | :             | :               | :                              | :                               | :                 | -          |         | :                                  |       |                | :  |         |
|                                    | d.<br>7 To Maintenance of Way, Works, &c.—See Abstract A. | Do.                | Do.                           | Do.                | Do.                             | :             | :               | :                              | :                               |                   |            |         | es                                 |       |                | lt                                       |         |
| E                                  | cSee  | :                  | :                             | :                  | :                               | :             |                 |                                | .c.                             |                   |            |         | Canal-Wages, Repairs and Taxes     |       |                | " Balance carried to Net Revenue Account |         |
| EXPENDITURE                        | rks, đư   | :                  | pairs                         | :                  |                                 | :             |                 | Injury                         | lise, &                         |                   |            |         | pairs                              |       |                | evenue                                   |         |
| END                                | y, Wo   |                    | on Rel                        |                    |                                 | Ó             | *9*             | sonal                          | rchane                          |                   |            |         | es, Re                             |       |                | Vet R                                    |         |
| EXP                                | of Wa   | ower               | Wag                           | ses                | ses                             | :             |                 | -Per                           | -Me                             | Kes               |            |         | -Wag                               |       |                | d to l                                   |         |
|                                    | ance  | ive P.             | s and                         | Txpen              | Charg                           | arges         | entary          | sation                         | sation                          | id Ta:            |            |         | anal-                              |       |                | carrie                                   |         |
|                                    | ainten  | " Locomotive Power | " Carriages and Wagon Repairs | " Traffic Expenses | " General Charges               | " Law Charges | " Parliamentary | " Compensation-Personal Injury | " Compensation-Merchandise, &c. | " Rates and Taxes |            |         |                                    |       |                | alance                                   |         |
|                                    | To M  | " Lo               | », Ca                         | " T                | " G                             | », La         | 31 Pe           | " Co                           | " Co                            | », Ra             |            |         | Roval                              |       |                |  |         |
| nded<br>1889                       |   | 2 7                | L 1                           | 3 11               | 2 4                             | 4 2           | 0 0             | 30                             | 9 0                             | 3 0               | 3          |         | 00                                 |       | II I           | 126,136 19 0                             | 0 11    |
| Half-year ended<br>30th June, 1889 | £ 5.<br>27,010 2  | 30,166             | 10,174 I                      | 29,346 13 11       | 5,656 12 4                      | 500 I4        | 145             | 73                             | 234 0                           | 4,507 13          |            |         | 2,210 18                           |       | I I 0,025 I II | 136 I                                    | 236.162 |
| h-J                                | 27,   | 30,                | 10,                           | 29,                | 5.                              |               |                 |                                |                                 | 4,                | 107,814    |         | 3                                  |       | I I 0,         | 125,                                     | 236.    |

| No. 10  | -NET REV   | No. 10NET REVENUE ACCOUNT.                                 | CR.                                |
|---|--|--|------------------------------------|
|   | Half-year ended<br>30th June, 1890 30th June, 1889 | Half-year ended<br>30th June, 1889                         | Half-year ended<br>30th June, 1890 |
|   | & s. d.  | ξ s. d.  | k s, d.                            |
| To Interest on Debenture Stock                  | 36,388 3 11  | 12,061 17 5 By Balance brought from last Half-year Account | 11,172 8 10                        |
| " Rent Leased Line-Gt. Northern & West. Railway | 18,359 0 0   | 126,136 19 0 ., Balance Revenue Account, No 9              | 127,594 I 6                        |
|   |  | 83 I 7 ,, Interest on New 3 per Cent Stock                 | 76 2 10                            |
|   |  | 3,060 9 0 ,, Great Northern and Western Railway Dividend   | 3,060 9 C                          |
|   |  | 1,732 18 11 ,, Bankers and General Interest Account        | 572 19 0                           |
|   |  | 300 0 0 ,, Baronial Guarantee                              | 300 0 0                            |
|   |  |  |                                    |
| Balance available for Dividend                  | 54.747 3 11<br>88,028 17 3                         |  |                                    |
|   | 142,776 1 2  | 143,375 5 11   | 142,776 1 2                        |
| No. 11PROP                                      | SED APPRO  | No. 11PROPOSED APPROPRIATION OF BALANCE.                   | Nº Nº                              |
|   |  |  | Half-year ended<br>30th June, 1890 |
| Balance available or Dividend as nor No 10      |  |  | £ . d.                             |

| Balance to next Half-year   |
|---|
| Ordinary Stock (being at the rate of $5$ per cent per annum $2,370,000$ Balance |
| Ordinary Stock (being at the rate of $\delta$                                   |
|   |

No. 12.-ABSTRACTS.

| A.   | MAINTENANCE OF WAY, WORKS, &C.  |   | C. RI  | REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.  |                                    |
|--|---|---|--|--|------------------------------------|
| Half-year ended<br>30th June, 1889                 |   | Half-year ended<br>30th June, 1890                | Half-year ended<br>30th June, 1889           |  | Half-year ended<br>30th June, 1890 |
| K s. d.<br>1,151 16 4<br>12,181 15 11<br>7 165 8 4 | Salaries, Office Expenses, and General Superintendence<br>MAINTENNACE AND RENEWAL OF PERMANENT WAY-<br>Wages<br>Materials (less oid materials sold) | £ s. d.<br>1,350 Io 7<br>12,962 II 0<br>6,278 I 6 | 0 10 10 10                                   | CARRIAGES-<br>Salaries, Office Expenses, & General Superintendence<br>Wages          | 17 IS                              |
| 0 6  | DADS, BRIDGES SIGNALS AND WORKS   |   | 1,610 9 r<br>2,556 18 10                     | Wages  | 6.0                                |
| 1.569 IS 0   | als<br>Crianto  | I,003 2 II  | 10,174 1 7                                   |  | 10,044 5 3                         |
| 1,502 19 2<br>1,687 0 5                            |   | I,641 5 I<br>I,054 17 6                           | D,   | TRAFFIC EXPENSES.  | Half.vear ended                    |
| 6,511 2 O  | Mir RS MAINTAINED-  | 6,324 2 4   | Half-year ended<br>30th June, 1889           |  | 30th June, 1890                    |
|  | Double 166<br>Single 2724<br>TOTAL 4324   |   |  | Salaries and Wages, &c<br>Fuel, Lighting, Water and Stores                           | 24,458 17 1<br>2,605 8 7<br>480 7  |
| 27,010 2 7   |   | 26,915 5 5  | 5 100  |  | 12                                 |
| B,   | LOCOMOTIVE POWER.   |   | 1,090 C 2                                    | Wagon Covers, Ropes, Grease, &c<br>Miscellaneous Expenses                            | 847 16<br>1,264 9                  |
| Half-year ended<br>30th June, 1889                 |   | Half-year ended<br>30th June, 1890                | 29,346 13 11                                 |  | 31,642 110                         |
| & s. d.<br>485 4 5                                 | Salaries, Office Expenses, and General Superintendence  | £ s. d.<br>Siz II II                              | E.   | GENERAL CHARGES.   |                                    |
| 0  | Ru  | 61  | Half-year ended<br>30th June, 1889           |  | Half-year ended<br>30th June, 1890 |
| 9,186 6 9<br>638 6 8<br>6,211,1,1                  | Coal and Coke   | 13,915 14 0<br>590 12 5<br>1,131 19 2             | £ s. d.<br>1,375 0 0                         | Directors  | 1,375 0<br>50 0                    |
| 19,615 7 2   |   | 25,572 16 II                                      | 1,560 0 0<br>120 3 II                        | of Secretary,  | I,560 0<br>69 I7                   |
| 5,956 12 9<br>4,594 2 8                            | REPAIRS AND RENEWALS-<br>Wages  | <u> </u>  | 222 IS 3<br>274 13 3<br>1,195 0 2<br>558 9 5 | Advertising<br>Fire furance<br>Telegraph Expenses<br>Railway Clearing House Expenses | 1,247 11 4<br>1,247 11 4           |
| 10,550 15 5  |   | 10,486 8 8  | 10   | :  | 30/ 00                             |
| 10.168 a 4   |   |   |  |  |                                    |

|                              |  | 1.00         |
|------------------------------|--|--------------|
| CR.                          | λ         s.         d.           41,157         19         5           40,000         0         0           5,538         9         0           5,538         9         0           38,923         1         4           7,267         3         1           7,267         3         1           1,1,4,04,4         19         3  | 147,979 15 3 |
|                              | 111111   |              |
|                              |  |              |
|                              | \$\mathcal{L}\$ s. d.       By Cash at Bankers, Current Account, and Cash on hand         2,527 7 11       By Cash at Bankers, Current Account, and Cash on hand         3,028 17 3       Cash on Deposit at Interest          7,599 10 2       Cash invested in Government Securities          1,509 18       Cash invested in Government Securities          3,032 18       Amount due by other Companies          3,714 13       Sundry Outstanding Accounts  |              |
|                              | count, and<br><br>nt Securit<br>laterials o<br>panies<br><br>nts   |              |
| ET.                          | Current Ac<br>Lurrent Ac<br>Governme<br>tock of M<br>other Com<br>ost Office<br>ng Accoun  |              |
| E SHE                        | Bankers, C<br>Deposit a<br>Vested in<br>StoresS<br>S due by due by F<br>due by F   |              |
| ALANC                        | \$\mathcal{L}\$ s. d.       By Cash at Bankers, Current Account, and Cash o         83,557 7 11       By Cash at Bankers, Current Account, and Cash o         88,068 17 3       , Cash on Deposit at Interest         7,599 10 2       , Cash invested in Government Securities         7,593 10 2       , Cash invested in Government Securities         7,593 10 2       , General Stores-Stock of Materials on hand         15,714 13 1       , Amount due by Yosh Office         3,032 18 2       , Amount due by Yosh Office         3,032 18 2       , Sundry Outstanding Accounts |              |
| AL B                         | 11.<br>12.<br>13.<br>13.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14.<br>14  | 5            |
| No. 13GENERAL BALANCE SHEET. | <i>£</i> s. d.<br>2,57 7 11<br>7,599 10 2<br>15,076 8 8<br>15,076 8 8<br>3,714 13 1  | 147,979 15 3 |
| 0. 13                        | n No. 4<br>No. 10  |              |
| N                            | er Accour<br>s per Acct.   |              |
|                              | ereof, as P<br>thereof, as P<br>   |              |
|                              | Credit th<br>at Credit<br>rest<br><br>nts  |              |
|                              | Salance at<br>Balance at<br>and Inte<br>panies<br>ng Accou   |              |
|                              | ccount, I<br>nue Acct.<br>Dividends<br>ther Com<br>able<br>Outstandi   |              |
| DR.                          | To Capital Account, Balance at Credit thereof, as per Account No. 4<br>, Net Revenue Acct., Balance at Credit thereof, as per Acct. No. 10<br>,, Unpaid Dividends and Interest<br>,, Due to other Companies<br>,, Bills Payable  |              |
|                              | To   |              |

No. 15.-STATEMENT OF TRAIN MILEAGE.

641,617 396,702 1,038,319 Half-year ended 30th June, 1890 Passenger Trains .... Goods and Mineral Trains Half-year ended 30th June, 1889 660,998 352,226 1,013,224 Miles Miles Miles authorized constructed Engines 327 105‡ 4324 327 1054 4324 No. 14-MILEAGE STATEMENT. 327 1054 4324 : Lines owned by the Company Do. leased or rented ... ÷ TOTAL ... Half-year ended 30th June, 1890 327 105<del>4</del> 432<del>4</del>

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

C

| 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 20th July</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 20th July</i> , 1890.<br><i>Dated 20th July</i> , 1890. | We, the Auditors of the MIDLAND GREAT WESTERN RAILWAV OF IRELAND COMPANY, have examined the Accounts of the Company for the Half-year ended the 30th June, 1890, which are proposed to be issued to the Shareholders, and we hereby tertify that the Said Half-yeary Accounts contain a full and true statement of the Financial condition of the Company; and we of the said Company, is <i>bona fide</i> due thereon, after charging the revenue of the Half-year which ought to be paid thereout in our judgment.<br>DUBLIN, 28 <i>th July</i> , 1890. |
|---|---|
|---|---|

PERMANENT WAY, &C.

THE

RTIFICATE RESPECTING

Sligo, Leitrim and Northern Counties Railway Company.

### REPORT OF DIRECTORS

### STATEMENT OF ACCOUNTS,

FOR

AND

SIX MONTHS ENDED 30TH JUNE, 1890.

TO BE

### SUBMITTED TO THE PROPRIETORS

AT THE

### TWENTY-NINTH

HALF-YEARLY ORDINARY GENERAL MEETING,

TO BE HELD AT

### MANORHAMILTON,

AT ONE O'CLOCK, P.M.,

ON SATURDAY, 30TH AUGUST, 1890.

Sligo, Leitrim & Rorthern Counties gailbray Co.

TWEN FY-NINTH ORDINARY GENERAL MEETING AUGUST, 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 SATURDAY, the 30th AUGUST, 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, 5th August, 1890.

Sligo, Leitrim and Northern Counties Bailway.

**REPORT OF THE DIRECTORS** To be submitted to the Meeting of the Proprietors, to be held on

Soturday, 30th August, 1890.

The Directors present herewith the Statement of Accounts for the half-year ended 30th June, 1890.

There is a slight decrease in the traffic receipts as compared with the corresponding period of last year.

Since the date of last Report, application has been made on the part of a Creditor of the Company to the Court of Chancery for the appointment of a Receiver over the Railway, and an order was made by the Vice-Chancellor, on the 18th June last, appointing as Manager and Receiver Mr. RICHARD EARLS DAVIS, your former Secretary, who, having now entered upon his duties, will in future be accountable to the Court for the conduct and management of the line.

By Order,

RICHARD EARLS DAVIS, Secretary.

LURGANBOY, MANORHAMILTON, 16th August, 1890.

### Girectors.

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.

| 60.000   |         |
|--|---------|
|  | 60,000  |
| P OF AC  | 20,000  |
| TFMENT<br>ACTEMENT   | 40,000  |
| NYSTA<br>BY THE C<br>rotal<br>Total<br>so0,000   | 300,000 |
| LWAY COMPANY<br>E, 1890.<br>E, 1890.<br>E, 1890.<br>Istante de Sanctioned<br>izense de Sanctioned<br>integente de Sanctioned<br>integente de Sanctioned  | 100,000 |
| Arthorn and a speck and shares an   | 200,000 |
| AND NORTHERN COUNTLES RALIWAY COMPANYSTATEMENT OF ACCOUNTS,<br>BOTH JUNN, 1800.<br>NOT - Statement of Carat Attrantation of the statement of the | 360,000 |
| THERN COUNTRACTOR CONTRACTOR CONT   | 120,000 |
| ) NORTH<br>CAP<br>Stock and<br>Stock and<br>Stares<br>40,000   | 240,000 |
| SLIGO, LEITRIM AND<br>Acts of Parliament<br>Acts of Parliament<br>Serd and 44th Vic., Cap. 197, 1976<br>38th Mid 44th Vic., Cap. 287, 1976   |         |

D SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED 360,000 200,000 100,000 40,000 40,000 Z

| DES  | DESCRIPTION |      |         | Amount<br>Created           | Amount<br>Received          | Calls in Arrear | Amount Unissue |
|--|-------------|------|---------|-----------------------------|-----------------------------|-----------------|----------------|
|  |             |      |         | 4                           | 3                           | સ               | eq.            |
| or Preferred Capital<br>and C., Guaranteed Capital | ::          | <br> | <br>::: | 50,000<br>50,000<br>100.000 | 50,000<br>50,000<br>100,000 | 111             | 111            |

| No. 3CAP  | ITAL RAISED                          | BY LOANS AND                | No. 3CAPITAL RAISED BY LOANS AND DEBENTURE STOCK. | TOCK.                           |
|---|--------------------------------------|-----------------------------|---|---------------------------------|
|   |                                      | RAISED BY LOANS             | RAISED BY<br>DEBENTURE STOCK                      | TOTAL RAISED BY                 |
|   |                                      | At 5 per Cent.              | At<br>per Cent.                                   | LOANS AND BY<br>DEBENTURS STOCK |
|   |                                      | ઝ                           | g   | ્ય                              |
| Existing at 31st Dec. 1889<br>Existing at 30th June, 1890   |                                      | 99,575<br>99,575            | 11  | 99,575<br>99,575                |
| Imerease  | ::                                   | 11                          | 11  | 11                              |
| Total Amount authorized to be raised by Loans and Debenture Stock in respect of Capital created, as per Statement No. 1 | ised by Loans and<br>per Statement N | 1 Debenture Stock in<br>0.1 | in  | 120,000                         |
| Total Amount raised by Loans and Debenture Stock as above   | d Debenture Stocl                    | :                           | ***************************************           | 99,575                          |
| Belence heine available Borrowing Powers at 30th June, 1890   | owing Powers at 5                    |                             |   | £20,425                         |

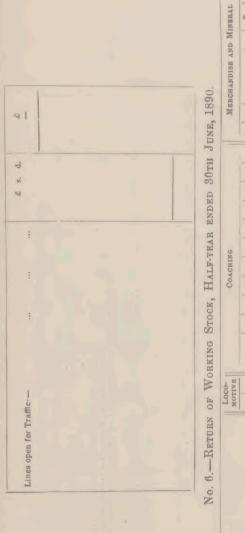
Cr.

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

1 ) ..

| Total Amount<br>Received                                     | £ s. d. | 200,000 0 0<br>99,575 0 0  | 299,575 0 0<br>46,884 7 7 |  |
|--|---------|--|---------------------------|--|
| 1  |         | ::   | :                         |  |
|  |         | ::   | :                         |  |
|  |         | ::   |                           |  |
|  |         | ::   | :                         |  |
|  |         | :  | :                         |  |
| Receipts   |         | By Receipts-<br>Share Stock, per Account No. 2<br>Loans, per Account No. 3 | Balance                   |  |
| Total  | £ 8. d. | 346,459 7 7  |                           |  |
| Amount<br>Expended to<br>30th June, 1890<br>during Half-year | £ 8. d. | I  |                           |  |
| Amount<br>Expended to<br>31st Dec., 1889                     | £ 3.    | 346,459 7 7  |                           |  |
| Expenditure  |         | On Lines open for Traffic No. 5<br>On Lines in course of construction      |                           |  |

## No. 5.-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 30TH JUNE, 1890.



| Horse Boxes             | 1                             | 1                    |   |
|-------------------------|-------------------------------|----------------------|---|
| Carriage Trucks         | 1                             | 1                    |   |
| Goods Brake Van         | 1                             | 1                    | 1   |
| Timber Trucks           | 2                             | 64                   |   |
| Cattle Trucks           | 30                            | 30                   | 1   |
| аярли Гиор              | 20                            | 20                   | I   |
| Goods Wagons<br>covered | 50                            | 50                   | 1   |
|                         |                               | 1                    | 1   |
|                         | 1                             | 1                    |   |
|                         | 1                             | 1                    | 1   |
|                         | 1                             | 1                    |   |
|                         | 1                             | 1                    |   |
|                         | 1                             | 1                    |   |
|                         | 1                             | 1                    | 1   |
|                         | 1                             | 1                    | 1   |
| Third Class Brake       | 4                             | -di                  | 1   |
| Third Class             | 9                             | 9                    | 1   |
| Third Class             | 11                            | 1                    | 1   |
| anne de marce           | 100                           | 53                   | 1   |
| Composite               | }                             | 1                    | 1   |
| Tenders                 | 1                             | 1                    | 1   |
| Engines                 | 22                            | ę                    |   |
|                         | *Stock on the 31st Dec., 1889 | *Do. 30th June, 1889 | *This stock is held under a hiring agreement. |

S

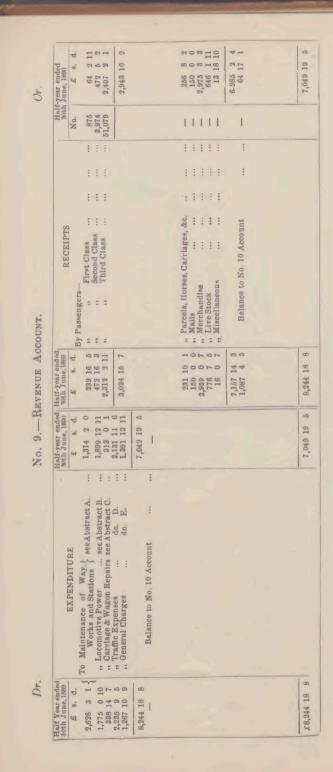
|                        |  |            |           |           |         |   | During the half-year<br>ending 31st Dec., 1890 | In subsequent<br>half-years. | Total |
|------------------------|--|------------|-----------|-----------|---------|---|--|------------------------------|-------|
| Lines open for Traffic | :  | 1          |           | :         | -       | - | Uncertain                                      | Lucertain                    | ल्य   |
|                        |  |            |           |           |         |   |  |                              |       |
|                        |  |            |           |           |         |   |  |                              |       |
|                        | Total Estimated further Expenditure of Capital | ated furth | ier Expen | diture of | Capital | : | -  | 1                            | 1     |
|                        |  |            |           |           |         |   |  |                              |       |

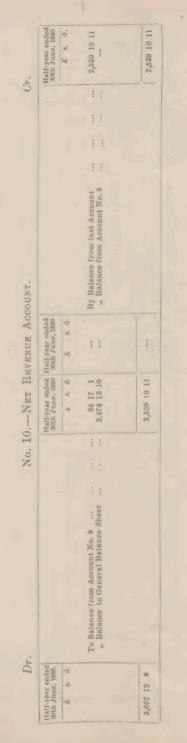
FURTHER EXPENDITURE

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









## No. 11.-PROPOSED APPROPRIATION OF BALANCE ON ACCOUNT No. 10.

|  |  | 30th June, 1890 |
|--|--|-----------------|
| <ul> <li>s. d.</li> <li>Balance in suspense per</li> <li>Commissioners of</li> </ul> | pense pending settlement of Claims for hire of Rolling Stock and Interest on Loan from tioners of Public Works | £ s. d.         |

|                 | AGON3.<br>Half-year ended<br>300h June, 1890<br>£ 1.24 15<br>188 4 5                        | 313 0 1                           | rend<br>8. d<br>4<br>15<br>15<br>15           | 152 2 0  | 2,131 11 6  | Half Year ended<br>20th June, 1890<br>2 8 6 6<br>2 12 8 6 6<br>2 13 2 9<br>50 13 0<br>67 0 3 0<br>73 12 9<br>600 1 1<br>104 17 9 | 1,391 12 11 |
|-----------------|---|-----------------------------------|---|--|---|--|-------------|
|                 | REPAIRS AND REREWALS OF CARRIAGES AND WAGORS.<br>A 189<br>A 189<br>CARRIAGES                | То комол. И у раздале             | IKAFEIO EXTENSES.<br>Salaries and Wages, &c   | Signal Services, ac<br>B. N. R.F. (O. Station Services<br>Miscellaneous Expensea | GENERAL CHARGES.  | Anditors and Public Accountants  | Total       |
| BSTRACTS.       | C. REPAIR<br>Half year ended<br>30th June, 1889<br>258 1 2<br>110 13 5<br>110 13 5          | 838 14 7                          | r ended<br>ne, 1889<br>3. d.<br>11 10<br>16 3 | 1,028 1 4<br>150 0 0<br>68 10 0  | 2,235 9 5<br>E.   | Hall year pded<br>201 year pded<br>2 2 3 6 0<br>2 2 2 8 1<br>2 2 2 8 1<br>2 7 2 3<br>3 6 10 9<br>103 11 8<br>164 15<br>23 4 11   | 1,267 10 9  |
| No. 12ABSTRAGTS |   | 154 16 2<br>20 4 5                | 4 4000  | 1,314_2_0  | Soth June, 1890<br>Soth June, 1890<br>E s. d.<br>7.9 1 10 | 10<br>12<br>12<br>12<br>10   | 1.899 12 11 |
|                 | MAINTENANCE OF WAT, WORKS, &C.<br>Salaries, Office Expenses, and General<br>Superintendence | Materials                         | Repairs of Stations and Buildings             | Total  | Salaries, Office Expenses, and Gener                      | Rupwirso Expresses   | Total       |
| 1               | HC 0 F  | 1,455 1 7<br>134 15 1<br>134 15 1 |   | 2,628 3 1<br>B.  | Half-year ended<br>30th June, 1889<br>& a. d.             | 10 10 112  | 1.775 0 10  |

| To Lloyd's and other Bonds, not   | £  | 8                   | . d.             |  | S.                                 | d.     |
|---|--|---------------------|------------------|--|------------------------------------|--------|
| <ul> <li>a) Lidy'd's and other bolids, not<br/>included in L'an Capital<br/>Statement</li></ul> | 46,324<br>21,367<br>48,693<br>22,048<br>20,944 | 9<br>17<br>10<br>14 | 8<br>3<br>8<br>6 | By Balance to debit of Capital<br>Account       46,884         Interest on Bonds per Contra       21,367         Interest to Commissioners<br>of Public Works       42,988         , Hire of Rolling Stock       48,693         , Stores on hands       25,47         , Traffic Accounts due to the<br>Company       75         , Dividends on Guaranteed<br>Shares paid (Suspense)       14,593         , Balance in Bank       879 | 9<br>5<br>17<br>11<br>10<br>0<br>4 | 232 30 |
| ,, Amount due to Clearing<br>House  | 770<br>14,593                                  | 2<br>4              | 9<br>9           |  |                                    |        |

Commune BULLINGE SUBRE

On

### 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 | 43                  | 48                   |  | 49                            |
|                        | 43                  | 43                   |  | 49                            |

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

| Half Year<br>ending<br>30thJune, 1889 |  | Half Year<br>ending<br>30th June, 1890 |
|---------------------------------------|--|--|
| 48,218                                | Passenger Trains, Mixed Passenger and Goods, and Goods | Miles<br>49,249                        |
| 48,218                                |  | 49,249                                 |

FRANCIS LA TOUCHE, D.L., 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,

Engineer.

Dated 9th August, 1890.

been maintained in good Working Order and Repair.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, have, during the past half-year,

### HENRY TOTTENHAM,

Locomotive Superintendent.

Dated 9th August, 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, G. R. ARMSTRONG, Auditors.

Dated 22nd August, 1890.

THE

Tralee and Fenit Bailway Company.

### REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS TO 30TH JUNE, 1890,

TO BE SUBMITTED AT

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 26th of August, 1890,

AT HALF-PAST TWELVE O'CLOCK P.M.

### Directors.

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

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

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

RICHARD LATCHFORD, J.P., Oak Villa, Tralee.

ROBERT MCCOWEN, J.P., Bairow House, Tralee.

SIR JAMES SPAIGHT, J.P., 77, George Street, Limerick 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 26th day of August, 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 30th June, 1890, and for the General Business of the Company.

The Transfer Books of the Company will be closed from the 19th day of August, 1890, until after the Meeting.

Dated 9th day of August, 1890.

By Order,

CHARLES HENRY BINGHAM, Secretary.

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

### TRALEE AND FENIT RAILWAY COMPANY.

### DIRECTORS' REPORT

### For the Half-Year ending 30th June, 1890.

The Directors, in submitting their Sixth Report, with Statement of Accounts for the half-year ending 30th June, 1890, have to state that the increase in the Receipts during the period amounted only to  $\pounds 52$  os. 11d.

The Gross Receipts for the six months amount to  $\pounds_{721}$  4s. 10d.; the Net Receipts, after deducting the Working Company's proportion, to  $\pounds_{288}$  9s. 11d., as against  $\pounds_{659}$  3s. 11d., and  $\pounds_{267}$  13s. 7d. respectively, in the corresponding period last year.

The Passengers carried during the same period numbered 8,725, representing £184135.4d., as against 10,487 representing £213155.11d. in the previous half-year, a deficiency of 1,762 in numbers and £2925.7d. in receipts; the Goods 6,937 tons, representing £43725.3d., as against 4,855 tons representing £392175.7d., an increase of 2,082 tons representing £4445.8d.; Coal, 1,379 tons, representing £6865.6d., as against 691 tons representing £4735.9d., an increase of 688 tons representing £2125.9d.

The practice of discharging into lighters the greater part of the cargoes arriving at Fenit for delivery by canal, in place of rail, still continues, and will account for the small amount of traffic which passes over your line. 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).

| Half-year ending | Gro<br>Rece  |              |          | Vet<br>eipt | s.      | pe | arnin<br>er M<br>r We | ile     | Number of<br>Passengers. | Goods and<br>Minerals. |
|------------------|--------------|--------------|----------|-------------|---------|----|-----------------------|---------|--------------------------|------------------------|
| 31st Dec., 1887  | <br>£<br>479 | s. d.<br>5 9 | £<br>191 |             | d.<br>4 |    | s.<br>6               | d.<br>I | 16,927                   | <i>Tons.</i><br>1,235  |
| 30th June, 1888  | <br>346      | 16 3         | 138      | 14          | 6       | I  | 13                    | 4       | 9,281                    | 1,459                  |
| 31st Dec., 1888  | <br>379      | 12 0         | 151      | 16          | 10      | I  | 16                    | 6       | 13,755                   | 1,055                  |
| 30th June, 1889  | <br>669      | 3 1 1        | 267      | 13          | 7       | 3  | 4                     | 4       | 10,487                   | 5,546                  |
| 31st Dec., 1889  | <br>775      | 9 10         | 310      | 3           | II      | 3  | 14                    | 7       | 14,794                   | 9, 262                 |
| 30th June, 1890  | <br>721      | 4 10         | 288      | 9           | II      | 3  | 9                     | 4       | 8,725                    | 8,316                  |

### F. COLLIS SANDES, Chairman.

CHARLES HENRY BINGHAM, Suretary.

### WESTMINSTER CHAMBERS,

11, VICTORIA STREET, LONDON,

19th August, 1890.

| AMDUNT CREATED. AMOUNT RECEIVED. CALLS IN ARREAR. AMOUNT UNCALLED. AMOUNT UNISSUED. | ARREAR. AMOUNT UNCALLED. | AMOUNT UNISSUED. |
|---|--------------------------|------------------|
| k k   | E E                      | ę                |
| 15,000 I 3,850 I,150  | 50 ····                  | :                |
| 30,000 30,000   |                          | :                |
| 45,000 43,850 I,I   | r, i 50                  | :                |

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

|                                   | Total.              | × ::                                      | :                     |
|-----------------------------------|---------------------|---|-----------------------|
| BALANCE.                          | Loans.              | 2:  | :                     |
|                                   | Stock or<br>Shares. | ¥ ::                                      |                       |
| D OR                              | Total.              | £<br>60,000                               | 60,000                |
| CAPITAL CREATED OR<br>SANCTIONED. | Loans.              | ξ<br>45,000 I5,000                        | 45,000 I 5,000 60,000 |
| CAPIT                             | Stock or<br>Shares. | £<br>45,000                               |                       |
| IZED.                             | Total.              | £<br>60,000                               | 45,000 15,000 60,000  |
| CAPITAL AUTHORIZED.               | Loans.              | £<br>15,000                               | I 5,000               |
| CAPIT                             | Stock or<br>Shares. | £<br>45,000                               | 45,000                |
|                                   | ACTS OF PARLIAMENT. | 1. The Tralee and Fenit Railway Act, 1880 |                       |

30TH JUNE, 1890.

TRALEE AND FENIT RAILWAY COMPANY.

| BALANCE.                          | or Lone            |
|-----------------------------------|--------------------|
| 22                                | Stock or           |
| CD OR                             | Total              |
| CAPITAL CREATED OR<br>SANCTIONED. |                    |
| CAPT                              | Stock or           |
| lizeb.                            |                    |
| CAPITAL AUTHORIZED.               |                    |
| CAPI                              | Stock or           |
|                                   |                    |
|                                   |                    |
|                                   | RLIAMENT.          |
|                                   | ACTS OF PARLIAMENT |
|                                   | A                  |

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

11,093 19 7 43,850 0 0 15,000 0 0 69,943 19 7 58,850 0 0 s. d. Total raised by Loans and by Debenture Stock. Or. Total. 42 15,000 15,000 15,000 15,000 Amount Received this Half-year. 58,850 0 0 Balance to General Balance Sheet No. 13 Raised by issue of Debenture Stock. Amount Received to 31st Dec., 1889. s. d. Nil. 42 No. 4.--Receipts and Expenditure on Capital Account. No. 3.-Oapital raised by Loaus and Debenture Stock. Total amount authorized to be raised by Loans and Debenture Stock as per Statement No. 1 Total amount raised by Loans as above Balance, being available borrowing powers at 30th June, 1890 . At 5 per cent. Total Loans. I 5,000 I 5,000 2 Raised by Loans. 15,000 15,000 42 & s. d. 69,943 19 7 ~ 69,943 19 Total. Amount Expended this Half-year. £ s. d. . . . . . Amount Expended to 31st Dee., 1889. On Land Works, &c. 69,943 19 7 £ s. d. Exsting at 31st December, 1889 Existing 30th June, 1890 Increase Decrease TO EXPENDITURE :-Dr.

s. d. Nil. Half-year ended 30th June, 1890. Nil. 42 Does not apply, the Line being worked by the Waterford and Limerick Railway Company. No. 7.-Estimate for further Expenditure on Capital Account. No. 5.--Details of the Capital Expenditure. No. 6 .- Return of Working Stock. Nil. On Lines in course of construction

7. No. 8.-Capital Powers and other Assets to meet further Expenditure, as per No. To 30th June, 1890.

|   |   | Nii.   |  |   | NiV.  |
|---|---|--|--|---|---|
| Dr.   | No.   | 9  | Revenue Account.   |   | Or.   |
| Half year ended<br>30th June, 1889.<br>401 10 4 T<br>192 15 2<br>15 14 0                    | aid to We   |  | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                     | By  | Half year ended<br>30th June, 1890.<br>                           |
| 622 9 6<br>46 19 5  | Law Expenses<br>Balance to Net Revenue Account No. 10                                   | 31 10<br>669 0<br>52 4                                 | 0  | 3) A LAUISICE F CCS   | :   |
| £669 8 II   |   | 6721 4 10  | £669 8 11  |   | \$721 4 10  |
| Dr.   | No. 10.   | 0Net Rev   | -Net Revenue Account.  |   | Qr.   |
| Half year ended<br>goth June, 1889.<br>L, 656 3 0<br>375 0 0<br>751 17 5                    | To Balance from last Half-Year<br>,, Debenture Interest<br>,, Guaranteed Share Interest | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | alf-year ended<br>oth June, 1889.<br>$\pounds 5. d.$<br>46 19 5<br>750 0 0 | By Balance brought from Revenue Account<br>No. 9 Trughenackmy, in the County<br>Retry |   |
|   | 2 C   | 4 5  | 2,136 I 0<br>£2,933 0 5  | ,, Balance to General Balance Sheet, No. 13   | et, No. 13 2,889 0<br>3,691 4                                     |
|   | No. 12  | No. 11.  | No. 11Nil.<br>General Charves (Abstract                                    | act Bl.   |   |
| Half-year ended<br>30th June, 1889,<br>5 5. d.<br>50 0<br>50 17<br>98 17<br>98 17<br>56 5 5 | Directors<br>Auditors<br>Salaries of Secretary and Clerks<br>Office Expenses            |  | · · · · · · · · · · · · · · · · · · ·                                      |   | Half year ended<br>30h June, 2890.<br>50 0 0<br>7 17 6<br>98 12 3 |
| 15  |   |  |  |   | £167 0 0  |
| Dr.   | No.   | 13.  | General Balance Sl   | Sheet,  | Cr.   |

5. 19 19 L 288 288 288 721 2,250 11,093 2,889

a. 111 33 4 4 4 4

· · · · · 0

10008

5. 16 13 13

2, 145 1,125 6,388

. . . . . . . .

4-1-54

To Temporary Loan . ,, Interest accruing . ,, Outstanding Accounts ,, Unpaid Interest .

14

17,247

42

4

14

17,247

| by Company Miles. Chains. Biles. Chains. 8<br>No. 15.—Statement of Train Mileage.<br>Passengers and Goods Trains mixed | ed by Company  |                                    |   | Miles Authorised.   | Miles Constructed.  | Miles to be Constructed. | Miles to be Constructed. Miles worked by Engines. |
|--|--|------------------------------------|---|---------------------|---------------------|--------------------------|---|
| No. 15,Statement of Train Mileage.<br>Passengers and Goods Trains mixed  | No. 15,—Statement of Train Mileage.<br>Passengers and Goods Trains mixed | Lines owned by Co                  | ompany  | Miles. Chains.<br>8 | Miles. Chains.<br>8 | Miles. Chains.<br>Nil.   | Miles, Chains.<br>8                               |
| Passengers and Goods Trains mixed  | Passengers and Goods Trains mixed  | Trans.                             | No. 16  |                     | ain Mileage.        |                          |   |
| Passengers and Goods Trains mixed  | Passengers and Goods Trains mixed  | Half-year ended<br>oth June, 1889. |   |                     |                     |                          | Half-year ended                                   |
| Passengers and Goods Trains mixed  | Passengers and Goods Trains mixed  | Milec                              |   |                     |                     |                          | 30th June, 1890.                                  |
|  |  | 5,680<br>224                       | Passengers and Goods Trains mixed<br>Special Cattle and Goods . |                     |                     | •                        | Miles.<br>5,072                                   |
|  |  | 5,904                              |   |                     |                     |                          | 320   |
|  |  |                                    |   |                     |                     |                          | 5,390   |

-Mileage Statement.

14.

No.

and Fenit Railway Company to the 30th June, 1890. S. CHAPPELOW, F.C.A., 10, Lincoln's Inn Fields, *Auditors* JNO. AUDITORS' CERTIFICATE. I the foregoing Accounts of the Tralee the Books of the Company. We do hereby certify that we have examined and find the same to be a true statement according to th

HENRY HOLMES

18th August, 1890

### WATERFORD & CENTRAL IRELAND RAILWAY.

### HALF-YEARLY **REPORT AND ACCOUNTS**

TO THE SHAREHOLDERS, AT GENERAL MEETING. MAY 20th, 1890.

NOTICE IS HEREBY GIVEN, that the next HALF-YEARLY GENERAL MEETING of the Proprietors of this Company, will be held, " pursuant to the Act of Parliament," at the CANNON STREET HOTEL, CANNON STREET, in the CITY of LONDON, on TUESDAY, the 20th day of MAY Next, at Two o'Clock precisely, for the transaction of the ordinary business of the Company.

The Transfer Books will be closed from TUESDAY, the 13th MAY, and will not be opened until after the said Half-Yearly General Meeting.

(By Order),

WILLIAM WILLIAMS, SECRETARY.

WATERFORD TERMINUS, May 1st, 1890.

### Waterford and Central Ireland Railway.

### **DIRECTORS**:

| WALTER CHARLES VENNING, Esq.,<br>80, Gresham House, Old Broad-street,<br>London, Chairman. | ROBERT DOBBYN, Esq., Ballinakill<br>House, Waterford. |
|--|---|
| Major JOHN N. CAHILL, J.P., Bally-   | JAMES J. PHELAN, Esq., 2, Adelphi                     |
| conra House, Co. Kilkenny.   | Terrace, Waterford.                                   |
| MOSES DODD, Esq., 36, Belitha  | CHARLES EVAN THOMAS, Esq.,                            |
| Villas, Barnsbury Park, London, N.   | Gnoll Neeth   |

### DIRECTORS' REPORT.

| Description.               |     | Half-yes<br>25th M<br>189 | la | rch,     | Half-year<br>ended<br>25th March,<br>1889. | Increase.       | Decrease.          |
|----------------------------|-----|---------------------------|----|----------|--|-----------------|--------------------|
| Passengers                 |     | £<br>3,681                |    | d.<br>10 | £ s. d.<br>4,459 13 2                      | £ s. d.         | £ s. d.<br>778 2 4 |
| Parcels, Horses,           | &c  | 515                       | 0  | 9        | 484 13 4                                   | 30 7 5          |                    |
| Mails                      |     | 600                       | 0  | 0        | 600 0 0                                    |                 |                    |
| Goods                      |     | 5,450                     | 11 | 6        | 5,250 5 7                                  | 200 5 11        |                    |
| Coals                      |     | 1,210                     | 19 | 4        | 1,237 19 7                                 |                 | 27 0 3             |
| Live Stock                 |     | 2,878                     | 2  | 3        | 2,598 11 11                                | 279 10 4        |                    |
| Gt. Western Trai<br>Rebate | fic | 241                       | 18 | 8        |  | 241 18 8        |                    |
| Rents, &c.                 |     | 57                        | 0  | 7        | 80 15 2                                    |                 | 23 14 7            |
|                            |     | 14,635                    | 3  | 11       | 14,711 18 9                                | 752 2 4         | 828 17 2           |
|                            |     | S                         | ho | wing a   | Net Decrease                               | of £76 14s. 10d | l.                 |

The full Abstract of Accounts, as annexed, shows that after providing for all Interest, the balance to the Credit of the Net Revenue account amounts to  $\pounds 2,887$  19s. 2d., out of which your Directors recommend a Dividend on the Preference Stock at the rate of  $2\frac{1}{2}$  per cent. per annum, and that the balance of  $\pounds 426$  17s. 11d. be carried forward to the next Account. The Directors also recommend the usual Dividends of 41 per cent. per annum on the Central Ireland Stock held by the Great Western Company, and 5 per cent. on the balance in the names of other parties, both payable out of the separate earnings of the Central Ireland Railway, supplemented by the Great Western Rebates, in accordance with the Waterford and Central Ireland Railway (Transfer) Act, 1877.

The Traffic Receipts for the half-year show on the whole a falling off of  $\pounds$ 76 14s. 10d., a result which, in the face of adverse special influences, including the Great Strike in the Bacon Trade, your Directors consider, under all the circumstances, not unsatisfactory. Taking the full year, the Revenue exhibits the satisfactory increase of  $\pounds$ 1,276 7s. 1d., the Dividend on the Preference Stock having averaged  $3\frac{1}{4}$  per cent. per annum, as against 3 per cent. for the corresponding period.

The Working Expenses, looking at the present condition of the labour market and the great advance in the prices of the principal descriptions of Stores used in the working of Railways, continue to remain within moderate limits. At the same time, it may be satisfactory to note that during the half-year, in addition to ordinary repairs, six Goods Wagons have been built, to replace others worn out; while in the Permanent Way Department all necessary maintenance has been carried out as usual with Steel Rails, fully 50 per cent. of the line being now renewed in this way.

On Capital Account there has been no expenditure for the past Six Months.

The Proprietors will no doubt be pleased to learn that arrangements have been made with the Great Western Company, under which the Rebate agreements are to remain in force up to the 30th June, 1893, the date their agreement with the Waterford and Limerick is to expire, subject, however, in the meantime, to termination on one year's notice. As the Waterford and Central Act of 1877 only dealt with the special application of the full aggregate amount of the Rebates arising up to the 51st December, 1889, it follows that the money to be received for the continuation period will, in certain proportions, go to form part of the Traffic Receipts of this Company and the Kilkenny Junction, and in this way the additional revenue will, of course, be of considerable assistance to the Preference Shareholders.

The Directors retiring by rotation are Messrs. ROBERT DOBBYN and JAMES J. PHELAN, who are eligible for re-election.

The Auditor retiring is MATTHEW R. STEPHENSON, Esq., J.P., who is also eligible for re-election.

By Order,

WILLIAM WILLIAMS, Secretary.

HEAD OFFICES, WATERFORD,

MAY 12th, 1890.

It is intended to post the Dividend Warrants on the 31st inst.

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

| A ada of Darl.  | CAPITA               | CAPITAL AUTHORIZED. | RIZED.  | Capital C            | Capital Created or Sanctioned. | anctioned. |                      | BALANCE. | 2       |
|---|----------------------|---------------------|---------|----------------------|--------------------------------|------------|----------------------|----------|---------|
| ACON OL FARIBURENT.   | Stock and<br>Shares. | Loans               | TOTAL.  | Stock and<br>Shares. | Loans.                         | TOTAL.     | Stock and<br>Shares. | Loans.   | TOTAL.  |
| 11:24 Eno ProjuctoM 1   | 48                   | ಳ                   | ಳ       | 48                   | ಳು                             | 4          | 4                    | ञ        | ञ       |
|   | 250,000              | 83,000              | 333,000 | 250,000              | 83,000                         | 333,000    |                      | :        | :       |
| <ol> <li>Waterford &amp; Kilkenny Rail-<br/>way Amendment Act, 1850 -</li> </ol>  | 200,000              | 66,000              | 266,000 | 200,000              | 66,000                         | 266,000    | :                    | :        |         |
| 3. Waterford and Central Ire-<br>land Railway Act, 1868 -   | :                    | 10,000              | 10,000  |                      | 10,000                         | 10,000     |                      |          |         |
| 4. Waterford and Central Ire-<br>land Railway Act, 1872 -   | :                    | 30,000              | 30,000  |                      | 30,000                         | 30,000     | :                    | :        |         |
|   | 450,000              | 189,000             | 639,000 | 450,000              | 189,000                        | 639,000    |                      | :        | :       |
| STATEMENT OF CAPITAL AUTHORIZED FOR MAKING OF CENTRAL IRELAND RAILWAY.  | PITAL A              | UTHORI              | ZED FOR | MAKING               | OF CEI                         | NTRAL D    | RELAND               | RAILWA   | Y.      |
| The Central Ireland Railways'<br>Act, 1896, as amended by the Wa-<br>berford and Central Ireland Act,<br>1873, and the Waterford and Cen- | લ્ફ                  | લ્ફ                 | ಇ       | 38                   | क                              | eg         | ್ಯ                   | ಧ್ಯ      | ಳ       |
|   | 120,000              | 40,000              | 160.000 | 60.000               |                                | 60.000     | 60 000               | 40.000   | 100 000 |

4

STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. 6 No

| DESCR                        | DESCRIPTION. |   |   |     | Amount<br>Created. | Amount<br>Received. | Calls in<br>Arrear. | Amount<br>Uncalled. | Unissued. |
|------------------------------|--------------|---|---|-----|--------------------|---------------------|---------------------|---------------------|-----------|
| Original Stock               |              | : | : | 1 : | £<br>250,000       | £<br>250,000        |                     |                     | લ્યુ :    |
| 6 per cent. Preference Stock | ck           | : | : | :   | 200,000            | *196,885            |                     | :                   | 3,115     |
|                              |              |   |   |     | 450,000            | 446,885             |                     | :                   | 3,115     |

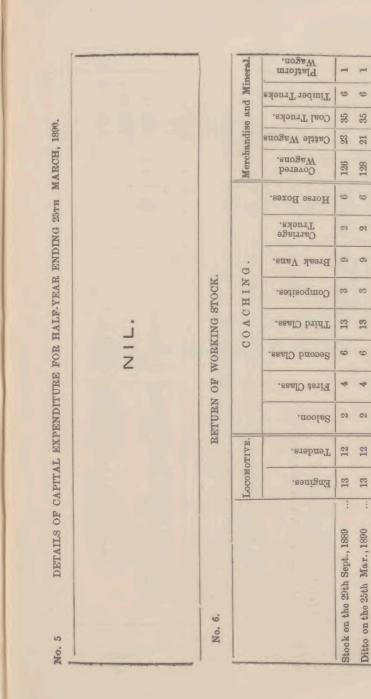
|   | APITAL               | RAISED                | BY LOAN  | CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.  | BENTUR                | E STOC   | K.                    | 04                               |                                    |  |
|---|----------------------|-----------------------|--|---|-----------------------|--|-----------------------|----------------------------------|------------------------------------|--|
|   |                      | RAISED                | RAISED BY LOANS.   |   |                       | Debe   | Debenture Stock.      | ek.                              | Total raised<br>by Loans<br>and hy |  |
|   | At 4<br>per<br>Cent. | At 44<br>per<br>Cent. | At 44 per Cent.  | Total<br>Raised<br>by Loans   | At 44<br>per<br>Cent. | At 4 <sup>1</sup> / <sub>4</sub><br>per<br>Cent. | At 5 per<br>Cent.     | At 5 per Potal ruised by Debent. | Debenture<br>Stock.                |  |
| 29th Sept., 1889<br>25th March, '90                         | 23,025<br>23,925     | 2,300<br>2,300        | 15,085<br>15,085   | £<br>40,410<br>41,310   | £<br>52,200<br>52,200 | £<br>12,700<br>12,700                            | £<br>82,288<br>82,288 | £<br>147,188<br>147,188          | £<br>187,598<br>188,498            |  |
| ::  |                      | ::                    | ::   | 900   | ::                    | ::   | ::                    | ::                               |                                    |  |
| ount authorized to<br>Statement No. 1<br>ount raised by Los | o be raised          | by Loans a            | 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 | Total Amount authorized to be raised by Loans and by Debenture Stock, in respect of Capital Created as per<br>Statement No. 1 | respect of            | Capital C<br>                                    | reated as             |                                  | £<br>189,000<br>188,498            |  |

£503

Balance being available borrowing powers at 25th March, 1890

No 4-RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

| And the owner of the owner own |  |   | 6                                  |   |                        | _      |         |              |
|--|--|---|------------------------------------|---|------------------------|--------|---------|--------------|
| 5.ď  | q  | 446,885 0 0                               | 0                                  | 0   | 0                      |        | Ġ       | 6            |
| and o.   | 00   | 0   | 0                                  | •   | 0                      |        | 00      | 00           |
| Total<br>seived<br>h Mar<br>1890.  | 9  | 88  | 41,310                             | 188   | 383                    |        | 1,733   | 116          |
| Total<br>Received to<br>25th March,<br>1890.   | 1  | 146,                                      | 41                                 | 147,188 0   | 35.                    |        | 1,      | £637,116     |
|  | 1_1  |   | 0                                  | :   | 900 0 635.383 0 0      | _      |         | अ            |
| Amount re-<br>ceived during<br>half-year<br>25th Murch,<br>189).   | B. d.  |   | 0                                  |   | 0                      |        | :       |              |
| ount<br>od du<br>df-ye<br>Mui  |  |   | 006                                | :   | 0                      |        | :       |              |
| Amo<br>avec<br>bal<br>5th  | ભ  |   | 90                                 | ÷   | 6                      |        |         |              |
|  | d.   | 0   | 0                                  | 0   | 10                     |        | :       |              |
| Amount<br>Received to<br>29th Sept.,<br>1889.  |  |   |                                    | 0   | 634,483 0 0            |        |         |              |
| Amount<br>Received to<br>29th Sept.,<br>1889.  |  | 446,885 0                                 | 40,410 0                           | 8   | 0                      |        | :       |              |
| Am<br>Scei<br>Sth<br>18  | લ્યુ   | 6,85                                      | 1,4]                               | 7,18  | 1,48                   |        | :       |              |
| AX   |  | 44  | 4                                  | 14  | 63                     |        |         |              |
|  | 1. 1   | per .                                     | . 3                                | Ac.   |                        |        |         |              |
|  |  | 8.8                                       | Nc                                 |   |                        |        |         |              |
|  |  | 12°                                       | unt                                | d .   |                        |        |         |              |
|  | 100.0  | Shares and Stock, as per<br>Account No. 2 | Loans, per Account No. 3           | Debenture Stock, per Ac-<br>count No. 3 147,188 0 0 |                        |        |         |              |
|  | 2  | d S<br>int                                | r A                                | No  |                        |        | Q       |              |
|  | ITP  | an  | pei                                | ure   |                        |        | Balance |              |
|  | CE   | Ac  | ns,                                | cou   |                        |        | Bal     |              |
|  | By RECEITPS-                                   | Shan                                      | Loa                                | Deb   |                        |        |         |              |
|  | A  | 6   |                                    |   |                        |        |         |              |
| b, to  | s. d.<br>13 0                                  |   | 0 0                                |   |                        |        |         | 3 9          |
| Total<br>Expended to<br>25th March,<br>1890.   | £ 8.<br>545,866 13                             | 82,499 15                                 | 8,750 0                            |   |                        |        |         | 6            |
| To<br>pen<br>18  | £ .  | ,49                                       | 3,75                               |   |                        |        |         | 11,          |
| 251<br>251   | 545  | 82  | 00                                 |   |                        |        |         | £637,116 8   |
| h mg   | d.   |   |                                    |   |                        |        |         | 4            |
| Amount ex-<br>ended during<br>half-year<br>25th March<br>1890.   | ÷  |   |                                    |   |                        |        |         |              |
| led du<br>led du<br>alf-ye<br>h Ma.  | ें :<br>द                                      | :   | :                                  |   |                        |        |         | :            |
| Amount ex-<br>pended during<br>half-year<br>25th March<br>1890.  | -8   |   |                                    |   |                        |        |         |              |
|  | d.   | 6   | 0                                  |   |                        |        |         | 6            |
| Expended to<br>29th Sept.,<br>1889.  |  | 15  | 8,750 0 0                          |   |                        |        |         | £637,116 8 9 |
| Amount<br>rpended<br>9th Sept<br>1889.   | 99   | 66  | 20                                 |   |                        |        |         | ,116         |
| Exp<br>29til   | £ s.   | 82,499 15                                 | 8,3                                |   |                        |        |         | 637          |
|  |  |   | -                                  |   |                        |        |         | 4            |
|  | fic .  |   |                                    | £5,000  | £3,750                 | £8,750 |         |              |
|  | raf  | 5)  | 101                                | 25,   | £3,                    | 58     |         |              |
|  | T T  | No  | oth-                               |   | 8¢-                    |        |         |              |
|  | n fo   | 3े (                                      | to                                 | ctic<br>Gre   | We.                    |        |         |              |
|  | ITU  | Stoc                                      | 10                                 | - ind   | - 8°                   |        |         |              |
|  | ND)  | 30  | ipti                               | y J   | ern<br>854             |        |         |              |
|  | 62 01  | 13  | L                                  | ALA   | H P.                   |        |         |              |
|  | Lin  | rk  | 80<br>ai                           | 10.90 m   | 1º at                  |        |         |              |
|  | To EXPENDITURE-<br>On Lines open for Traffic - | Working Stock (No. 5)                     | Subscription to other<br>Railways* | *Kilkenny Junction,<br>1861 E                       | Southern & ern, 1854 . |        |         |              |



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Ditto on the 25th Mar., 1890 Incr easeduring the half-year

Dr.

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

| _                    |   |                          |                                  |  |
|----------------------|---|--------------------------|----------------------------------|--|
| RE.                  | TOTAL.  | £ 8. d.                  | 500 0 0                          | PEAN A A   |
| FURTHER EXPENDITURE. | In subsequent<br>Half-years.                        | £ 8. d.                  | 300 0 0                          | 300 0 0  |
| FUR                  | During the<br>Half-year ending<br>29th Sept., 1890. | £ 8. d.                  | 200 0 0                          | 2200 0 0   |
|                      |   | LINES OPEN FOR TRAFFIC : | Additional Station Accommodation | Total estimated further expenditure of Cavital. 2200 0 0 |

2 0 0 0 0 No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE (as per No. 7).

8

| £ 8. d. £ 8. d. | 3,115 0 0<br>502 0 0 3,617 0 0   | 3,617 0 0<br>1,733 8 9                                |
|-----------------|--|---|
|                 | Share Capital authorized and created, but not yet received<br>Loan do. do. | Balance to Debit of Capital Account, per Account No 4 |

£1,883 11 3

.

•

Total

|                       | 1 4  | d.<br>10  | 6 1   | 8 8<br>0 7<br>3 11  |
|-----------------------|--|---|---|---|
| Cr.                   | Half-year<br>ended<br>th March<br>1890.    | 8.  | 13  | -   |
|                       | Half-year<br>ended<br>25th March,<br>1890. | .£ s. d.<br>3,681 10 10   | 1,115   | 241<br>57<br>£14,635  |
|                       | 1658                                       | d.<br>10<br>10<br>12<br>10<br>10<br>10<br>10<br>10  | 60 00 <del>4</del>  |   |
|                       |  | 8.<br>125 10 10 10 10 10 10 10 10 10 10 10 10 10  | 11<br>19<br>19  |   |
|                       |  | £ 181 181 425 731 181 192 731 181 256 731 1981 256 182 255 256 688 688 255 213 213 255 213  | 515<br>600<br>5,450<br>2,878<br>1,210   |   |
|                       |  |   | 1 1 1 1   | viz -   |
|                       |  | 0040-044 :01-   |   | ate<br>ipts,<br>c.  |
|                       |  | 703<br>3,403<br>11,244<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1,213<br>1   |   | Reb<br>kecei<br>d, &  |
|                       | TS.  |   | Carr<br>Carr<br>()<br>(6)<br>(8)<br>(8)   | affic<br>Dus H  |
|                       | RECEIPTS.                                  | o.<br>ares  | "ses,<br>"4 Tc<br>50,25<br>Ton  | a Tr<br>lane  |
|                       | RE(  | ERS,<br>Class<br>Class<br>I do.<br>Retur<br>do.<br>I do.<br>rs<br>rs<br>sr<br>sr<br>sr<br>sr<br>facal 7   | Hon<br>23,67  | ster<br>scell<br>f W.   |
| .T.                   |  | First Class<br>Friet Class<br>Second do 1<br>First Return   | Parcels, Horses, Carriages, &c.<br>Mails  | reat Western Traffic Rebai<br>sial & Miscellaneous Roceip<br>Rents of Waste Land, &o.               |
| TO O                  |  |   | Parcels, Horses, Ci<br>Mails<br>Goods (23,674 Toni<br>Live Stock (60,256)<br>Coals (6,871 Tons) | Great Western Traffic Rebate -<br>Special & Miscellaneous Receipts, viz<br>Rents of Waste Land, &c. |
| ACO                   |  | By-By-By-By-By-By-By-By-By-By-By-By-By-B  |   | Spe   |
| OE                    | d<br>d<br>rch,                             |   | 70 000  |   |
| ENI                   | Half-year<br>ended<br>25th March,<br>1889. | $\mathcal{L}$ | 484<br>600<br>5,250<br>2,599<br>1,238   | <br>81<br><b>£</b> 14,712   |
| REV                   | 1<br>25t                                   |   |   | 81  |
| No. 9REVENUE ACCOUNT. | ır<br>ch,                                  | d.<br>9 9 9 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 00 01   | 9 2 2 11  |
| No.                   | Half-year<br>ended<br>25th March,<br>1890. | £         B           161         11           161         11           161         11           068         19           942         1           942         1           10         0           10         0           53         4           653         4           366         11           2366         11           245         1   | 9 16<br>3 4   | 7,636 11<br>5,998 12<br>14,635 3  |
|                       | Ha<br>25th                                 | £<br>3,161<br>2,480<br>1,068<br>3,249<br>10<br>10<br>539<br>633<br>366<br>633<br>366<br>633<br>366<br>225<br>5<br>4   | 4,563 4   | 7,636 11 9<br>6,998 12 2<br>£14,635 3 11  |
|                       |  | Maintenance of<br>Way, Works, and<br>Stations   | 00 64   |   |
|                       |  | stract /<br>stract ]<br>stract ]<br>stract ]  | 550   | ever  |
|                       | E  | ee Abi<br>See Abi<br>ee Abi<br>ee Abi<br>ee Abi<br>ee Abi<br>   | rking<br>84,260   | • •   |
|                       | EXPENDITURE.                               | See   | Wo<br>ay J<br>lway  | Ne  |
|                       | IUN  | ee of<br>s, and<br>e Powe<br>e Powe<br>ans<br>narges,<br>narges,<br>narges,<br>aterfo<br>do.<br>(I aion (I aion<br>do.  | for<br>Railw  | 1 to  |
|                       | XPE  | rks,<br>rks,<br>and<br>epai<br>chan<br>chan<br>chan<br>chan<br>chan<br>chan<br>chan<br>chan   | un.F<br>land  | t .   |
|                       | E  | Maintenance of<br>Vay, Works, and<br>Vay, Works, and<br>Locomotive Powe<br>Carriage and<br>Yagton Repairs -<br>Jraffic Expenses,<br>General Charges,<br>Law Charges<br>Rates and Taxes<br>Rent of Waterfoi<br>Rates and Taxes<br>Rent of Waterfoi<br>Compensation (L.   | Rece<br>ny J  | account   |
|                       |  | <ul> <li>Po-</li> <li>Maintenance of Waintenance of Waintenance of Waintenance of Waintenance of Waintenance of Waen Stations</li> <li>Locomotive Power, See Abstract B</li> <li>Carriage and See Abstract D</li> <li>Carriage and See Abstract D</li> <li>General Charges, See Abstract D</li> <li>General Charges, See Abstract D</li> <li>General Charges</li> <li>Law Charges</li> <li>Law Charges</li> <li>Mileage of Wagons</li> <li>Rent of Waterford Station</li> <li>Compensation (Losses)</li> </ul>  | Lass-Received for Working<br>Kilkenny Jun.Railway 24,200<br>Central Ireland Railway 303         | Balance carried to Net Revenue<br>Account   |
|                       |  | COLOCIAL Start  | Cert  | Ba  |
|                       | 5th<br>1889                                | C 0 0 00003000  | 9   | 00 47 61  |
| Dr.                   | Half-year<br>ended 25th<br>March, 1889     | £<br>2,560<br>1,010<br>3,325<br>80<br>664<br>80<br>664<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80  | 4,836   | 7,258<br>7,454<br>£14,712   |
| •                     | en en                                      |   | 14  | 13  |

| Half-year ended<br>25th March,          | 1  | 6 998 19 9                              | 68 8 4  | £7.287 13 4 |
|---|--|---|---|-------------|
|   | By Balance brought from last   | ", Ditto from Revenue Account,<br>No. 9 | "Div. on K. J. Deb. Stock A   |             |
| Half-year ended<br>25th March, 1889.    | £<br>215   | 7,454                                   | 64  | £7,671      |
| Half-year ended<br>25th March,<br>1890. | £ 8. d.<br>882 7 8<br>3,442 6 6<br>75 0 0  | 4,399 14 2                              | 2,887 19 2  | 27,287 13 4 |
|   | To Interest on Mortgage and De-<br>benture Loans<br>,, Interest on Debenture Stock |   | ", Balance, being payment avail-<br>able for Dividend (See No. 11) 2,887 19 |             |
| Half-year ended<br>25th March, 1889.    | $\frac{\epsilon}{366}$<br>3,390<br>74  | 4,430                                   | 3,241   | £7,671      |

No. 10.-NET REVENUE ACCOUNT.

Dr.

|  |   |     |     | Half-year ended<br>25th March, 1890. |
|--|---|-----|-----|--------------------------------------|
|  |   |     |     | £ 8. d.                              |
| Balance available for Dividend as per Account No. 10 | : | ••• | :   | 2,887 19 2                           |
|  |   | :   | *** | 2,461 1 3                            |
| Balance to next half-year                            |   | :   | :   | £426 17 11                           |

### No. 12.-ABSTRACTS

11

### MAINTENANCE OF WAY, WORKS, &c.

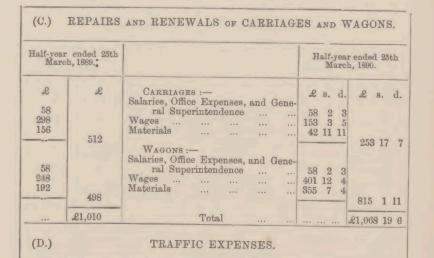
(A.)

| Half-year en<br>25th Maro<br>1889.                                |  |           |          | 25th                    | ear end<br>March<br>390. |    |   |
|---|--|-----------|----------|-------------------------|--------------------------|----|---|
| $ \begin{array}{c} 1,445 \\ 791 \\ 2, \\ 333 \\ 104 \end{array} $ | 214 General<br>Maintena<br>Permar<br>Wa<br>236 Repairs o<br>nals, ar<br>Repairs o<br>137 Miles mai<br>Double |           | es, Sig- | <br>15 5<br>18 9<br>4 9 | 222                      | 14 | 5 |
| £2,   | 387  | Total     |          | <br>                    | £3,161                   | 11 | 9 |
| (B.)  | LOCON  | IOTIVE PO | WER.     |                         |                          |    |   |

| 25th                    | ar ended<br>March,<br>389. |  | 25th                  | ear ended<br>March,<br>890. |
|-------------------------|----------------------------|--|-----------------------|-----------------------------|
| £                       | £<br>166                   | Salaries, Office Expenses, and<br>General Superintendence                              | £ s. d.               | £ s. d.<br>116 4 5          |
| 690<br>755<br>58<br>120 | 1,623                      | Running Expenses :<br>Wages connected with run-<br>ning of Locomotive Engines<br>Coals | 795 16 11<br>59 5 3   |                             |
| 420<br>351              | 771                        | Wages<br>Materials   | 406 19 7<br>279 19 10 |                             |
|                         | £2,560                     | To 1   |                       | £2,480 1 0                  |

10

### No. 12.-ABSTRACTS-(continued).



| Half-year<br>ended 25th<br>March, 1889.                      |  |          | Half-year ended<br>25th March, '90   |
|--|--|----------|--|
| £<br>1,889<br>158<br>53<br>128<br>64<br>47<br>985            | Salaries and Wages, &c.<br>Fuel, Lighting, Water, and General Stores<br>Clothing<br>Printing, Stationery, and Tickets<br>Wagon Covers, Ropes, &c.<br>Miscellaneous Expenses<br>Cartage Service, and Waterford Bridge Tolls | ···· ··· | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   |
| £3,324   | Total  |          | £3,249 1 4   |
| (E.)<br>Half-year<br>ended 25th<br>March, '89.               | GENERAL CHARGES.   |          | Half-year ended<br>25th March, '90   |
| £<br>200<br>38<br>290<br>30<br>22<br>35<br>263<br>80<br>£958 | Directors<br>Auditors<br>Salaries of Secretary, &c<br>Office Expenses<br>Advertising<br>Fire Insurance and Clerks' Guarantee<br>Railway Clearing House and Audit Office<br>Stores' Department                              |          | £ s. d.<br>200 0 0<br>37 10 0<br>297 10 0<br>20 9 3<br>23 15 5<br>35 15 6<br>248 13 2<br>78 8 7<br>£942 1 11 |

NO. 13-CENTRAL IRELAND RAILWAY separate Capital and Undertaking under the Acts of 1866, 1873, 1875, 1877, and 1878). (Constituted a

| 1  |  | Charles and the second  |               |             |                     |                                     |   |                                  |
|--|--|---|---------------|-------------|---------------------|-------------------------------------|---|----------------------------------|
| Ur.  | Total<br>received 1<br>25th Mar.<br>1890,                          | £ s. d.<br>27,480 0 0<br>37,127 0 1                               |               | £64,607 0 1 | Cr.                 | Half-year ended<br>25th Mar., '90.  | .8  | 193 2 9<br>239 17 7              |
|  | Amount<br>received during<br>half-yeur<br>25th March,<br>1890,     | ອະ<br>ເຊິ່ : :<br>: :   |               |             | 2                   | 1                                   | £ 8. d.<br>178 3 8<br>14 19 1                         | 146 18 6<br>88 14 4<br>4 4 9     |
| March, 1890  | Amonnt<br>received to<br>29th Sept.,<br>1889,                      | £ s. d.<br>27,480 0 0<br>37,127 0 1                               |               | 264,607 0 1 | ACCOUNT.            |                                     | ::  |                                  |
| RECEIPTS and EXPENDITURE up to the 25th March, 1890. |  | By RECEIPTS-<br>Central Ireland Stock .<br>Great Western Rebate . |               |             | Railway-REVENUE     | RECEIPTS.                           | By Passengers, &c<br>Parcels, Horses & Carriages, &c. | Goods, &o<br>Live Stock<br>Coals |
| EXPENDIT   | Total<br>expended to<br>25th Mar.,                                 | d. 2 8. d.<br>49,681 7 8<br>9 7,922 10 5                          | 9 37,603 18 1 |             | 14Central Ireland I | Half-year ended<br>25th Mar., 1890. | £ 8. d.<br>303 2 3<br>190 12 1                        | 4                                |
| PTS and  | Amount<br>expended<br>during<br>half-year,<br>25th March,<br>1890. | £ 8. d  | 550 19        |             | -Centra             |                                     |   | :                                |
| RECEII   | Amount<br>expended to<br>29th Sept.,<br>1889.                      | & s. d.<br>49,681 7 8<br>7,371 10 8                               | 57,052 18 4   |             | No. 14.             | ITURE.                              |   | •                                |
| Dr.  |  | To EXPRNDITURE-<br>In and towards Con-<br>struction               |               | Balance     | Dr.                 | EXPENDITURE                         | Working Expenses                                      | to paragraph (4                  |

13

4 £433 0

4 0 £433

No. 15. GENERAL BALANCE SHEET.

CR.

|   | Zoth March,<br>1890. |   | 25th March,<br>1890. |
|---|----------------------|---|----------------------|
| To Net Revenue Account, Balance at<br>Credit thereof. as nor Account No. 10 | £ 8. d.              | By Capital Account, Balance at Debit thereof as per | £ s. d.              |
| AT THE AND AND THE AND                  |                      | Account No. 4                                       | 1,733 8 9            |
| ** Cupadu Dividends and Interest  | 244 17 3             | " Cash at Bankers                                   | 3,302 11 1           |
| " Deposits payable on long notices .  | 3,700 0 0            | " Kilkenny Junction Railway Debenture Stock A       | 5,000 0 0            |
| " Debts due to other Companies  | 1,735 16 9           | ", General Stores-Stock of Materials on hand        | 13 1                 |
| » Sundry outstanding Accounts   | 1,829 0 11           | ", Traffic Accounts due to the Company              |                      |
| " Central Ireland Railway   | 7,133 0 1            | " Debts Due by other Companies                      | 11                   |
|   |                      | " Amounts due by General Post Office                | 312 10 0             |
|   |                      | ", Sundry outstanding Accounts                      | 2,098 11 7           |
|   |                      |   |                      |
| 1   |                      |   |                      |
| 4   | £17,530 14 2         |   | £17,530 14 2         |

14

### No. 16.-MILEAGE STATEMENT.

| Half-year ended<br>25th March, 1990. |                        | 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             | 351                  | 352                   | :   | 351                         |
|                                      |                        | 663                  | 66}                   |   | 66 <u>4</u>                 |

|            |                                    |                                   |                                 | -                |                          |
|------------|------------------------------------|-----------------------------------|---------------------------------|------------------|--------------------------|
| 661        |                                    | rch, 1890.                        | Total.                          | 71,356           | 26,155                   |
| The second | -                                  | Half-year ended 25th March, 1890. | W. & C. I. Other Lines<br>Line. | 35,334           | 4,732                    |
| :          | AGE.                               | Half-year                         | W. & C. I.<br>Line.             | 36,022           | 21,423                   |
| 661        | ILE                                | -                                 |                                 | :                | :                        |
| 5          | I N I                              |                                   |                                 | :                | * *                      |
| 66}        | COFTRA                             |                                   |                                 |                  | Trains                   |
|            | No. 17.—STATEMENT OF TRAIN MILEAGE |                                   |                                 | Passenger Trains | Goods and Mineral Trains |
|            | No. 17.—                           | rch, 1889.                        | Total.                          | 71,325           | 24,547                   |
|            |                                    | Half-year ended 25th March, 1889. | W. & C. I. Other Lines<br>Line. | 35,334           | 3,960                    |
|            |                                    | Half-year                         | W. & C. I.<br>Line.             | 35,991           | 20,587                   |
|            |                                    | -                                 |                                 |                  |                          |

97,511

40,066

57,445

95,872

39,294

56,578

ROBERT DOBBYN, Deputy Chairman. WILLIAM WILLIAMS, Secretary.

### 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, May 10th, 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

DANIEL McDOWELL, Locomotive Superintendent.

Waterford Terminus, May 10, 1890.

### AUDITORS' CERTIFICATE.

We have examined the Accounts of the Waterford and Central Ireland Railway Company for the Half-year ending the 25th March, 1890, 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, May 10th, 1890.

Aaterford, Dungarban, and Lismore Railway.

### REPORT OF THE DIRECTORS

AND

### STATEMENT OF ACCOUNTS,

To 30th June, 1890,

TO BE SUBMITTED TO THE PROPRIETORS

### AT THE

Thirty-sebenth Half-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 11th December, 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, und Lismore Kailway.

N OTICE IS HEREBY GIVEN that the Thirty-seventh 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 11th day of DECEMBER, 1890, at Two o'Clock, p m., for the purpoes 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 4th day of DECEMBER, until such Ordinary Meeting shall have been hold.

A. DENNY, Chairman. THOS. O'MALLEY, Secretary.

Waterford, 20th November, 1890.

### Materford, Dungarban, and Sismore Bailway.

### DIRECTORS' REPORT.

For the Half-year ending 30th June, 1890.

The Directors submit the usual detailed Statement of the Traffic Receipts for the half-year ending 30th June, 1890.

COMPARATIVE STATEMENT OF TRAFFIC RECEIPTS

| Description.   | H  | lalf-y<br>1893                                   |  | -                           | H                             | lalf-y<br>1889                                      |                                       |  |                                      | 1890.             |        |  | Decre<br>189                 |                                     |                    |
|--|--|--|--|-----------------------------|-------------------------------|---|---------------------------------------|--|--------------------------------------|-------------------|--------|--|------------------------------|-------------------------------------|--------------------|
| Description.   | No.  | £  | s.   | d.                          | No.                           | £   | s.                                    | d.   | No.                                  | £                 | s. d   | . No.                                      | £                            | s.                                  | d.                 |
| IstCls.Single<br>2nd ,, ,,<br>3rd ,, ,,<br>1st Return<br>2nd ,, ,,<br>3rd ,, ,,<br>3rd ,, ,,<br>Soldiers<br>Soldiers<br>Excess Fares<br>& Sundries<br>Total of Pas-<br>sengers | 484<br>1493<br>12041<br>768<br>4316<br>34728<br>13<br>469<br><br>54312 | 232<br>867<br>109<br>422<br>1443<br>3<br>75<br>9 | 7<br>12<br>11<br>9<br>15<br>12<br>8<br>12<br>8<br>17 | 10<br>3<br>3<br>6<br>9<br>5 | 12680<br>768<br>3750<br>34116 | 243<br>915<br>119<br>3SS<br>1443<br>13<br>189<br>17 | 3<br>10<br>8<br>1<br>1<br>7<br>3<br>6 | 9<br>()<br>9<br>4<br>1<br>6<br>10<br>3<br>7<br>7 | 46<br><br>566<br>612<br><br><br>1224 | ····<br>···<br>34 |        | <br>26<br>639<br><br>28<br>752<br><br>1445 | 47<br>9<br><br>9<br>113<br>7 | 15<br>18<br>16<br><br>15<br>14<br>9 | 10<br>10<br>3<br>6 |
| Parcels and<br>Newspapers<br>Excess Lug-<br>gage & Cloak<br>Rooms<br>Horses, Car-  | }  | 368  | 9  | 6                           |                               | 338   | 15                                    | 5  |                                      | 29                | 14 - 1 |  |                              |                                     | •                  |
| riages and<br>Dogs   | <b>}</b>   | 68   | 16   | 5                           |                               | 58  | 19                                    | 6  |                                      | 9                 | 16 1   |  |                              |                                     |                    |
| Mails  | Tons   | 95   | 0  | 0                           |                               | 95  | 0                                     | 0  |                                      |                   |        |  | 24.8                         |                                     |                    |
| Goods & Coals  |  | 2989   | 0  | 0                           | Tons.<br>13397<br>No.         | 2939  | 15                                    | 70   | Tons<br>280                          | 49                | 3 5    |  |                              |                                     |                    |
| Cattle   | 16060  | 867  | 8  | 7                           | 17190                         | 932   | 6                                     | 7  |                                      |                   |        | No.<br>1130                                | 64                           | 18                                  | 0                  |
| Fotal Traffic<br>Receipts  |  | 7665   | 3  | 1                           |                               | 7809  | 12                                    | 1 01   |                                      |                   |        | 1  |                              | 9                                   | -                  |

The Passenger Receipts, as compared with the corresponding half-year, shew a decrease of £168 55 6d, arising chiefly under the head of "Military," in which the falling off amounts to £113 145 6d; under other heads of traffic there are slight fluctuations, which leave the net decrease £144 95 1d.

5

The work of replacing in iron the wooden viaduct over Whelan's Pill has been completed during the half-year, and it is with much satisfaction that the Directors point to the fact that three bridges, originally constructed in timber, have now been renewed in iron, and that none of these perishable structures are now left on the line.

A. DENNY, Chairman.

THOS. O'MALLEY, Secretary

### Board Room, Waterford.

20th November, 1890.

Waterford, Aungarban, & Lismore Zuilway Company.

HALF-YEAR ENDING 30th JUNE, 1890.

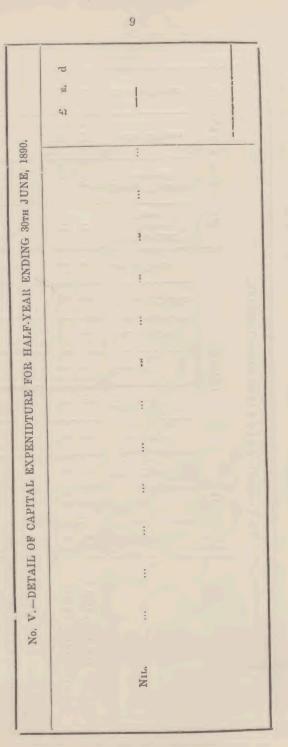
\* Contractor

| -  |                                   | -       |     | _   |   |  |         |  |
|--|-----------------------------------|---------|-----|---|---|--|---------|--|
|  |                                   | Total.  | 4   |   |   |  |         |  |
| Υ.   | BALANCE.                          | Loans.  | क   |   |   |  | 1       |  |
| COMPAN   |                                   | Shares. | 43  | I   | İ   | 1  |         |  |
| D BY THE   | ED OR<br>D.                       | Total.  | 4   | 280,000   | 93,333  | 20,000   | 393,333 |  |
| CREATE   | CAPITAL CREATED OR<br>SANCTIONED. | Loans.  | ભ   | 1   | 93,333  | 20,000   | 113,333 |  |
| IZED AND   | CAPIT                             | Shares. | 43  | 280,000   | -   |  | 280,000 |  |
| AUTHOR   | RIZEO.                            | Total.  | ્યુ | 280,000   | 93,333  | 20,000   | 393,333 |  |
| CAPITAI  | CAPITAL AUTHORIZED.               | Loans.  | 43  |   | 93,333  | 20,000   | 113,333 |  |
| MENT OF  | Сарт                              | Shares. | £   | 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   |  |

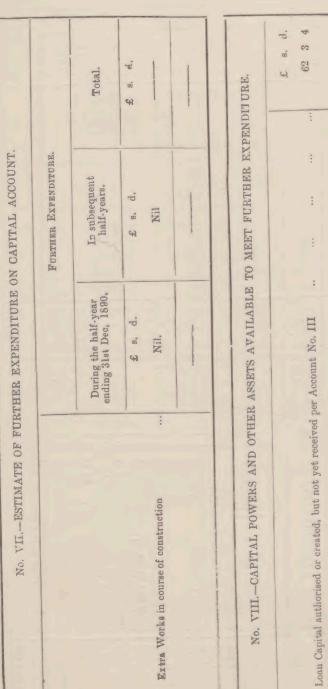
| AL CREATED, SHOWING THE PROPORTION RE<br>Amount Amount Received. Arrear. Un<br>Coals in Arrear. Un<br>Coals in Arrear. Un<br>280,000 280,000 Nil.<br>280,000 280,000 Nil.<br>ED BY LOANS AND DERENTURE STOCK.<br>ED BY LOANS AND DERENTURE STOCK.<br>Capital created as per Statement No. 1  | VED.                         | nt Amount<br>ed. Unissued, |   | . NII.  | . Nil.  |                       | TOTAL RAISED BY LOANS.             | £113,270 16 8                            | 113,333 0 0<br>113,270 16 8   | £62 3 4 |
|--|------------------------------|----------------------------|---|---|---------|-----------------------|------------------------------------|--|---|---------|
| ISTATEMENT OF SHARE CAPITAL CREATED, SHOWING THE PROPORTIG         DESCRIPTION.         DESCRIPTION.         DESCRIPTION.         Calls in the base sufficient of 5 per language of the language of 5 per language of the related for the language of the language of the related for the language of the language of the related of 5 per language of the related for the language of the related of 5 per language of the related for the language of the related of 5 per language of the language of the related of 5 per language of the related of 5 per language of the related of 5 per language of the related of 5 per language of the county of the City language of the related of the county of the City language of the related of the county of the City language of the related of the county of the City language of the related of the related of the county of the City language of the related of the county of the City language of the related of the related of the county of the City language of the related of the City language of the related of the City language of the related of the City language of the related of the City language of the counts language of the City language of the related of related of the related of the related of the related of the related of the related of the related of the related of the related of the   | IN RECEI                     | Amour<br>Uncall            | સ | liN   | Nil     |                       |                                    |  | 1   |         |
| ISTATEMENT OF SHARE CAPITAL CREATED, SHOWING TE<br>DESCRIPTION.<br>DESCRIPTION.<br>DESCRIPTION.<br>Shares entitled to a Dividend of 5 per<br>anium for five years, granted for the<br>of the Railway, and for thirty-five years<br>of the Railway, and for thirty-five years<br>of the Railway, and of the County of the<br>levied off the ruteable property of the<br>levied off the ruteable property of the<br>ruteable property of the S00,000<br>De levied off the ruteable property of the<br>ruteable property of the S00,000<br>Total  | IE PROPORTIC                 | Calls in<br>Arrear.        | ę | Nil.  | Nil.    | TURE STOCK.           | CAISED BY ISSUI                    | Nil.                                     |   |         |
| ISTATEMENT OF SHARE CAPITAL CREATED,<br>DESCRIPTION.     Amount<br>Created.       DESCRIPTION.     Amount<br>Created.       Description.     Amount<br>Created.       Shares entitled to a Dividend of 5 per<br>num for five years.     Amount<br>Created.       Stares entitled to a Dividend of 5 per<br>num for five years.     280,000       Of the Railway, and for thirty-five years.     280,000       De levied off the rateable property of the<br>levied by Loan in respect of Capital created<br>aised by Loan as above,  | SHOWING TH                   | Amount<br>Received.        | સ | 280,000   | 280,000 | AND DEBEN             |                                    |  | l as per Stateme  |         |
| ISTATFAMENT OF SHARE CAPITAI<br>DESCRIFTION.<br>DESCRIFTION.<br>Shares entitled to a Dividend of 6 per<br>anuum for five years, granted for the<br>of the Railway, and for thirty-five years<br>ining for public traffic payable by pre-<br>be levied off the rateable property of the<br>fire of the rateable property of the fire<br>of the rateable property of the fire<br>after of the rateable property of the fire<br>of the rateable property of the r | CREATED,                     | Amount<br>Created.         | 4 | 280,000   |         | D BY LOANS            | RAISED BY<br>At 4 per              | £93,27(                                  | Capital creater   |         |
|  | IISTATEMENT OF SHARE CAPITAL | DESCRIPTION.               |   | 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 thirty-five years<br>after its opening for public traffic payable by pre- ><br>sentment to be levied off the ruteable property of the<br>Ccunty of Waterford, and of the County of the City<br>of Waterford. |         | No. IIICAPITAL RAISEI | RAISED BY LOANS.<br>At 5 per Cent. | Existing at 30th June, 1890, £20,000 0 0 | uthorised to be raised by Loan in respect of<br>aised by Loan as above, |         |

7

| T  | 1  | 1             |                  |  |                             |              | -            |
|--|--|---------------|------------------|--|-----------------------------|--------------|--------------|
|  | 11.1   | 7             | 3                | 0 0                                      | 8                           | 86,305 14 10 | 479,576 11 6 |
| Cr.  | Total.   | a             |                  | 0  | 0 1(                        | 5 14         | 6 11         |
|  | E  | भ             |                  | 280,000 0                                | 113,270 16                  | 6,30         | 9,57         |
|  | 0.5  |               |                  | -56                                      | 11                          | 00           | 47           |
| 1 -  | Amount re-<br>eived during<br>half-year<br>nding 30th<br>June 1890,    | s, d,         |                  |  |                             |              |              |
| 1 2  | Amount re-<br>ceived durin<br>half-year<br>ending 30th<br>June 1890.   | 1             |                  |  |                             |              |              |
|  | Amount re-<br>ceived during<br>half-year<br>ending 30th<br>June 1890,  | 43            |                  |  |                             |              |              |
| .LN  |  | q.            | -                | 0  | 00                          |              |              |
| OUT  | Amcumt<br>received to<br>31st Dec.,<br>1889,                           | £ 8, d.       |                  | 0  | 16                          |              |              |
| LCC  | Amcun<br>ceived<br>(st Dec<br>1889,                                    | 42            |                  | 000                                      | 023                         |              |              |
| L  | 33 LG  | 100           |                  | 250,                                     | 113,270 16                  |              |              |
| ATI  |  | 1             |                  | Shares (per Account No. 2) } 250,000 0 0 |                             | :            |              |
| CAP  | 1 20 11  | 1             |                  | No.2                                     | Loans (per<br>Account No.3) |              |              |
| NO   | 1  |               | IPTS             | a (p                                     | (pe<br>ant]                 | nce          |              |
| EE   | 12 . S. Al   |               | ECE              | Acco                                     | ans                         | Balance      |              |
| TUI  | a started  |               | BY RECEIPTS:     | SI                                       | L                           |              |              |
| No. IVRECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |  |               |                  | .9                                       |                             | 1            |              |
| KPB  | al.  | s, d,         |                  | 11                                       |                             |              | 1 (          |
| E E  | Total.   | 43            |                  | 929                                      |                             |              | 76 1         |
| ANT  |  |               |                  | 479,576 11 6                             |                             |              | 479,576 11 6 |
| ST   | Amount ex.<br>pended during<br>half-year<br>ending 30th<br>June, 1890. | d.            |                  |  |                             |              | 4            |
| EIP  | Amount ex-<br>pended durin,<br>half-year<br>ending 30th<br>June, 1890. | 02            |                  | :  |                             |              |              |
| REC  | mou<br>ded<br>ding<br>une,   | 43            |                  | :  |                             |              |              |
| Ţ  | Pen en el  |               |                  |  |                             |              |              |
| 0. 1   | t to   | d,            |                  | 9  |                             |              |              |
| N  | Amount<br>pended 1<br>lst Dec.<br>1889.                                | 02            |                  | 11                                       |                             |              |              |
|  | Amount<br>expended to<br>31st Dec.<br>1839.                            | 43            |                  | 479,576 11 6                             |                             |              | 1            |
|  | 0  |               |                  | 479                                      |                             |              |              |
|  |  |               | · 21             | for                                      |                             |              |              |
|  |  |               | TUB              | pen                                      |                             |              |              |
|  |  |               | IGNS             | fic.                                     |                             |              |              |
| Dr.  |  |               | IXPI             | Un Line open for<br>Traffic.             |                             |              |              |
| 1  |  |               | TO EXPENDITURE : | 5  |                             |              |              |
| (  |  | in the second | 1.2              |  |                             |              |              |



|                                      | -                       |                                   |                              |                      |                               |                               |
|--------------------------------------|-------------------------|-----------------------------------|------------------------------|----------------------|-------------------------------|-------------------------------|
|                                      | ERAL                    | Timber Trucks                     | 4                            | 4                    | :                             |                               |
|                                      | AND MIN                 | Cattle Wagons                     | 50                           | 50                   | :                             | :                             |
|                                      | MERCHÁNDISE AND MINERAL | Coods IVagons<br>(covered)        | 50                           | 50                   |                               |                               |
|                                      | MERC                    | Goods or Coal<br>Wagons<br>Wagons | 31                           | 31                   | :                             | :                             |
|                                      | * (                     | Втеак Уаря                        | S                            | ŝ                    | :                             | :                             |
| STOCK                                |                         | Сагтізде Тгиска                   | 67                           | 5                    | :                             | •                             |
| No. VIRETURN OF HIRED WORKING STOCK. | 10                      | Horse Boxes                       | 60                           | 60                   | :                             | :                             |
| D WOR                                | Coaching                | Somposite                         | 4                            | 4                    | :                             | :                             |
| HIRE                                 | 0                       | Third Class                       | 6                            | S                    | :                             | :                             |
| RN OF                                |                         | Second Class                      | C3                           | 53                   | :                             | :                             |
| -RETU                                |                         | First Class                       | 60                           | **                   | :                             | :                             |
| . VI                                 | LOCOMOTIVE              | Tenders                           | ÷                            | ÷                    | :                             | :                             |
| No                                   | Loco                    | Епдіцез                           | 2                            | Q                    | :                             | :                             |
|                                      |                         |                                   | :                            | :                    |                               | :                             |
|                                      |                         |                                   | Stock on the 31st Dec., 1889 | Dc., 30th Jnue, 1890 | Increase during the half-year | Decrease during the half-year |



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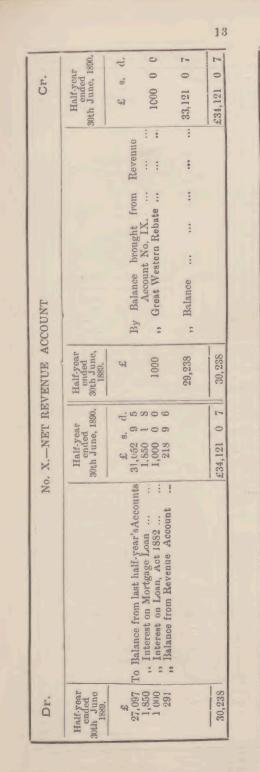
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Total

| -                      | ur<br>890.   | 1   | I<br>6   | 6 1  |
|------------------------|--|---|--|--|
| Cr.                    | Half-year<br>ended<br>30th June, 1890.   |   | 7,665 3  | 7,738 3<br>218 9<br>£7,956 13              |
|                        |  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 867 8 7<br>15 15 0<br>12 9 11<br>55 15 7   |  |
| OUNT.                  | RECEIPTS,  | By<br>Paascugers  | Live Stock   | Balance carried to Net<br>Revenue Account. |
| ENUE ACC               | Half-year<br>ended<br>30th June,<br>1889.  | $\begin{array}{c} t \\ 3,225 \\ 17 \\ 202 \\ 398 \\ 398 \\ 2,940 \end{array}$   | 932<br>7,809<br>76<br>7,887  | 291 B                                      |
| No. IXREVENUE ACCOUNT. | Half-year<br>ended<br>30th June, 1890.   | $\pounds$ 4, d,<br>2,536 16 1<br>1,389 1 9<br>1,562 1 9<br>1,562 1 9<br>1,562 1 9<br>1,562 6 9  | 6,727 18 11  | £7,956 13 1                                |
|                        | EXPENDITURE,   | T:9<br>Maintenance of Way,<br>Works, and Sta-<br>tions<br>Loconotive Power<br>Carriage & Wagon Repairs do, B<br>Carriage & Wagon Repairs do, C,<br>Traffic Expenses<br>do, E,<br>General Charges<br>Catemen | Hire Rolling Stock £906 2 2<br>Rates and Taxes 76 18 3<br>Rotts, including Lismore 183 0 0<br>Compensation 183 0 0<br>Mileage of Wagons 62 13 9<br>Special Expenditure | Balance carried to Net Revenue Account     |
| Dr.                    | and the second state of th | £<br>2,755<br>1,358<br>1,358<br>1,625<br>1,625<br>1,625<br>1654   | 6,909<br>906<br>2509<br>2509<br>100<br>2609<br>100<br>2609<br>100<br>2609<br>100<br>2609<br>2609<br>2609<br>2609<br>2609<br>2609<br>2609<br>26                         | £8,178                                     |



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

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NIL.

| A.         MAINTENANCE OF WAY,<br>WORKS, &c.         Half-year ending<br>30th June, 1880.           £118         Salaries, Office Expenses, and General<br>Maintenance and Renewal of Fernmanent<br>Way :Wages         Half-year ending<br>30th June, 1890.           2109         Repairs of Roads, Bridges, Signals, & Works         160 19 5           81         Spectrat Expension and Buildings         165 4 8           920         Repairs of Stations and Buildings         165 4 8           932 14 2         721 9 3           1766 0 6         6           910         Expension of Mount Congreve and Whelan's<br>Pill Bridges         1359 13 8           400         Less the Amount provided by the Directors         500 0 0         859 13 8           42         Less Received for Old Materials          2951 18 3         3           42         Less Received for Old Materials          1359 13 8         4           41         LOCOMOTIVE POWER.         8         140 1 1           8         LOCOMOTIVE POWER.         9 18 8         1140 1 1           9         632 9 2         138 9         9           9         18 8         140 1 1         1           9         18 8         1140 1 1         1           9         18 8   |  |  |           |       |     |    |
|--|--|--|-----------|-------|-----|----|
| ender see       In       MAINTAINED       Sec.       Statistics, Office Expenses, and General<br>Maintenance and Renewal of Permanent<br>Maintenance and Renewal of Permanent<br>Way :Wages       Statistics, Office Care<br>Materials       Statistics, Office | -                                      | No. XII.—ABSTRACTS   |           |       |     |    |
| Superintendence       111 17 1       111 17 1         1031       Maintenance and Renewal of Permanent       932 14 2         1060       Way :Wages       721 9 3         2209       Repairs of Roads, Bridges, Signals, & Works       160 19 5         81       SPECIAL EXPENDITURE, -Renewal in Iron of Mount Congreve and Whelan's Pill Bridges       1359 13 8         400       Less the Amount provided by the Directors       500 0 0       859 13 8         400       Less the Amount provided by the Directors       500 0 0       859 13 8         412       Less Received for Old Materials        2951 18 3         411       Wages connected with the working of Loconcotive Engines       632 9 2       2         71       Wages connected with the working of Loconcotive Engines       632 9 2       2         111 17 1       Wages connected with the working of Loconcotive Engines       632 9 2       2         111 Water        632 9 2       140 1 1         112 12 12       11 Water        114 17         114 17 1       Wages        11359 13 8         115       LocoMOTIVE POWER.       115 9       110 1         11       Wages        121 2       2         11   | Half-year<br>ended 30th<br>June, 1889. | A. MAINTENANCE OF WAY,<br>WORKS, &c.   |           |       |     |    |
| 1031       Way :Wages  | £118                                   | Superintendence  |           |       | s.  | d. |
| 2209       Repairs of Roads, Bridges, Signals, & Works       160 19 5       165 4 8         31       SPECTAL EXPENDITURE,Renewal in Iron of Mount Congreve and Whelan's Fill Bridges       1359 13 8       326 4 1         400       Less the Amount provided by the Directors       500 0 0       859 13 8         400       Less the Amount provided by the Directors       500 0 0       859 13 8         412       Less Received for Old Materials       2951 18 3         41       B.       LOCOMOTIVE POWER.       236 4 1 $x^2$ 2755       MLES MAINTAINED :Single 43.       2951 18 3         41       Wages connected with the working of Loconotive Engines $x$ 8. d. $x$ 8. d. $x$ 8. d. $x$ 8. d. $x$ 9. d.  |  | Way : Wages  |           |       | 0   | G  |
| SPECIAL EXPENDITURE Renewal in Iron<br>of Monat Congreve and Whelan's<br>Pill Bridges       1359 13 8         400       Less the Amount provided by the Directors       500 0 0       \$59 13 8         42       Less the Amount provided by the Directors       500 0 0       \$59 13 8         42       Less the Amount provided by the Directors       500 0 0       \$59 13 8         42       Less the Amount provided by the Directors       2951 18 3         415 2 2       2755       MILES MAINTAINED :Single 43.       2951 18 3         2765       MILES MAINTAINED :Single 43.       2951 18 3         411       B.       LOCOMOTIVE POWER.       2536 16 1         8       Number Concrete with the working<br>of Locorotive Engines  | 212                                    | Repairs of Roads, Bridges, Signals, & Works<br>Repairs of Stations and Buildings |           |       |     |    |
| 42       Less Received for Old Materials<br>MILES MAINTAINED :Single 43.       2951 18 3<br>415 2 2         2755       2755       22536 16 1         B.       LOCOMOTIVE POWER.         2       31       Salaries, Office Expenses, and General<br>Superintendence :<br>RUNNING EXPENSES:<br>UWages connected with the working<br>of Locorrotive Engines   | 695                                    | of Mount Congreve and Whelan's   | 1359 13 8 |       | 4   | 1  |
| 42       Less Received for Old Materials        415       2       2         2755       MILES MAINTAINED:-Single 43.       415       2       2       2       2       2       2       2       2       2       2       2       3       1       3       Salaries, Office Expenses, and General Superintendence: $x$  | 400                                    | Less the Amount provided by the Directors  | 500 0 0   | 859   | 13  | 8  |
| 2755       2536 16 1         B.       LOCOMOTIVE POWER.         231       Salaries, Office Expenses, and General Superintendence :   | 42                                     | Less Received for Old Materials  |           |       |     |    |
| 2       31       Salaries, Office Expenses, and General Superintendence:   | 2755                                   |  |           | 2536  | 16  | 1  |
| 31       Salaries, Office Expenses, and General<br>Superintendence:—<br>RUNNING EXPENSES:—<br>Wages connected with the working<br>of Locomotive Engines  | В.                                     | LOCOMOTIVE POWER.  |           |       |     |    |
| Superintendence :  |  | Salarian Office Frencher and Change  | £ s. d.   | £     | s.  | d. |
| of Locorrotive Engines        405       3       9         Coal         632       9       2         11       Water         12       1       2         68       Oil, Tallow, and other Stores        12       1       2       1       1         1074       REPAIRS AND RENEWALS :          197       11       5         212       Wages           197       11       5         71       Materials          197       11       5         1357          197       11       5         1357          197       1       5         1357           197       1       5         1357           197       1       5         1357            197       1       5         27       Salaries, Office Expenses, an  | 1 ŝ                                    | Superintendence :  | 30 8 4    |       |     |    |
| 11       Water         12       1       2         68       Oil, Tallow, and other Stores        59       18       8         1074       REPAIRS AND RENEWALS :         197       11       5         212       Wages          197       11       5         71       Materials          197       11       5         1357       Materials          197       11       5         1357       Materials          197       11       5         1357       J.389       1       9       1,389       1       9         C. REPAIRS ANU RENEWALS OF CARRIAGES AND WAGONS       £ s d       £ s d       f s d         27       Salaries, Office Expenses, and General       26       15       10         110       Wages          36       10       2         192       WAGONS:       Salaries, Office Expenses, and General       26       15       9       149       6       3         74   |  | of Locomotive Engines  |           | 60    |     |    |
| 1074       REPAIRS AND RENEWALS :       197 11 5       249 0 8         212       Wages       197 11 5       51 9 3       249 0 8         1357       J,389 1 9       J,389 1 9       1,389 1 9         C. REPAIRS ANU RENEWALS OF CARRIAGES AND WAGONS       J,389 1 9         C. REPAIRS ANU RENEWALS OF CARRIAGES AND WAGONS         2       Salaries, Office Expenses, and General Superintendence   | 11                                     | Water  | 12 1 2    |       |     |    |
| 71       Materials          51       9       3       249       0       8         1357           51       9       3       249       0       8         1357           51       9       3       249       0       8         1357            51       9       3       249       0       8         1357             51       9       3       249       0       8         1357              1,389       1       9         C. REPAIRS ANU RENEWALS OF CARRIAGES AND WAGONS       £       s       d       £       s       d       £       s       d       £       s       d       £       s       d       £       s       d       £       s       d       £       s       d       £       s       d       £       s       d       £       s       d <td< td=""><td></td><td></td><td></td><td>1140</td><td>1 1</td><td></td></td<>   |  |  |           | 1140  | 1 1 |    |
|  |  | Mahamala   |           | 249   | 0 8 | 3  |
| $\pounds$ CARRIAGES:— $\pounds$  | 1357                                   |  |           | 1,389 | 1 9 | -  |
| 2       CARRIAGES:       26 15 10         27       Salaries, Office Expenses, and General       26 15 10         110       Wages           26       15 10       36 0 2         192       WAGONS:       36 10 2         192       Wages           27       Salaries, Office Expenses, and General       26 15 9         192       WAGONS:       36 10 2         194       Wages           27       Superintendence           27       Materials           28       Materials           29       Wages            213       0 3          95 5 2          442   | C. RE                                  | PAIRS ANU RENEWALS OF CARRIA   | GES AND   |       |     |    |
| Superintendence        26 15 10         110       Wages         86 0 3         55       Materials          86 0 3         192       WAGONS:          36 10 2         192       WAGONS:           36 10 2         192       WAGONS:       Salaries, Office Expenses, and General         26 15 9         149       Wages           26 15 9         149       Wages              74       Materials          95 5 2       335 1 2  |  |  | £sd       | £     | s d |    |
| 192       WAGONS:       149       6       3         27       Salaries, Office Expenses, and General       26       15       9         149       Wages         213       0       3         74       Materials          95       5       2   | 110                                    | Superintendence<br>Wages   | 86 0 3    |       |     |    |
| $\begin{array}{cccccccccccccccccccccccccccccccccccc$   |  | WAGONS:-   | 36 10 2   | 149   | 6 3 |    |
| 74 Materials 95 5 2<br>442 335 1 2   |  | Superintendence  |           |       |     |    |
| 442 484 7 5  |  |  |           | 335   | 1 2 |    |
|  | 442                                    | •  |           | 484   | 7 5 | -  |

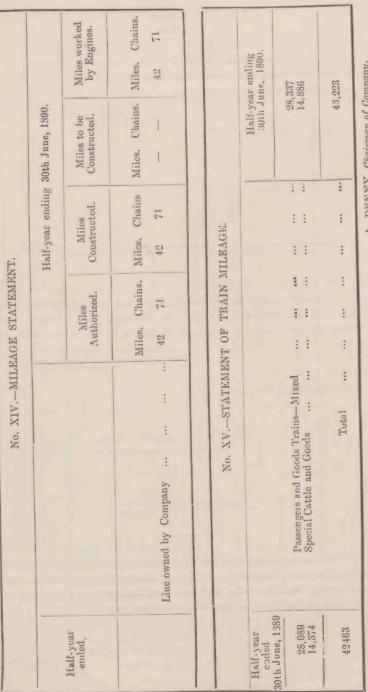
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### No. XII-ABSTRACTS-continued.

| £1029       Salaries and Wages         1028       6       10         98       Water and General Stores         81       8       2         49       Printing, Stationery and Tickets         33       8       3         148       Rent of Telegraphs and Telephones          33       8       3         148       Rent of Telegraphs and Telephones <th>alf-year<br/>ended<br/>oth June<br/>1889.</th> <th></th> <th></th> <th>Half-y<br/>endin<br/>30th June</th> <th>ıg</th> <th></th>  | alf-year<br>ended<br>oth June<br>1889.            |  |     | Half-y<br>endin<br>30th June                      | ıg                                    |   |
|--|---|--|-----|---|---------------------------------------|---|
| 93       Water and General Stores         81       8       2         49       Printing, Stationery and Tickets         33       8       3         148       Rent of Telegraphs and Telephones         142       6       6         79       Cartage           85       9       0         54       Miscellaneous (including Travelling) Expenses  <  |   | Salaries and Wages   |     |   |                                       | d.<br>10                                |
| 49       Printing, Stationery and Telephones         142       6       6         79       Cartage           85       9       0         54       Miscellaneous (including Travelling) Expenses  | 98  |  |     | 81  | 8                                     | C:                                      |
| 143       Rent of Felegraphis and Felephones           85       9       0         79       Cartage            27       9       5         42       Clothing           38       13       7         125       Joint Station Expenses at Lismore         125       0       0         £1624       £1,562       1       9       5       5       0       0         £       GENERAL CHARGES.       £       s.        10       0       0         £00       Directors          10       0       0         200       Directors          10       0       0         210       Salaries—Sceretary and Accountant,         12       7       8         7       Advertising, Printing, and Stationery         19       4       11         6       Travelling and Miscellaneous Expenses,   | 49  | Printing, Stationery and Tickets   |     | 33  | 8                                     | 3                                       |
| 79       Cartage             27       9       5         42       Clothing           38       13       7         125       Joint Station Expenses at Lismore         125       0       0         £1624  | 148   | Rent of Telegraphs and Telephones  |     | 142   | 6                                     | 6                                       |
| 54       Miscellaneous (including Havening) Expenses        38 13 7         125       Joint Station Expenses at Lismore        125 0 0         £1624       £1,562 1 9         £        £1,562 1 9         £        £ s. c.         200       Directors           10       Anditors           13       Office Expenses           7       Advertising, Printing, and Stationery        19 4 11         6       Travelling and Miscellaneous Expenses,       2 8 c         65       Andit Office Expenses            16       Arbitration Expenses             16       Arbitration Expenses  | 79  | Cartage  | ••• | 85  | 9                                     | 0                                       |
| 42       Clothing           125       105       125       125       0       0         125       Joint Station Expenses at Lismore         125       0       0         £1624       £1,562       1       9       9       9       125       0       0         £       GENERAL CHARGES.       £       s.       0       0       0       0         200       Directors          10       0 | 54  | Miscellaneous (including Travelling) Expenses  |     | 27  | 9                                     | 5                                       |
| £1624       £1,562 1 9         £1624       £1,562 1 9         £       GENERAL CHARGES.         £       £ s. c         200       Directors       200 0 0         10       Auditors       10 0 0         210       Salaries—Secretary and Accountant,       10 0 0         210       Salaries—Secretary and Accountant,       12 7 8         7       Advertising, Printing, and Stationery       19 4 11         6       Travelling and Miscellaneous Expenses,       2 8 0         65       Audit Office Expenses       78 10 11         16       Arbitration Expenses       16 4 0         —       Fire Insurance  | 42  | Clothing   |     | 38  | 13                                    | 7                                       |
| £1624       GENERAL CHARGES.         £       £         200       Directors          10       Auditors          210       Salaries—Secretary and Accountant,          13       Office Expenses          7       Advertising, Printing, and Stationery          6       Travelling and Miscellaneous Expenses,          65       Audit Office Expenses          16       Arbitration Expenses           16       Arbitration Expenses  | 125   | Joint Station Expenses at Lismore  |     | 125   | 0                                     | 0                                       |
| £1624       GENERAL CHARGES.         £       £         200       Directors          10       Auditors          210       Salaries—Secretary and Accountant,          13       Office Expenses          7       Advertising, Printing, and Stationery          6       Travelling and Miscellaneous Expenses,          65       Audit Office Expenses          16       Arbitration Expenses           16       Arbitration Expenses  |   |  |     | 5   |                                       |   |
| £       £       s.         £       £       s.         200       Directors         200       0       0         10       Auditors          10       0       0       0         10       Auditors          10       0       0       0         210       Salaries—Secretary and Accountant,         211       2       0         13       Office Expenses          12       7       8         7       Advertising, Printing, and Stationery         19       4       1         6       Travelling and Miscellaneous Expenses,        2       8       0         65       Audit Office Expenses           16       4       0         -       Fire Insurance  | £1624   |  |     | £1,562  | 1                                     | 9                                       |
| 200       Directors          10       10       0       0         10       Anditors          10       0       0         210       Salaries—Secretary and Accountant,        211       2       0         13       Office Expenses          12       7         7       Advertising, Printing, and Stationery        19       4       1         6       Travelling and Miscellaneous Expenses,       2       8       0         65       Audit Office Expenses          78       10       1         16       Arbitration Expenses           16       4       0         -       Fire Insurance </th <th>E.</th> <th>GENERAL CHARGES.</th> <th></th> <th></th> <th></th> <th></th>  | E.  | GENERAL CHARGES.   |     |   |                                       |   |
| 10       Auditors          10       0       0         210       Salaries—Secretary and Accountant,        211       2       0         13       Office Expenses          12       7       8         7       Advertising, Printing, and Stationery        19       4       10         6       Travelling and Miscellaneous Expenses,       2       8       0         65       Audit Office Expenses         78       10       11         16       Arbitration Expenses          16       4       0         —       Fire Insurance  |   | GENERAL CHARGES.   |     | £   | s.                                    | c                                       |
| 210       Salaries—Secretary and Accountant,       211       2       6         13       Office Expenses         12       7         7       Advertising, Printing, and Stationery        19       4       1         6       Travelling and Miscellaneous Expenses,       2       8       6         65       Audit Office Expenses         78       10         16       Arbitration Expenses          16       4       0         —       Fire Insurance  | £   |  |     |   |                                       |   |
| 13       Office Expenses          12       7       8         7       Advertising, Printing, and Stationery        19       4       1         6       Travelling and Miscellaneous Expenses,        2       8       6         65       Audit Office Expenses          78       10       11         16       Arbitration Expenses          16       4       0         -       Fire Insurance   | £<br>200  | Directors  |     | 200   | 0                                     | C                                       |
| 7       Advertising, Printing, and Stationery        19       4       1         6       Travelling and Miscellaneous Expenses,       2       8       0         65       Audit Office Expenses         78       10       11         16       Arbitration Expenses          16       4       0         -       Fire Insurance  | £<br>200<br>10                                    | Directors<br>Auditors  |     | 200   | 0                                     | (                                       |
| 6       Travelling and Miscellaneous Expenses,        2       8       6         65       Audit Office Expenses          78       10       11         16       Arbitration Expenses          16       4       0         -       Fire Insurance  | £<br>200<br>10<br>210                             | Directors<br>Auditors<br>Salaries—Secretary and Accountant,  |     | 200<br>10<br>211                                  | 0<br>0<br>2                           | 0                                       |
| 65       Audit Office Expenses          78 10 11         16       Arbitration Expenses          16 4 0         -       Fire Insurance  | £<br>200<br>10<br>210<br>13                       | Directors<br>Auditors<br>Salaries—Secretary and Accountant,<br>Office Expenses   |     | 200<br>10<br>211<br>12                            | 0<br>0<br>2<br>7                      | 000000000000000000000000000000000000000 |
| - Fire Insurance   | £<br>200<br>10<br>210<br>13<br>7                  | Directors<br>Auditors<br>Salaries—Secretary and Accountant,<br>Office Expenses<br>Advertising, Printing, and Stationery  |     | 200<br>10<br>211<br>12<br>19                      | 0<br>0<br>2<br>7<br>4                 | 000000000000000000000000000000000000000 |
| - Fire insurance   | £<br>200<br>10<br>210<br>13<br>7<br>6             | Directors<br>Auditors<br>Salaries—Secretary and Accountant,<br>Office Expenses<br>Advertising, Printing, and Stationery<br>Travelling and Miscellaneous Expenses,  |     | 200<br>10<br>211<br>12<br>19<br>2                 | 0<br>0<br>2<br>7<br>4<br>8            | 000000000000000000000000000000000000000 |
| 36 Railway Clearing House Expenses 37 6  | £<br>200<br>10<br>210<br>13<br>7<br>6<br>65       | Directors<br>Auditors<br>Salaries—Secretary and Accountant,<br>Office Expenses<br>Advertising, Printing, and Stationery<br>Travelling and Miscellaneous Expenses,<br>Audit Office Expenses   |     | 200<br>10<br>211<br>12<br>19<br>2<br>78           | 0<br>0<br>2<br>7<br>4<br>8            | 000000000000000000000000000000000000000 |
|  | £<br>200<br>10<br>210<br>13<br>7<br>6<br>65<br>16 | Directors<br>Auditors<br>Salaries—Secretary and Accountant,<br>Office Expenses<br>Advertising, Printing, and Stationery<br>Travelling and Miscellaneous Expenses,<br>Audit Office Expenses<br>Arbitration Expenses   |     | 200<br>10<br>211<br>12<br>19<br>2<br>78<br>16     | 0<br>0<br>2<br>7<br>4<br>8<br>10<br>4 |   |
| £563 £387 0 1  | £ 200 10 210 13 7 6 65 16 —                       | Directors            Auditors            Salaries—Secretary and Accountant,           Salaries—Secretary and Accountant,           Office Expenses            Advertising, Printing, and Stationery           Advertising and Miscellaneous Expenses,       Audit Office Expenses           Audit Office Expenses             Fire Insurance |     | 200<br>10<br>211<br>12<br>19<br>2<br>78<br>16<br> | 0<br>0<br>2<br>7<br>4<br>8<br>10<br>4 |   |

| Cr.                            | £         8, d.           0f as         \$6,305 14 10            \$6,305 14 10            \$3,121 0 7            3,918 6 6            3,52 10 10            95 0 0            575 11 10            26,914 2 6   | £151,282 7 1 |
|--------------------------------|---|--------------|
| No. XIII GENERAL BALANCE SHEET | By Capital Account, Balance at Debit thereof as<br>per Account No. IV<br>Net Revenue Account, Balance at Debit thereof<br>as per Account No. X<br>General Stores-Materials on hand<br>Sundry Outstanding Accounts<br>Amount due by General Post Office<br>Cash at Bankers<br>Suspense Account No. 1 |              |
| XIII GENGRA                    | £ 8. d.<br>52,000 0 0<br>99, i42 3 5<br>140 3 8   | £151,282 7 1 |
| No.                            |   | F            |
| Dr.                            | To<br>Temporary Loans<br>Sundry Outstanding Accounts<br>Amount due Clearing House   |              |

1 anna



17

A. DENNY, Chairman of Company. R. T. MORTIMLR, Accountant of Company.

18

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.

Walerford, 27th Sept, 1890.

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, have, during the past Half-year, been maintained in good working order and repair.

JAMES OTWAY,

Waterford, 27th Sept, 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 30th June, 1890, and that they contain a full and true Statement of the Financial Condition of the Company.

WII LIAM GALLWEY, AUDITORS.

Waterford, 27th Sept, 1890

Materford and Limerick Railway.

### REPORT OF DIRECTORS

### AND

### STATEMENT OF ACCOUNTS

To 30th JUNE, 1890,

### TO BE SUBMITTED AT THE

### NINETIETH HALF-YEARLY MEETING

OF

### THE PROPRIETORS,

### TO BE HELD AT THE

OFFICES OF THE COMPANY. WATERFORD TERMINUS,

FRIDAY, THE 29th DAY OF AUGUST,

ON

1890.

### Directors :

### SIR JAMES SPAIGHT, D.L., 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 Castletownof 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 Ninetieth Ordinary HALF-YEARLY GENERAL MEETING of the Shareholders and Stockholders of the Company will be held at the Offices of the Company, WATERFORD TERMINUS, in the City of WATERFORD, on FRIDAY, the 29th day of AUGUST, 1890, at the hour of TWELVE-THIRTY o'Clock, in the Afternoon, for the transaction of the business of a General Meeting.

And NOTICE IS HEREBY GIVEN, that after the termination of the ordinary business, an Agreement between the Waterford and Limerick Railway Company and the Athenry and Tuam (Extension to Claremorris) Light Railway Company, Limited, authorising the use, management, working, and maintaining of the Athenry and Tuam (Extension to Claremorris) Light Railway, by the Waterford and Limerick Railway Company, for a period of twenty years, will be submitted to the Meeting for their approval, and if so determined, for the purpose of authorising the Directors to attach the Seal of the Company to the said Agreement.

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

### By Order,

JOHN J. MURPHY,

Secretary.

Head Offices, Waterford Terminus, 7th August, 1890.

### WATERFORD AND LIMERICK RAILWAY.

### DIRECTORS' REPORT

### For the Half-year ending 30th JUNE, 1890.

The following tabulated statement shews the Traffic Receipts of the Company, exclusive of the worked lines, for the half-year ended 30th June, 1890, as compared with the corresponding period of the preceding year.

| DESCRIPTION.   | Half-year 30th<br>June, 1890.  | Half-year 30th<br>June, 1889.  | Increase in<br>1890.                    | Decrease in 1890.                                  |
|--|--|--|---|--|
| DESCRIPTION.   | £ s. d.  | £ s. d.  | £ s. d.                                 | £ s. d.  |
| Passengers :<br>Ist Class, Single<br>2nd ,, ,,<br>3rd ,, ,,<br>2nd ,, ,,<br>2nd ,, ,,<br>3rd ,, ,,   | 793 17 6<br>1,665 19 2<br>6,039 11 0<br>1,427 0 9<br>3,057 9 8<br>8,905 5 10 | 819 15 3<br>1,711 3 11<br>6,102 16 1<br>1,532 17 5<br>3,095 15 6<br>8.649 15 7 | <br><br><br>255 IO 3                    | 25 17 9<br>45 4 9<br>63 5 1<br>105 16 8<br>38 5 10 |
| Military { Officers<br>Soldiers  |  | 84 3 9<br>785 I 10   | 76 2 5                                  | II 19 I<br>  |
| Subscribers { Ist Class<br>2nd ,,  | 57 4 0<br>585 6 8  | 83 0 6<br>503 16 8   | <br>81 10 0                             | 25 16 6<br>  |
| Sundries   | 206 16 5   | 210 14 11  |   | 3 18 6   |
| Total  | 23,671 19 11   | 23,579 I 5   | 92 18 6                                 |  |
| Parcels and Miscellaneous            Mails             Goods             Coal             Live Stock | 4,601 I 4<br>25,977 I7 4<br>4,420 II 2                                       | 3,584 18 2<br>4,601 I 4<br>23,947 I4 5<br>4,318 9 6<br>8,382 8 5               | <br>2,030 2 11<br>102 I 8<br>1,084 I3 4 | 6 2 I<br><br><br>                                  |
| Total Traffic Receipts L   | 71,717 7 7   | 68,413 13 3  | 3,303 14 4                              |  |

The amount to credit of net Revenue Account, after providing for payment of Debenture Interest, &c., is  $\pounds 23,466$  8s. 6d., 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  $\pounds 2,379$  7s. 5d.

The increased cost of Coal and Wages has operated adversely upon the accounts.

In addition to the ordinary repairs, one Engine, three Carriages, one Goods Brake Van, twenty-six Wagons, and two Timber Trucks were re-built in the Company's Workshops, and the cost charged to Revenue.

One Passenger Brake Van was added to the stock and charged to Capital Account.

Eight miles 943 yards of the line were re-laid with steel rails and creosoted sleepers during the half-year, and the entire cost charged to Revenue.

A new Engine has been received for Revenue Account since the close of the half-year, and is at work.

A Line connecting Tuam with Claremorris was promoted at the last Assizes by an independent Company, and the Grand Jury of Mayo granted a presentment, with a guarantee for the entire cost of construction, upon the express terms that this Company should agree to work and maintain the Line for twenty years.

The Grand Jury of the County of Galway, however, refused their sanction to the project. Against this refusal an appeal, we understand, has been lodged by the Claremorris Company. An agreement under the terms of the presentment will be submitted to the Shareholders for their approval. The construction of this Line would be of very great advantage to this Company, as well as to the Counties of Mayo and Galway.

The terms of the Agreement for the purchase of the Athenry and Ennis Line are fully set out in the last Half-yearly Report. In accordance therewith, and on the advice of eminent Parliamentary Counsel, a Bill was promoted to enforce the Agreement. This Bill came before a Committee of the House of Lords on the 14th and 15th of May last.

The Bill was opposed by the Midland Great Western Railway Company, and the Agreement was refused to be ratified by the Athenry and Ennis Company, notwithstanding their previous assent.

From want of the formal adoption of the Agreement by the Athenry and Ennis Shareholders, the Bill was rejected by their Lordships.

The right of this Company to a renewal of the term for working the Athenry and Ennis Line remains subsisting.

### By order,

JAMES SPAIGHT, Chairman. JOHN J. MURPHY, Secretary.

### BOARD ROOM,

WATERFORD, 7th August, 1890.

### STATEMENT OF ACCOUNTS

To 30th JUNE, 1890.

### ACCOUNTS TO 30th JUNE, 1890. STATEMENT OF

# WATERFORD & LIMERICK RAIL WAY COMPANY.-Halfyear ended 30th June, 1890.

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

|                                      |                 | CAPIT  | CAPITAL AUTHORIZED | RIZED.    | CAP                     | CAPITAL CREATED<br>OR SANCTIONED. | rkD<br>D.  |                         | BALANCE |        |
|--------------------------------------|-----------------|--|--------------------|-----------|-------------------------|-----------------------------------|------------|-------------------------|---------|--------|
| ACTS OF PARLIAMENT.                  |                 | Stock<br>and<br>Shares.  | Loans.             | Total.    | Stock<br>and<br>Shares. | Loans.                            | Total.     | Stock<br>and<br>Shares. | Loans.  | Total. |
| Waterford and Limerick Railway Act.  | 1845 )          | F.   | ×                  | K         | ×                       | 2                                 | the second | £                       | 2       | 7      |
| 39 99                                | ~               | 502,050  | 502,050 250,000    | 752,050   | 502,0123 250,000        | 250,000                           | 752,0123   | 372                     | :       | 374    |
| Limerick and Foynes ,,               | 1853            | :  | 17,500             | 17,500    |                         | 17,500                            | 17,500     | :                       | :       | :      |
| Waterlord and Limerick               |                 |  |                    | 30,000    |                         | 30,000                            | 30,000     | ÷                       | :       | ::     |
| wateriord and Limerick Kailway Act,  |                 | 337,950  | H                  | 354,550   | 337,950                 | 16,600                            | 354,550    |                         | ::      |        |
| 117 0. T T O.T J T. O.M. T ??        | I 862           | :  | 7,000              | 7,000     |                         | 7,000                             | 7,000      |                         | ::      |        |
| W. & L., L. &F., and K. &N.J.,       | 1864            | :  | 7,000              | 7,000     |                         | 7,000                             | 7,000      | ::                      | :       | ::     |
|                                      | I 868           |  | 16,600             | 16,600    |                         | 16,600                            | 16,600     | :                       | :       | :      |
| Limenck and Castleconnell (Transfer) | I872            |  |                    | 44,080    |                         | 34,000                            | 44,080     | ::.                     |         |        |
| ra and                               | 1873            |  | 16,600             | 66,400    |                         | 16,600                            | 66,400     |                         |         | ::     |
|                                      | I 873           | 318,950  |                    | 318,950   | 318,950                 |                                   | 318,950    |                         |         |        |
| Do. (Foynes Amalgamation)            | 1873            | I 26, 250  | 68,300             |           | 126,250                 | 68,300                            | 194,550    |                         |         |        |
| Do. (Ennis Do. )                     | 1873            | 8,450  | 8,450 100,000      | 108,450   | 8,450                   | 100,000                           | 108,450    |                         |         | ::     |
| Southern Kailway Act,                | 1873            | -,   | :                  | 50,000    | 50,000                  | :                                 | 50,000     |                         |         |        |
| Limerick and Kerry Kailway Act,      | 1873            | . 25,000   | :                  | 25,000    | 25,000                  |                                   | 25,000     |                         |         |        |
| Wateriord and Limerick Kailway Act,  | .1878           | . I00,000  | 33,000             | 133,000   | 100,000                 | 33,000                            | 133,000    |                         |         |        |
| 39 39                                | 1883            | . 75,000   | 25,000             | 100,000   | 75,000                  | 25,000                            | 100,000    | :                       | :       | :      |
|                                      | Total, <i>₹</i> | Total, & 1,603,530 (521,600 2,225,130 1,603,4924 (521,600 2,225,0024 | 621,600 2          | 2,225,130 | 1,603,4923              | 521,600 2                         | .225.0925  | 27.8                    | 1       | 374    |

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| Amount<br>Un-issued. | <u>بر</u><br>1,562 <u>4</u> | 1,562 <u>4</u><br><br>775<br><br>41,200  | 43,667\$                              |
|----------------------|-----------------------------|--|---------------------------------------|
| Amount<br>Un-called  | ¥ ::                        |  | :                                     |
| 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>100,000<br>33,800  | I,559,825                             |
| Amount<br>Created.   | 598,100<br>1,0125           | 599, 1124<br>318, 950<br>337, 950<br>10, 080<br>49, 800<br>29, 150<br>8, 450<br>50, 000<br>100, 000<br>100, 000  | I,603,492 <sup>1</sup> / <sub>2</sub> |
| DESCRIPTION.         | Ordinary $\xi_{50}$ Shares  | <ul> <li>4 per cent. Consolidated Preference £50 Stock, 1873 Act.</li> <li>4 per cent. Consolidated Preference £50 Stock, 1860</li> <li>5 per cent £50 1873</li> <li>5 per cent £25 (Foynes Amalgamation) 1873</li> <li>5 per cent £25 (Formes Amalgamation) 1873</li> <li>5 per cent £100 (Limerick &amp; Kerry) 1873</li> <li>4 per cent £100 1878</li> <li>5 per cent £100 (Limerick &amp; Kerry) 1873</li> <li>6 per cent £100 1878</li> <li>7 per cent £100 1878</li> <li>8 per cent £100 1878</li> <li>9 per cent £100</li> <li>9 per cent £100</li> <li>9 per cent £100</li> <li>9 per cent £100</li> <li>9 per cent £20 (Limerick &amp; Kerry) 1873</li> <li>9 per cent £100</li> <li>9 per cent £100</li> <li>9 per cent £100</li></ul> | TOTAL &                               |

| No. IIICAPITAL RAISED BY DEBENTURE STOCK.<br>RAISED BY LEBENTURE STOCK.<br>RAISED BY LEBENTURE STOCK.<br>At 4 At 44                       | Total                      | Raised by<br>Debentur<br>Stocks.  |
|--|----------------------|----------------------------|-----------------------------------|
| No. IIICAPITAL RAISED BY DEBENTURE STOCK.<br>RAISED BY LEBENTUR STOCK.<br>STOCKS.  |                      |                            | At 4 <sup>4</sup><br>per<br>cent. |
| No. IIICAPITAL RAISED BY DEBENTURE S<br>RAISED BY IS<br>RAISED BY IS<br>RAISED BY IS<br>RAISED BY IS<br>RAISED BY IS<br>RAISED BY OF<br>RAISED BY DEBENTURE S  | TOCK.                | SUE OF DEBENTUR.<br>TOCKS. | At 4 <sup>3</sup><br>per<br>cent. |
| No. IIICAPITAL RAISED BY DEBI  | ENTURE S             | RAISED BY IS               | At 44<br>per<br>cent.             |
| No. IIICAPITAL RAISE   | D BY DEB             |                            | At 4<br>per<br>cent.              |
|  | No. IIICAPITAL RAISE |                            |                                   |

|       |                                   |         | _                               |                             |          | _        | 2-1  | 1.8-  |   |
|-------|-----------------------------------|---------|---------------------------------|-----------------------------|----------|----------|--|---|---|
| Total | Raised by<br>Debenture<br>Stocks. | £ s. d. | 604,933 0 0                     | 604,933 0 0                 | :        | :        | and and  | 604,933 0 0                                       | £ 16,667 0 0  |
|       | At 4출<br>per<br>cent.             | ¥       | 372,974                         | 372,974                     | :        | * * *    | Total Amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per<br>Statement No. 1 |   |   |
|       | At 44<br>per<br>cent.             | z       | 10,000                          | 10,000                      | :        | :        | t of Capital   |   | of 30th June,   |
|       | At 44<br>per<br>cent.             | ¥.      | 41,150                          | 41,150                      | :        | :        | cs in respec   | :   | vers at close   |
|       | At 4<br>per<br>cent.              | Ŗ       | 180,809                         | 180,809                     | :        | :        | ebenture Stoch   |   | Balance, being available Borrowing Powers at close of 30th June, 1890 |
|       | 4                                 |         | :                               | •••                         | :        | :        | and by De  | •   | ıg available ]  |
|       |                                   |         | :                               | :                           | :        | :        | by Loans   | s, as above                                       | lance, bein   |
|       |                                   |         | 6                               | :                           | :        | :        | be raised<br>I   | ture Stock  | Ba  |
|       |                                   |         | December, 188                   | June, 1890                  | :        |          | authorized to be<br>Statement No. I.   | aised by Debent                                   |   |
|       |                                   | 1       | Existing at 31st December, 1889 | Existing at 30th June, 1890 | Increase | Decrease | Total Amount   | Total Amount raised by Debenture Stocks, as above |   |
|       |                                   |         |                                 |                             |          |          |  |   |   |

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|  | 1 to   | ທໍ               | 0  | 0                                     | 3,112 15 10  | IS               | 19,492 O | 10   |
|  | Total<br>Received to<br>th June, 189                         | 42               | 825  | 933                                   | 112  | ,87c             | ,49:     | ,362   |
|  | Total<br>Received to<br>30th June, 1890                      | -                | I,559,825 0  | 604,933 0                             | ~  | 2,167,870 15 10  | 19       | 2,187,362 16   |
|  |  |                  | Ι,   |                                       |  | 3                |          | 10   |
|  | ar<br>189  | s, d.            |  |                                       |  |                  |          |  |
|  | Amount<br>Received<br>during<br>Half-year<br>h June, 1       | 03               | 1  | :                                     |  | 1                | :        | :  |
|  | Amount<br>Received<br>during<br>Half-year<br>30th June, 1890 | X                |  |                                       |  | 12               |          |  |
| -  |  |                  | 0  | 0                                     | 01   | 1 01             |          | 1  |
|  | Amount<br>Received to<br>81st Dec., 1889                     | & s. d.          | 0  | 604,933 0                             | 3.112 15 10  | 2,167,870 15 10  |          |  |
| ζ I  | Amount<br>Received to<br>st Dec., 188                        | X                | 825  | 933                                   | 112  | 870              | E        | 1 :  |
| A  | Ai<br>Rec<br>lst D   |                  | 559,   | j04,                                  | 3.   | 167              |          |  |
| No. IVRECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | 60   |                  | 1,559,825 0 0  |                                       | ing  | 10               | :        | 42   |
|  | 1.34   |                  | ck,<br>t   | Debenture Stock,<br>per Acc. No. III. | 1011   |                  |          |  |
| S  |  |                  | Sto  | Sto                                   | hare<br>Dis<br>n Is  |                  |          |  |
| Z  | - 1  | STG              | per Account No. II.                                  | ire<br>.cc.                           | orfeited Shar<br>gain, less Di<br>allowed on I<br>Shares, &c.          |                  | lce      |  |
| म  |  | ECEI             | res a  | enti<br>er A                          | feite<br>ain,<br>low   |                  | Balance  |  |
| O.K  | 1  | BY RECEIPTS :    | Shares and Stock,<br>per Account<br>No. II.          | Deb                                   | Forfeited Shares<br>gain, less Disco<br>allowed on Issu<br>Shares. &c. | 2                | Щ        |  |
|  |  |                  | 00   | 0                                     |  |                  |          | 1 10   |
| EN   | to<br>890.   | s, d.            |  | 261,230 11 10                         | 117,562 7 10   | 5 1              |          | 9  |
| X  | Total<br>Sended<br>June, 1                                   | ŝ                | 00   | 30 1                                  | 55   | 1 12             |          | 62 1   |
|  | Total<br>Expended to<br>30th June, 1890                      | 42               | 2,64   | 1,2,                                  | 7,56   | 85,921 15        |          | 87,3   |
| AN   | E 30til  |                  | 1,72   |                                       | II   | 00               |          | 2,1  |
| IS   | 8800   | d.               | 3,752 I3 9 I,722,648 I                               | 762 15 1                              |  |                  |          | <u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u></u> |
| EIP  | Amount<br>Expended<br>during<br>Half-year<br>June, 1         | s, d.            | 2 I 3  | 15                                    | :  | :                |          | 1 10   |
| EC   | Annount<br>Expended<br>during<br>during<br>30th June, 1890   | 42               | .75  | 762                                   |  | ·                |          | 154  |
| -R   | 30t  | 1                |  | 0                                     | 0  | H                |          | 1  |
| IV.  | to<br>389.   | s. d.            | 11 2   | 260,467 16 9                          | 117,562 7 10   | 2                |          | -  |
| No.  | Amount<br>Expended to<br>31st Dec., 1889.                    | ú                | 35   | 1 19                                  | 62   | 85,921 I5        |          | 47   |
|  | Amo<br>xpen<br>t De  | 42               | 8,80   | 0,4(                                  | 17.5   | 35,9             |          | 82,8   |
|  | E 318  |                  | I,71   | 5(                                    | I  |                  |          | 2,1  |
|  |  |                  |  | V.)                                   | 0 .6   | :                |          | 2  |
|  |  | URE              | n fo. V.   | ock<br>No.                            | way  | xter             |          |  |
|  |  | DITIO            | ope<br>(No   | Sto                                   | Rail   | E                |          |  |
|  |  | PEN              | ines<br>iffic  | ing                                   | er ]   | rfor             |          |  |
| Dr.  | 20   | TO EXPENDITURE : | On Lines open for<br>Traffic (No. V.) 1,718,895 7 11 | Working Stock (No. V.)                | Subscriptions to<br>other Railways,<br>&c.                             | Waterford Exten- |          |  |
|  |  | To               | 0  | A                                     | S  | P                |          | 23   |
|  |  |                  |  |                                       |  |                  |          |  |

No. V.-DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 30TH JUNE, 1890.

|                          |   |  |                                   |   | 3          | 12              |                         |  |          |  |
|--------------------------|---|--|-----------------------------------|---|------------|-----------------|-------------------------|--|----------|--|
| ξ s. d.                  |   |  |                                   |   | 3,752 13 9 |                 |                         |  | 702 I5 I | £4,515 8 10                                  |
| Ł s. d.                  | 428 0 II  | 49 II 7                                  | 2,520 18 10                       | 754 2 5   |            |                 | 437 IS I                | 325 0 0  |          |  |
|                          |   | :  | :                                 | :   |            |                 | :                       | :  |          | 1  |
|                          |   | :  | :                                 | :   |            |                 | :                       |  |          | e account No. IV                             |
| LINES OPEN FOR TRAFFIC : | Sawing Machinery, including Buildings, &c., at Limerick | Stationary Engine, Boiler, &c., Limerick | Sundry Plant for Locomotive Shops | Building four new houses, &c., Newrath Road, Waterford. |            | Working Stock : | Vacuum Automatic Brakes | New Passenger Brake Van (with Automatic Brake) |          | Expenditure for Half-year-See account No. IV |

|                |                          | .льтоТ                             | 952                          | 952                   | :                             | :                             |   |
|----------------|--------------------------|------------------------------------|------------------------------|-----------------------|-------------------------------|-------------------------------|---|
|                |                          |                                    | 1 9.                         | 16 I                  |                               | -                             | Revenue; One Composite<br>Two Open Coal Wagons;<br>g the Half-year, and cost<br>falf-year, and added to the   |
|                | AL.                      | Stores Van.                        |                              |                       | :                             | :                             | wag<br>Wag<br>and<br>led t  |
|                | MINER                    | Travelling Crane                   | H                            | I                     |                               | :                             | coal<br>coal<br>ear,  |
|                | AND 1                    | Permanent Way                      | 25                           | 25                    | :                             | :                             | e; O<br>pen (<br>lalf-y<br>; an   |
|                | DISE                     | Timber Trucks.                     | 30                           | 30                    | :                             | :                             | Revenue; One Composit<br>Two Open Coal Wagons<br>the Half-year, and cos<br>talf-year, and added to th   |
|                | Merchandise and Mineral. | Cattle Wagons.                     | 8                            | 80                    | :                             | ÷                             |   |
|                | ME                       | Goods Wagons<br>(Covered).         | 653                          | 653                   | :                             | :                             | charged to<br>Wagons;<br>Vorks durin<br>during the ]  |
| K.             |                          | Goods or Coal<br>Wagons<br>(Open). | 162                          | 162                   | :                             | :                             | company's Works during the Half-year, and charged to Revenue; One Composite<br>ods Brake Van; Twenty-two Covered Goods Wagons; Two Open Coal Wagons;<br>Timber Trucks rebuilt at the Company's Works during the Half-year, and cost<br>ake Van, made at the Company's Works during the Half-year, and added to the  |
| WORKING STOCK. |                          | Total.                             | 130                          | 131                   | П                             | :                             | ear, a<br>ed Go<br>npany<br>Wo  |
| C<br>S         |                          | Accident Brake<br>Pilot Van.       | I                            | I                     | :                             | :                             | Ialf-y<br>cover<br>Con<br>Con   |
| KIN            |                          | Goods Brake                        | 18                           | 18                    | :                             | :                             | the E<br>wo C<br>Comp   |
| VOR            | G.                       | Passenger Brake                    | 17                           | I 8                   | н                             | :                             | ring<br>enty-t<br>ilt at<br>the (   |
| OF V           | COACHING                 | Carriage Trucks.                   | 1                            | 7                     | :                             | :                             |   |
|                | CC                       | Horse Boxes.                       | 14                           | 14                    | :                             | :                             | e Company's Works<br>Goods Brake Van ;<br>in Timber Trucks<br>Brake Van, made   |
| VI.—RETURN     |                          | Composite.                         | 30                           | 30                    | :                             | :                             | ny's T<br>rake<br>er Tr<br>Van,   |
| -RE            |                          | Third Class.                       | 41                           | 41                    | :                             | :                             | ompa<br>ds B<br>Timb  |
| VI             |                          | Second Class.                      | :                            | :                     | :                             | :                             | n the Co<br>Due Goo<br>Twin<br>ger Bra  |
| No.            | 12.5                     | First Class.                       | 10                           | 61                    | :                             | :                             | d in t<br>; One<br>vo T<br>senge  |
|                | OTIVE                    | Tenders.                           | 42                           | 42                    | :                             | :                             | plete<br>iages<br>d Tv<br>Pas   |
|                | Locomotive               | Engines.                           | 42                           | 42                    | :                             | ÷                             | l com<br>Carr<br>; an<br>large  |
|                |                          |                                    | Stock on the 31st Dec., 1889 | ", ", 30th June, 1890 | Increase during the half-year | Decrease during the half-year | One Engine re-built and completed in the Company's Works during the Half-year, and charged to Carriage; Two Third Class Carriages; One Goods Brake Van; Twenty-two Covered Goods Wagons; Two Open Cattle Wagons; and Two Twin Timber Trucks rebuilt at the Company's Works durin charged to Revenue; One large Passenger Brake Van, made at the Company's Works during the I Stock. |

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

| -                    |   |                          |  | _   |   | _                        |                                     |   |   |                                 |  |   |                                   |  |             |   |  |   |             |   |                 |      |  |  |
|----------------------|---|--------------------------|--|---|---|--------------------------|-------------------------------------|---|---|---------------------------------|--|---|-----------------------------------|--|-------------|---|--|---|-------------|---|-----------------|------|--|--|
| TURE.                | Total.  | 7                        | 758  | 368   | 1,576   | 2,206                    | 250                                 | 4,186   | 676   | 600                             | 908  | 338   | 84                                | 3,677  | 132         | 10,000                                      | I,250  | 79  |             | I,000   | 17,460          | 270  | 45,818   | 3  |
| FURTHER EXPENDITURE. | In<br>subsequent<br>Half<br>Years.                        | 3                        | 758  | 218   | I,576   | 2,206                    | 250                                 | 4,186   | 676   | 600                             | 158  | ::  | 84                                | 2,907  | 32          | 10,000                                      | I,250  |   | *           | 500   | 17,460          | *    | 42,861   | 5  |
| FURTI                | During the<br>Half-Year<br>ending<br>31st Decr.,<br>1890. | 8                        | ::   | 150   | :   |                          |                                     | :   |   | ::                              | 750  | 338   | :                                 | 770  | 100         |   | :  | 79  | *           | 500   | :               | 270  | 2,957  |  |
|                      |   |                          | •••  |   | •   | :                        | :                                   | :   |   |                                 | •••  | ••••  | ••••                              | :  |             | ••••  |  | :   |             | :   | :               | :    | 4  |  |
|                      |   |                          |  |   |   |                          | •••                                 | •••• •••                                      |   | ••• •••                         |  |   |                                   |  |             |   |  | •••   |             | n Bridge  |                 | •••  | :  | ANAL ALLE LOUIS OF EXPENdingly chulterated above have been sanctioned in previous Accounts with the exception of 2270. |
|                      |   |                          | louses   | •••   | :   | -                        |                                     | :   | :   | :                               |  | :   | :                                 |  |             |   | :  |   |             | Shanno  | :               | :    | :  | ith the e  |
|                      |   | gs OPEN FOR TRAFFIC :    | ial and Cate F   |   | (   | •••                      | •••                                 | •••   | •••   | :                               |  | •••   |                                   | •••  |             | •••   | Half-cost of nutting Iron Tons on Bridges W & T Time Half- | 1 OI TIMDEL)                                |             | our provided provided to the start of | :               |      | :  | ious Accounts w  |
|                      |   | tations C'               | nauous, Jigr   | Works-Limerick and Fownes Branch (Rohertstown Vieduct & | I VIAUUCI, OCC                                  |                          |                                     | :   | (T. :   | (paninity)                      |  | New Stationary Figure and Roller and Figures 2. Timerlock | THINGUCK                          | :  |             | louon                                       | T inc. /in 1:  | all un alle                                 |             | rming Embai   | :               | •••• | of Capital                                     | been sanctioned in prev<br>* Not ascertained.  |
|                      |   | o Done of C              | Ridge (F.  | Diertstourn   | nec Tine  | ANTE CON                 | • • •                               | Signala                                       | instion Co  | iganul CO.                      | Sea at T :   | littinge P.   | minus, ou                         | ident Von  | monich Vall | form form                                   | - TAV &. T   | o, vv. u L.                                 | ug, ac.     | OI DIE SIIG   | :               | • •  | penditure o                                    | ave been san<br>* Not as   |
|                      |   | 1) Cattle                | H Fermis   | ranch (R.   | and Fou   | for men                  | terford                             | dares and                                     | and Nam   | and branch                      | ildinge  | ler and F   | T DIR alla                        | c for Acr  | T and I :   | y allu Li                                   | n Bridroe  | torlochie                                   | + A hitting |   |                 | :    | rther Exp                                      | d above ha   |
|                      |   | FIC :—<br>e (additione   | Ballycar Boy. Ennis Station and Fermis Ridge (Ennis I inc) | d Fornes B  | Balance of Purchase of Limerick and Fownes Tine | Istle                    | Doubling Line. Fiddown to Waterford | Tipperary Vard Works, and Bridges and Signals | Subscription to Shannon and Inland Navieration Co. 17 initial | Building Houses on Newrath Road | Sawing Machinery including Ruildinge Res at Timein | ne and Roi  | Sundry Plant for Locomotive Shone | Travelling Crane and Annliances for Accident Von | en Tinner   | Caher Vard Alterations Signals and Platform | ron Tons o   | Board of Trade requirements Interloching 2. | T Dermanen  | ber manen   | 00              |      | Total Estimated further Expenditure of Capital | re enumerate   |
|                      |   | FOR TRAFI                | or Finnis  | imerick an  | Purchase of                                     | Goods Store. Clarecastle | Line. Fidd                          | Vard Worl                                     | in to Shan  | Touses on P                     | achinery in  | inary F.noi   | ant for Loc                       | Crane and  | ine hetwe   | d Alteration                                | of nutting I   | rade require                                | f nroviding | Summer of a   | Engines, V      |      | Total E  | in uppending   |
|                      | ·   | LINES OPEN FOR TRAFFIC : | Ballycar B   | Works-L   | Balance of                                      | Goods Stor               | Doubling                            | Tipperarv                                     | Subscriptic   | Building F                      | Sawing M.  | New Static  | Sundry Pla                        | Travelling                                       | Doubling    | Caher Vare                                  | Half-cost o  | Board of T                                  | Half-rost o |   | ROLLING STOCK : |      | The items                                      | STID INT - W   |
|                      |   | H                        | 1  |   |   |                          |                                     | -   |   |                                 |  |   |                                   |  |             |   |  |   |             |   | R               |      | Mu   |  |

14

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

| VII. |  |
|------|--|
| No.  |  |
| PER  |  |
| AS   |  |

| 5. G.   | 0 0  | 0 0              | 0 0        | 0 7  | 9 5           |
|---------|--|------------------|------------|--|---------------|
| £ s. d. | 43,705 0 0   | 16,667 0 0       | 60,372 0 0 | 19,492 0 7   | £ 40,879 19 5 |
|         | :  |                  |            | •  | *             |
|         | :  | :                |            | :  | :             |
|         | :  | :                |            | :  | :             |
|         | and II.  | Nos. I. and III. |            | :  | •             |
|         | unts Nos. I  | Nos. I           |            | :  | Total         |
|         | , per Acco   | 6                |            | •  |               |
|         | yet received   |                  |            | int No. IV.  |               |
|         | d, but not 3   | 5.6              |            | , per Accou  |               |
|         | ed or create   | 3.9              |            | al Account   |               |
|         | al authorize   |                  |            | ice at Capit   |               |
|         | Share Capital authorized or created, but not yet received, per Accounts Nos. I. and II | Loan Do.         |            | Less-Balance at Capital Account, per Account No. IV. |               |
|         |  |                  |            |  |               |

|                        | - 30  | d.   | 4 w  | 2                     |
|------------------------|---|--|--|-----------------------|
| Cr.                    | Current Half-<br>year ending<br>30th June,<br>1890. | s.<br>d.   | 31,851 17<br>39,865 10   | 2                     |
|                        | ear en<br>0th Ju<br>1890.                           | 2  | 31,851 17<br>39,865 10   | 71,717 7              |
|                        | Cui   | The Training   | 31,  | 71,                   |
|                        |   | . 400 = = 4  | 400  | -                     |
|                        |   | s. 0<br>10<br>16<br>1  | 211  |                       |
|                        |   | 6<br>096<br>042<br>933<br>933<br>933<br>933  | 5,977<br>4,420<br>9,467  |                       |
|                        |   | 22,096<br>642<br>933<br>3,578<br>4,601   | 25,977<br>4,420<br>9,467   |                       |
|                        |   |  |  |                       |
|                        |   |  |  |                       |
|                        |   | 1824 6   |  |                       |
|                        | BLAI.   | Passengers<br>Passengers<br>Season Tickets<br>Military<br>Parcels, &c  | Merchandise<br>Minerals<br>Live Stock  |                       |
|                        | RECEIPTS.   | Passengers<br>Season Tick<br>Military<br>Parcels, &c.<br>Mails   | Merchandis<br>Minerals<br>Live Stock   |                       |
|                        |   | Passenge<br>Season 7<br>Military<br>Parcels,<br>Mails  | rcha<br>nera<br>e Si   |                       |
| LNI                    |   | Pas<br>Pas<br>Mil<br>Ma  | Mie<br>Miy<br>Liv  |                       |
| COL                    |   | ( <del>A</del>   |  | 1                     |
| ACC                    | vear<br>ed<br>une,                                  | £<br>22,123<br>587<br>869<br>3,585<br>4,601  | 31,765<br>31,765<br>23,948<br>8,382<br>8,382   | 68,414                |
| E                      | Half-year<br>ended<br>30th June,<br>1889.           | 22°, 52, 54, 9   | 31,<br>8,  | 68,                   |
| INE                    | 3   |  |  |                       |
| No. IXREVENUE ACCOUNT. | alf-  | s, d.  | 4 3<br>15 3<br>11 10<br>12 6<br>5 3  | II                    |
| -R                     | Current Half-<br>year ending<br>30th June,<br>1890  | ທໍ   | 4,558 4 3<br>665 15 3<br>4,329 11 10<br>5,439 12 6<br>5,099 2 10<br>2,934 5 3  | 53,026 11 11          |
| IX.                    | ear end<br>80th Ju<br>1890                          | 42   | 14,558<br>665<br>14,329<br>5,439<br>5,439<br>15,099<br>2,934   | ,026                  |
| .0                     | Co Co   |  | 14<br>15<br>15<br>22   | 53                    |
| A                      |   | £ s. d.<br>7,653 I 3<br>3,094 I7 0   | ED C B:  |                       |
|                        | 1. 2  | £ s. d.<br>17,653 I 3<br>3,094 I7 0  | sings,<br>see Abstract B<br>do, C.<br>do, D.   |                       |
|                        |   | ,65;   | do.  |                       |
|                        | 0.2   | 1  | ngs,   |                       |
|                        | JRE.  |  |  | tary                  |
|                        | EXPRNDITURE.  | Way<br>Vay<br>Lion<br>Re<br>Re   | er,<br>gon   | mer                   |
|                        | ZXPR  | Sta Sta Sta Sta No   | Wa Wa  | Irlia                 |
|                        |   | nce<br>and<br>ostra<br>rged<br>nd  | at I at I nud nud s  | P                     |
|                        |   | aintenance of Way,<br>Works and Stations<br>-see Abstract A.<br>ess charged to Re-<br>aying and Renewal                    | Account.<br>atemen al<br>ocomotive<br>arriage an<br>Repairs<br>raffic Exp  | and                   |
|                        |   | Maintenance of Way,<br>Works and Stations<br>see Abstract A.<br>Less charged to Re-<br>laying and Renewal<br>Fund-see No X | Account. Account. Account. Account. Account. Account. Consings, Loconotive Power, see A Repairs Repairs Traffic Expenses General Charges | Law and Parliamentary |
|                        | 1   | To-<br>Ma<br>W<br>Ues<br>Les   | 010 40   | 1                     |
|                        |   |  |  |                       |

Dr. Half-year ended 30th June 1889.

17,044

|  | 4         |  |   | 3               | 1                     |                                 |                       |                 |                                    |  |   |  | 9         | -      | 4   | n             |
|--|-----------|--|---|-----------------|-----------------------|---------------------------------|-----------------------|-----------------|------------------------------------|--|---|--|-----------|--------|---|---------------|
|  | 17        |  |   | OI              | 1                     |                                 |                       |                 |                                    |  |   |  | 18        | 9      | 10  | 16            |
|  | 31,851 17 |  |   | 39,865          | 717.17                |                                 |                       |                 |                                    |  |   |  | 1,666     | 73,384 | 356   | £73,740 16    |
|  | 31,       |  |   | 39,             | 71,                   |                                 |                       |                 |                                    |  |   |  | Ι,        | 73,    |   | 573,          |
| 4  |           |  | 400   | 1               |                       |                                 |                       |                 | 69                                 | 4                                      | C   | 0  |           |        |   |               |
| 16   |           |  | II<br>II  |                 |                       |                                 |                       |                 | 11                                 | 17                                     | IO  |  |           |        |   |               |
| 3,578 16 I<br>4,601 I 4                                    |           |  | 25,977<br>4,420<br>9,467                          |                 |                       |                                 |                       |                 | 616                                | 947                                    | 72  | 30   | 5         |        | :   |               |
|  |           |  | 0   | 1               | _                     |                                 |                       |                 |                                    |  |   |  |           |        |   |               |
| : : :  |           |  | : : :   |                 |                       | from                            | &c.,                  |                 | Waterlord & Central<br>Ireland Co, | Great Southern and<br>Western Co       | Athenry and Ennis<br>Iunction Co.                                 |  |           |        | Rents and Transfer Fees                     |               |
|  |           |  |   |                 |                       |                                 | als,                  | (               | o, Ce                              | Co.                                    | d E   | Co.  |           |        | sfer  |               |
| : :  |           |  | Minerals<br>Live Stock                            |                 |                       | Receipts                        | Terminals,            |                 | Ireland Co,                        | eat Southern<br>Western Co.            | thenry and I<br>Iunction Co.                                      | West Clare Co.                               |           |        | <b>Γ</b> ran                                |               |
| Parcels, &c.<br>Mails                                      |           | ;  | Minerals<br>Live Stock                            |                 |                       |                                 | Tei                   |                 | relar                              | eat S<br>Nest                          | unct  | st C   |           |        | bus   |               |
| Parcels,<br>Mails  |           | -  | Merchand<br>Minerals<br>Live Stocl                |                 |                       | Traffic                         | Tolls,                | per             | N a                                | Gre                                    | Ath   | We   |           |        | nts a                                       |               |
| Ma   |           |  | E Z B   |                 |                       | Tr                              | L                     | d               |                                    |  |   |  |           |        | Re  |               |
| ותית   | 2         | 0  | 000   |                 | 4                     |                                 |                       |                 | 7                                  | 00                                     | 72  | 30   |           | -      | н   |               |
| 3,585  | 31,765    |  | 23,940<br>4,319<br>8,382                          |                 | 68,414                |                                 |                       |                 | 617                                | 948                                    | 1   |  |           | 70,081 | 351   | £70,432       |
|  | 3         | (  | N   |                 | 9                     |                                 |                       |                 |                                    |  |   |  |           | 7      |   | £70           |
|  | e         | 33   | 6<br>IO   | 3               | II                    |                                 | 5                     |                 | IO                                 |  |   |  | 1         | - ~    | 5 6   | 10            |
|  |           | 15   | 12  | 5               |                       |                                 | •                     | - 0             | 13                                 |  |   |  | CI        |        | I.3   | 16            |
|  | L         | 14,329<br>14,329                                       | 5,439<br>5,099                                    | 2,934           | 53,026 II             |                                 | 180                   | 3,192           | 57,698 13                          |  |   |  | 15.882    | 41.815 | 31,925 13                                   | 740           |
|  |           | 14.  | I S.  | 0               | 53.                   |                                 |                       | 33              | 57,                                |  |   |  | 1 L       | .14    | 31,   | 6 73,740 16 5 |
| 7 0  | 1         | B.   | D.  | लं              |                       | 11                              | 0                     | :               | Ind                                | 20                                     | <b>v</b> w 4  | II   | 6         |        | Ac-   | X             |
| 3,094 17   |           | sings,<br>see Abstract B.                              |   |                 |                       | 13                              | 5                     |                 | 010                                | Line 1,439 11<br>1ern Line 2,798 13    | 101   | 14   | 6         |        | Balance carried to Net Revenue Ac-<br>count |               |
| 3,00   |           | s,<br>Abs  | do.   | do.             |                       | £1,327                          | 25                    |                 | hbe                                | stle Line 1,439<br>Southern Line 2,798 | Nerry Line 4,909<br>Athenry & Ennis 4,414<br>Athenry & Tuam 1,681 | 432  | 207       |        | Reve  |               |
|  | -         | sing   |   |                 | rv                    | 52                              | les                   | :               | Raf                                |  | ins di  | pu   |           |        | Net   |               |
| Re-<br>wal   | 4         | Cros   |   |                 | enta                  | sses                            | njur                  |                 | Ling                               | line                                   | Athenry & Ennis<br>Athenry & Ennis                                | Tralee & Fenit<br>of Mileage ar              |           |        | 1 to  |               |
| to   | *0 NT     | evel   | es  | es              | lian                  | Lo                              | nal I                 | es              | Wor                                | Line<br>rn I                           | Line<br>ry &  | & F<br>[i]ea                                 |           |        | rried                                       |               |
| ged<br>nd F  | 2         | ve P   | pens  | ĥarg            | Par                   | tion                            | erso                  | Tax             | L L                                | e                                      | erry  | f M  | Se        |        | e ca  |               |
| sing and Rene  | Account.  | nen  | Repairs<br>Repairs<br>raffic Exp                  | alC             | and                   | Charges                         | Do. Personal Injuries | and             | Less-                              | castl                                  | 444   | T o oo                                       | urra      |        | lance                                       |               |
| Less charged to Re-<br>laying and Renewal<br>Fund_see No X | Acco      | Gatemen at Level Crossings,<br>Locomotive Power, see A | Calliage and wagon<br>Repairs<br>Traffic Expenses | General Charges | Law and Parliamentary | Charges<br>Compensation, Losses | Q                     | Rates and Taxes | Less                               | Newcastle<br>Do. South                 | Do.   | Do. Tralee & Fenit<br>Balance of Mileage and | Demurrage |        | Ba  |               |
| I  |           | OHC -  | ~ +   | 0               | 1                     | 0                               |                       | R               | X                                  | 4                                      |   | A  |           |        |   |               |
| 2  |           | 500  | 3 00  | 0               | 3                     | 00 19                           | 0                     | 0               | 3                                  | 9                                      | 6.0 H   | 5  | 3         | 1      |   | 32            |
| 3,095  | C         | 13,982   | 7,586   | 2,960           | 52,783                | 642<br>8                        | 150                   | 3,750           | 57,333                             | 1,376<br>2,761                         | 4,656<br>1,561  | 402  | 263       | 41,485 | 28,947                                      | 70,432        |
| 3  | 2         | 3 5  | 2 2   | 0               | 5                     |                                 |                       | 3               | 1                                  | 10 11                                  | 44 =  |  |           | H      | 00  | 0             |

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| T                         | .00  | d.    | 0 0  |                   | . 9  | OI  | 4                  |   |                                  | н.          |
| .                         | Hall<br>iding<br>e, 18                           | ů     | 5 13   |                   | 12   | • 0   | 15                 |   |                                  | 14          |
| ci.                       | Current Half<br>year ending<br>30th June, 1890   | 4     | 2,001 5<br>31,925 13   | ,<br>,            | 400 12<br>600 7  | 5,829 0 10  | 59 15 4            |   |                                  | £ 40,825 14 |
|                           | Cun<br>ye<br>30th                                | ×     | 2,2  |                   |  | ŝ   |                    |   |                                  | 40          |
| OUNT.                     |  |       | By Balance brought from last Half-<br>year's Account<br>,, Balance from Revenue Account,<br>No. IX | in Company's Shai | ,, Great Western Company-Moiety<br>of Interest on Shares issued under<br>Southern Act          | ", Great Western Company—Amount<br>payable under Agreements to date | " General Interest |   |                                  | k           |
| No. XNET REVENUE ACCOUNT. | Half-year<br>ended 30th<br>June, 1889.           | ş     | 474  | 0+610-            | 401  | 8.505   | 25                 |   |                                  | 39,082      |
| KEV                       |  | d.    | 1 400  | 2                 |  | 0   |                    |   | 9                                | I           |
| E                         | Hall<br>nding<br>e, 18                           | s, d. | 1 5 4 50   | 00                |  | 17  |                    |   | 00                               | 14          |
| XNE                       | Current Half-<br>year ending<br>30th June, 1890. | 42    | 13,101 5<br>579 14<br>583 8  | 14,264 8          |  | 3,094 17 0  |                    |   | 23,466 8                         | £ 40,825 14 |
| No.                       |  |       | To Interest on Debenture Stock<br>,. Interest on Banking Balances<br>,. Income Tax Balance         |                   | ", Permanent Way Works and Build-<br>ings, Relaying and Renewing<br>Fund, under agreement with | Great Western Co.   |                    |   | " Balance available for Dividend |             |
| Dr.                       | Half-year<br>ended 30th<br>June, 1889.           | 8     | 13, 101<br>321<br>543  | 13,965            | 3  | 3,095   | S                  |   | 22,022                           | 39,082      |

| Current Half-<br>year ending<br>30th June, 1390. | £ s. d.<br>23,466 8 6                                |       |                        |                          |   |  |                           |   |                            | -0                  | 21,087 I I | 2,379 7 5                               |   | 2,379 7 5                                 |
|--|--|-------|------------------------|--------------------------|---|--|---------------------------|---|----------------------------|---------------------|------------|---|---|---|
|  | £ s. d.  | -     | 7,412 13 7<br>243 15 0 | I,213 17 6               | 781 11 8  | 187 I 7  | I,218 I5 0                | 548 8 9   | 2,437 IO O                 | 823 17 6            |            | :                                       |   | ··· ٤                                     |
|  | Balance available for Dividend, as per Account No. X | ~     | ", Pref                | 5 1, 1, 1873 , 49,800 ,, | 5 <sup>1</sup> / <sub>3</sub> ,, ,, 1873 ,, 29,150 ,, | 5 <sup>3</sup> , <sup>3</sup> , <sup>18</sup> 73 <sup>3</sup> , <sup>7</sup> ,675 <sup>3</sup> , | 5 1, 1, 1873 1, 50,000 1, | 4 <sup>1</sup> / <sub>2</sub> ,, ,, 1873 ,, 25,000 ,, | 5 1, 1, I878 ,, I00,000 ,, | 5 22 1883 23,800 23 |            | Recommended for allocation as follows : | Dividend of — per cent. per annum on the $\pounds$ 597,550 Ordinary Capital | Balance carried forward to next half-year |
| ur ended<br>1e, 1889.                            | ¥ ::   | 6,219 | 244                    | 1,214                    | 782   | 187  | 1,219                     | 548   | 2,437                      | 824                 | F          | :                                       | :   |   |
| Half-year ended<br>30th June, 1889.              | £<br>22,022  |       |                        |                          |   |  |                           |   |                            | 21.087 -            |            | 935                                     | :   | 935                                       |

No. XII.-ABSTRACTS Half-year Current Half-year ending MAINTENANCE OF WAY, ended A. 30th June, 1890. 30th June, WORKS, &c. 1889. £ s. d. £ s. d. £ 574 Salaries, Office Expenses, and Gen. Superintendence 566 6 0 Maintenance and Renewal of Permanent Way :--Wages ... 7,015 18 8 Materials ... ... ... 10,227 9 5 6,928 II,404 17,809 14 I 18,906 5,736 Less-Old Materials Sold ... ... 3,818 13 5 13,991 0 8 13,170 2,462 9 2,465 Repairs of Roads, Bridges, Signals, and Works 764 Repairs of Stations and Buildings ... ... 645 Ballasting ... ... ... 743 9 516 15 7 17,713 15 17,044 60 14 Less-Received for Grass Rents ... ... MILES MAINTAINED :-- 
 Double
 ...
  $32\frac{1}{4}$  

 Single
 ...
  $246\frac{1}{3}$  -----2783 £ 17,653 I 17,044 B. LOCOMOTIVE POWER. £ s. d. £ s. d. 180 Salaries, Office Expenses, and Gen. Superintendence 135 15 5 RUNNING EXPENSES :--Wages connected with the Working of Loco- 

 motive Engines
 ...
 ...
 ...
 3,838
 13
 o

 Coal and Coke
 ...
 ...
 ...
 ...
 5,271
 5
 Io

 Gas and Water
 ...
 ...
 ...
 ...
 391
 19
 9

 Oil, Tallow, and other Stores
 ...
 ...
 442
 2
 9

 3,674 4,663 361 447 10,079 16 9 9,325 REPAIRS AND RENEWALS :--Wages ... ... ... ... 2,607 18 4 Materials ... ... ... 1,540 8 3 2,370 2,141 4,148 6 7 101 8 6 Repairs of Workshops, Sheds, &c.... ... 146 £ 14,329 II IO 13,982 C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. £ s. d. £ s. d. £ CARRIAGES :--90 Salaries, Office Expenses, and Gen. Superintendence 67 17 8 615 Wages ... ... ... ... ... ... 1,454 Materials ... ... ... 583 12 7 1,511 19 3 2,163 9 6 2,159 WAGONS :--90 Salaries, Office Expenses, and Gen. Superintendence 67 17 9 1,666 Wages ... ... ... ... ... 1,615 I 10 1,671 Materials ... ... ... I,593 3 5 3,276 3 0 New Wagons ... ... ... 2,000 5,439 12 6 7,586

19

### No. XII.-ABSTRACTS.-continued.

| D.                                       | TRAFFIC EXPENSES.                            |          |                     |                                      |    |
|--|--|----------|---------------------|--------------------------------------|----|
| Half-year<br>ended<br>30th June,<br>1889 |  |          | Half<br>enc<br>30th | rrent<br>l-yes<br>ling<br>Jun<br>90. | ur |
| £  |  |          | £                   | s.                                   | d. |
| 9,214                                    | Salaries and Wages, &c                       |          | 10,392              | 13                                   | 3  |
| 1,486                                    | Fuel, Light, Water, and General Stores       |          | 1,489               | 18                                   | 3  |
| 232                                      | Clothing                                     |          | 240                 | 7                                    | 2  |
| 658                                      | Printing, Stationery, and Tickets            |          | 617                 | 15                                   | 9  |
| 107                                      | Horses, Harness, Vans, Provender, &c         |          | 347                 | 15                                   | 8  |
| 43                                       | Wagon Covers, Ropes, &c                      |          | 21                  | I                                    | 5  |
| 508                                      | Joint Stations' Expenses                     |          | 545                 | I                                    | 2  |
| 177                                      | Miscellaneous (including Travelling) Expense | es       | 131                 | 0                                    | II |
| 234                                      | Bridge Tolls, Numbermen, &c                  |          | 233                 | 19                                   | 8  |
| 123                                      | Steam Tug and Boats                          |          | 165                 | II                                   | 10 |
| 861                                      | Wages, Fuel, Stores, and Repairs in connex   | ion with |                     |                                      |    |
| 001                                      | Stationary Engines, Waterford                |          | 913                 | 17                                   | 9  |
|  |  |          |                     |                                      |    |
| 13,643                                   |  |          |                     |                                      | 1  |
| - 3,043                                  |  | t        | 15,099              | 2                                    | 10 |
| E.                                       | GENERAL CHARGES.                             |          |                     |                                      |    |
| £  |  |          | £                   | s.                                   | d  |
| 500                                      | Directors                                    |          | 500                 | 0                                    | 0  |
| 25                                       | Auditors                                     |          | 25                  | 0                                    | 0  |
| 670                                      | Salaries of Secretary, Accountant, and Clerk |          | 678                 | 12                                   | 5  |
| 165                                      | Office Expenses, do. do.                     |          |                     | 16                                   | 0  |
| 3  | Advertising                                  |          | * 34                | 7                                    | 0  |
| 108                                      | Fire Insurance                               |          | 0.                  | 12                                   | 9  |
| 129                                      | Telegraph Expenses                           |          | 116                 | 6                                    | 0  |
| 462                                      | Railway Clearing House Expenses              |          | 467                 |                                      | 10 |
| 414                                      | Audit Office Expenses                        | -        | 417                 | 8                                    | 7  |
| 161                                      | Stores Department                            |          | 163                 |                                      | 7  |
| 299                                      | Travelling and Miscellaneous Expenses        |          | 0                   | II                                   | í  |
| 24                                       | Fidelity Insurance Fund                      |          | 24                  |                                      | 0  |
| 2,960                                    |  | £        | 2,934               | 5                                    | 3  |

### 21 5 2 0 19 0 0 0 3 2 d. 4,958 18 6,214 19 2,604 15 Total, £ 76, 164 15 0 0 11 0 17,499 11 Cr. ŝ 1,294 750 19,492 23,350 42 as ... Α. By Capital Account, Balance at Debit thereof, per Account No. IV. ... " Kilkenny Junction Railway Debenture Stock ", 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 GENERAL BALANCE SHEET. " Shares Investment 3.3 5 17 **w** 4 9 4 0 00 OI 4 q. 942 18 Total, £ 76,164 15 12,773 15 323 19 9 14 13 13 9 00 ŝ 16,168 3,690 1,216 11,377 6,204 23,466 42 No. XIII.-To Net Revenue Account, Balance at Credit thereof, as per Account No. X. ... ... ", Interest on Debenture Stock to 30th June, 1890, payable ... ... ... ... . Company's Friendly Society as its Treasurer : : : : : " Unpaid Dividends and Interest " Debts due to other Companies Amount due to Clearing House •••• Sundry Outstanding Accounts " Balance due to Bankers Fidelity Insurance Fund Dr.

6 6

6.6 ::

5.2

|                                   | Miles worked<br>by Engines.                       | M. F. C.<br>141 6 8<br>137 0 0                 | 278 6 8<br>I I 0 | 279 7 8 |                             |
|-----------------------------------|---|--|------------------|---------|-----------------------------|
| 30th June, 1890.                  | Miles<br>constructing<br>or to be<br>constructed. | M. F. C.<br>                                   | ::               | :       |                             |
| Half-year ending 30th June, 1890. | Miles<br>constructed.                             | M. F. C.<br>141 6 8<br>137 0 0                 | 278 6 8<br>I I 0 | 279 7 8 |                             |
|                                   | Milos<br>authorized.                              | M. F C.<br>141 6 8<br>137 0 0                  | 278 6 8<br>1 I 0 | 279 7 8 |                             |
|                                   |   | 11   | :                |         | NO YU_STATEMENT OF TRAINING |
| 1                                 |   |  |                  | :       | CTATEN.                     |
|                                   |   | Lines owned by Company<br>Do. Leased or Rented | er               | Total   | NA NN                       |
| Half-Year                         | 30th June, 1889                                   | M. F. C.<br>141 6 8<br>137 0 0                 | 278 6 8<br>I I 0 | 279 7 8 |                             |

| e, 1890.                          | Total.                            | MILES.                            | 360,462<br>80.758    | 449,920  |  |
|-----------------------------------|-----------------------------------|-----------------------------------|----------------------|----------|--|
| Half-Year ending 30th June, 1890. | Other Lines<br>Worked.            | MILES,                            | 143,389              | 160,563  |  |
| Half-Year                         | W. & L. Line.                     | MILES.                            | 217,073<br>72,284    | 289,357  |  |
|                                   |                                   | Passenger Trains-ond Mived Trains | Goods and Live-Stock | Total    |  |
| 1ne, 1889.                        | Total.                            | MILES.                            | 356,072<br>90,400    | 446,472  |  |
| Half-Year ended 30th June, 1889.  | Other Lines<br>Worked.            | MILES.                            | 145,879<br>18,283    | 164, 162 |  |
| Half-Yea.                         | W. & L. Line. Other Lines Worked. | MILES.                            | 210,193<br>72,117    | 282,310  |  |

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.

23

JAMES TIGHE, Engineer.

Date, 17th July, 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, 24th July, 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 30th June, 1890, 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 £23,466 8s. 6d. to the credit of Revenue, after charging thereon all expenses which ought to be paid thereout in our judgment, leaving this sum available for dividend on the respective Stocks and Shares of the Company.

> GEORGE GIBSON, Auditors. ANTHONY CADOGAN,

WATERFORD, 15th August, 1890.

STATEMENT. XIV.--MILEAGE No.

### Materford and Limerick Railway.

### 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 Friday, the 26th of September. Materford and Tramore Railway Company.

### REPORT OF DIRECTORS AND STATEMENT OF ACCOUNTS

FOR

Half-year ended 30th JUNE. 1890,

SUBMITTED TO THE PROPRIETORS

TO BE

AT THE

### SEVENTY-FIFTH HALF-YEARLY MEETING

### OF THE COMPANY,

### TO BE HELD

AT THE COMPANY'S OFFICE. THE TERMINUS,

WATERFORD,

At One O'Clock p.m., on Thursday, the 18th of September, 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 THURSDAY, the 18th September, 1890, at One O'Clock p.m., for the purpose of receiving a Report and Statement of Accounts for the Half-year ended the 30th June, 1890.

The Transfer Books will be closed from the 4th Instant until the 18th Instant, inclusive.

WILLIAM REA,

Secretary.

Office, The Terminus.

Waterford, September 3rd, 1890.

### DIRECTORS' REPORT.

### Comparative Table of Traffic.

|   |            | June                  | 30th, 1890.  | June   | 30th, 1889.  |
|---|------------|-----------------------|--|--|--|
| First Class Passenge<br>Third , , ,<br>First ,, Return<br>Third , ,<br>Bathing Tickets<br>School ,,<br>Season ,,<br>Parcels, Dogs and I<br>Goods<br>Mails | ··· ·· ··· | 4054<br>8598<br>11827 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{c} 2431\frac{1}{2}\\ 3852\\ 8152\frac{1}{2}\\ 13668\frac{1}{2} \end{array}$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ |
|   |            | 27023                 | 1892 13 11   | 281041   | 1850 5 9   |

Subjoined is the usual Comparative Statement of Traffic, showing the details of the earnings of your Line for the half-year ending 30th June last.

The balance available for Dividend (after providing for Outstanding Accounts and Interest on Loans) is £362 4s. 1d., out of which your Directors recommend payment of the usual Dividend on the Preference Shares at the rate of 5 per cent. per annum, carrying forward £112 4s. 1d. to next half-year.

The Accounts for the half-year are annexed, duly certified by the Company's Auditors.

> A. DENNY, Chairman. WILLIAM REA, Secretary.

### . auvamo 5 Aailway 1890. Tramore and Waterford

JUNE, 30th ended Half-year AND CREATED BY THE COMPANY. -STATEMENT OF CAPITAL AUTHORIZED No.

| IORIZED. CAPITAL    | TOTAL.              | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 10.000 0 0 3,350 0 0 13,350 0 0                   |            |
|---------------------|---------------------|--|---|------------|
| CAPITAL AUTHORIZED. | LOANS.              | £ s.<br>16,000 0                                     | 3,350 0   | 10 350 0   |
| CAP                 | SHARES.             | £ 8. d.<br>48,000 0 0                                | 10,000 0 0  | 58 000 0 0 |
|                     | ACTS OF FARLIAMENT. | Waterford and Tramore Railway Act, 1851              | Waterford and Tramore Railway Amendment Act, 1857 |            |

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

|               | DESCRIPTION.   | NOI   |   |   |   |   |   | AMOUNT<br>CREATED. | NT<br>ED.    | AMOUNT<br>RECEIVED                       | NT<br>VED.  |      |
|---------------|--|-------|---|---|---|---|---|--------------------|--------------|--|-------------|------|
|               | (4,800 at £10 each)                                  | each) | : | : | : | : | : | £<br>48,000        | s. d.<br>0 0 | £ s. d. £ s. d.<br>48,000 0 0 48,000 0 0 | s. d<br>0 0 |      |
| srence Shares | Five per cent. Preference Shares (1,000 at £10 each) | each) | : | : | : | 4 | : | 10,000             | 0 0          | 10,000 0 0 10,000 0 0                    | 0 0         | 1.00 |
| Total         |  |       |   |   | : | : |   | 58,000             | 0 0          | 58,000 0 0 58,000 0 0                    | 0           |      |

No. III.--CAPITAL RAISED BY LOANS.

| 0.0<br>0   | 0         | 0<br>0   |
|--|-----------|--|
| B. 00  | 0         | m 0 0  |
| 50<br>50   | 500 0 0   | 200  |
| TOTAL.<br>£ 8.<br>19,350 0<br>18,850 0                 | 20        | 3 C 3 F  |
|  |           |  |
| nt.<br>0   |           | ::   |
| 0 0 ° 8  |           |  |
| bei  | ::        | ::   |
| 5,82 ft 4  |           | 1  |
| V I  |           |  |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 0         | ::   |
| er o   | 0         |  |
| t 44 p<br>£<br>3,550<br>3,550                          |           |  |
| At 4<br>13,<br>13,                                     |           |  |
|  | ::        | 1  |
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|  | 1.1       | It I   |
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| : :  |           | 3.5  |
|  |           | nns,   |
| ::   | 1 1 1 1   | Lot  |
|  |           | by   |
|  | 1 Acres 1 | sed  |
| 6  | 1 : :     | rais   |
| 186  | 0         | be<br>uns,   |
| )er,<br>189(   |           | 1 to   |
| eml e  |           | ized   |
| 1st December, 1889<br>0th June, 1890                   | 1         | thorized to be raised by<br>ised by Loans, as above  |
| st I<br>th   | 11        | aut<br>rais  |
| t 31<br>5 30   |           | nount authorized to be raised by Loans, as per Statement No. I.<br>nount raised by Loans, as above |
| 55 55<br>06 96   | 000       |  |
| stin   | rea       | otal a<br>otal a   |
| Exis   | Dec       | l'ote<br>l'ote   |
|  |           |  |

6

0

500 0

Balance

|  | -                    |  |  |   |            |
|--|----------------------|--|--|---|------------|
|  | d.                   | 00   | 0  |   | 0          |
| Ľr.  | ŝo                   | 00   | 0  |   | 0          |
|  | £                    | 58,000   | 500 0                                    |   | 77,350 0 0 |
| 14   |                      | :.   | :  |   |            |
| 50   |                      |  |  |   |            |
| UNT.   |                      | : :  | :  |   |            |
| CCOL   | ŝ                    | . III<br>. IIII.   | :  |   |            |
| AL A   | RECEIPTS.            | By Shares, per Account No. II.<br>,, Loans, per Account No. III. |  |   |            |
| TIGA   | RE                   | Accou  | ( e : ()                                 |   |            |
| ON C   |                      | s, per   | Ce                                       |   |            |
| JRE (  |                      | Share  | ", Balance                               |   |            |
| JTI  |                      | By   | 33                                       |   |            |
| K  |                      |  |  |   |            |
| 23   | 1                    | 20   | 110                                      | 1001  | 10         |
| (PE)   | s. d.                | 15 6   | 5 10<br>17 11<br>9 11                    | 14 11<br>13 3<br>0 1                                  | 0          |
| EXPE   | s. d                 | 73 15 6 08 2 7   | 85 5 10<br>11 17 11<br>39 9 11           | 47 14 11<br>18 13 3<br>65 0 1                         | 50 0 0     |
| AND EXPE   | £ 8. d.              | 5,173 15 6<br>3,708 2 7  | 5,985 5 10<br>35,811 17 11<br>5,139 9 11 | 9,147 14 11<br>12,018 13 3<br>365 0 1                 | 77,350 0 0 |
| -RECEIPTS AND EXPE                                 | £ 8. d               |  | epers<br>&c.                             | Machinery in<br>9,147 14 11<br>12,018 13 3<br>365 0 1 | 77,350 0 0 |
| 0. IVRECEIPTS AND EXPE                             |                      | ntal Expenses  | epers<br>&c.                             | lery  | 77,350 0 0 |
| No. IVRECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. |                      | ntal Expenses  | epers<br>&c.                             | lery  | 77,350 0 0 |
| No. IVRECEIPTS AND EXPE                            | EXPENDITURE. £ 8. d. | ntal Expenses  | epers<br>&c.                             | lery  | 77,350 0 0 |
|  |                      | ntal Expenses  | epers<br>&c.                             | lery  | 77,350 0 0 |
| Br. No. IVRECEIPTS AND EXPE                        |                      | ses  |  | lings, Machinery<br><br>count                         | 77,350 0 0 |

No. V.-CAPITAL EXPENDITURE FOR HALF-YEAR ENDED JUNE 30th, 1890.

NIL.

| No. VI.—RETURN OF WORKING STOCK FOR HALF-YEAR ENDED JUNE 30th, 1890.       Loco-       Loco-       Loco-       motive.       Loco-       Inco.       COACHING. MERCHANDISE.       motive.       Tank       First     Third     Van.       Wagous.     Wagous.       Stock on the 31st December, 1839        Stock on the 31st December, 1839        Stock on the 31st December, 1839        Tank     First     Third     Van.       Bigines.     4     7     8       Increase during half-year          Decrease   |  | -                |                    | -                  |         |  |
|--|--|------------------|--------------------|--------------------|---------|--|
| IF WORKING STOCK FOR HALF-YEAR ENDED JUNE 30th, 1890.       Imotive.     Loco-       notive.     COACHING.       motive.     MERCH       Tank     First       Tank     Tank       Tank     Tank   < |  | ANDISE.          | Ballast<br>Wagons. | 55                 | ::      |  |
| No. VIRETURN OF WORKING STOCK FOR HALF-YEAR ENDED JUNE 30t         No. VIRETURN OF WORKING STOCK FOR HALF-YEAR ENDED JUNE 30t         Loco-       Loco-       CoACHING.         Inotive.       Tank       First       Third       Van.         Stock on the 31st December, 1889           CoACHING.         Stock on the 31st December, 1899           Class.       Class.       Tank         Increase during half-year <th .<="" td=""><td>h, 1890.</td><td>MERCH</td><td>Goods<br/>Wagons.</td><td>00 00</td><td></td></th>  | <td>h, 1890.</td> <td>MERCH</td> <td>Goods<br/>Wagons.</td> <td>00 00</td> <td></td> | h, 1890.         | MERCH              | Goods<br>Wagons.   | 00 00   |  |
| No. VI.—RETURN OF WORKING STOCK FOR HALF-YEAR ENDED         No. VI.—RETURN OF WORKING STOCK FOR HALF-YEAR ENDED         Ender       Loco-         notive.       Loco-         Tank       First         Stock on the 31st December, 1889          Stock on the 30th June, 1890          Increase during half-year          Decrease   | JUNE 304   |                  | Van.               | 1                  | :::     |  |
| No. VIRETURN OF WORKING STOCK FOR HALF-YEAI         Loco-         Inotive.         Stock on the 31st December, 1889         Stock on the 30th June, 1890         Increase during half-year         Decrease            Decrease  | ENDED E  | COACHING.        | Third<br>Class.    | 00 00              | ::      |  |
| No. VIRETURN OF WORKING STOCK FOR H.         No. VIRETURN OF WORKING STOCK FOR H.         Loco-         Income         Stock on the 31st December, 1889         Stock on the 30th June, 1899         Increase during half-year         Decrease            Decrease  | ALF-YEAI   |                  | First<br>Class.    | 1-1-               | ::      |  |
| No. VIRETURN OF WORKING STOC<br>Stock on the 31st December, 1889<br>Stock on the 30th June, 1890   | K FOR H.   | Loco-<br>motive. | Tank<br>Engines.   | 4                  |         |  |
| No. VI.—RETURN OF WORKING<br>Stock on the 31st December, 1899<br>Stock on the 30th June, 1890<br>Increase during half-year   | STOC   |                  |                    | : :                | 1 : :   |  |
| No. VIRETURN OF WOR<br>Stock on the 31st December, 1889<br>Stock on the 30th June, 1890<br>Increase during half-year<br>Decrease , , , ,   | KING   |                  |                    | ::                 |         |  |
| No. VLRETURN OI<br>Stock on the 31st December, 1889<br>Stock on the 30th June, 1890<br>Increase during half-year<br>Decrease ,, ,  | F WOR  |                  |                    | 17:                | 1.1     |  |
| No. VIRETU<br>No. VIRETU<br>Stock on the 31st December<br>Stock on the 30th June, 189<br>Increase during half-year<br>Decrease , , , , , , , , , , , , , , , , , , ,   | RN 01  |                  |                    | , 1889             |         |  |
| No. VI<br>Stock on the 31st De<br>Stock on the 30th Jt<br>Increase during hall<br>Decrease ,,  | -RETU  |                  |                    | cember<br>ine, 189 | f-year  |  |
| No.<br>Stock on the<br>Stock on the<br>Increase duri<br>Decrease ,,  | . VI   |                  |                    | 31st De<br>30th Ju | ng hal  |  |
| Stock<br>Stock<br>Increa<br>Decrea   | No   |                  |                    | on the             | se duri |  |
|  |  |                  |                    | Stock              | Increa  |  |

|  |            |    | Tank<br>Engines. | First<br>Class. | Third<br>Class. | Van. | Goods<br>Wagons. | Balla |
|--|------------|----|------------------|-----------------|-----------------|------|------------------|-------|
|  |            |    |                  |                 |                 |      |                  | 0     |
| Stock on the 31st December, 1889<br>Stock on the 30th June, 1890 | <b>.</b> : |    | 44               | -1-1            | 00 00           | 1    | 00 00            | 1 01  |
| Increase during half-year<br>Decrease ,, ,,                      | 1.1        | :: |                  | ::              | ::              | ::   | : :              | ::    |
|  |            |    | -                |                 |                 |      |                  |       |

7

000

.00 £ 500

Total

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

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

NIL.

No. IX.-REVENUE ACCOUNT.

|  |     |  | -    |                                       |                                | <br>    |
|--|-----|--|------|---------------------------------------|--------------------------------|---------|
|  | d.  |  | -    | 10                                    |                                | 1       |
| 200  | ai. |  | S    | 10                                    | 13<br>12<br>12                 | 19      |
| Half-year ending<br>30th June, 1890.       | 43  | 0001   | 0001 | 269                                   | 30<br>15<br>0                  | 1923    |
| -year                                      | d.  | 60040  |      | 1 0                                   |                                |         |
| Hall                                       | ໝໍ  | 15<br>0<br>112<br>115  |      | 13                                    |                                |         |
|  | 43  | 683<br>656<br>238<br>22  |      | 89 13<br>179 17                       |                                |         |
| -  |     | 11,142<br>15,881<br>   |      | and Excess<br>(2000 Tons)             | : : :                          |         |
|  |     | 11, 15,  |      | Ex<br>00 T                            |                                |         |
| 50   |     | A BEE  |      | ", Percels, Dogs, and Excess<br>Fares | ::::                           |         |
| RECEIPTS.                                  |     | By PASSENGERS :<br>, First Class<br>, Third<br>, Season Tickets<br>, Bathing<br>, School   |      | ogs,                                  | ees                            |         |
| RECI                                       |     | PASSENGEH<br>First Class<br>Third ",<br>Season Ticl<br>Bathing<br>School   |      | D                                     | Rent<br>Mails<br>Transfer Fees |         |
|  |     | PASSENG<br>First Clar<br>Third<br>Season T<br>Bathing<br>School  |      | reels, ]<br>Fares<br>)ds              | it<br>ils<br>insfe             |         |
|  |     | PA<br>Fir<br>Sea<br>Bad<br>Sch   |      | Parcels<br>Fa.<br>Goods               |                                |         |
|  |     | By   |      | 9.9                                   | 8.6<br>3.3                     | <br>    |
| Half-year<br>ended<br>30th June,<br>1889.  | 43  | 650<br>690<br>234<br>11<br>15  | 1600 | 102<br>132                            | 24 ·<br>15                     | 1874    |
|  | d.  | 804110   | <    | מ                                     | 10                             | -       |
| Half-year<br>ending<br>30th June,<br>1890. | ŝ   | 33<br>16<br>17<br>17   | 0    |                                       | 303 10 10                      | 19      |
| Hal<br>en<br>30th<br>1                     | 43  | 303<br>622<br>188<br>277<br>197<br>31  | 1000 | 10701                                 | 303                            | 1923 19 |
| 101  |     | To Maintenance of Way, Works,<br>and Stations, see Abstract A<br>,, Locomotive Power ,, E<br>,, Carriages & Wagons ,, C<br>,, Traffic Expenses ,, E<br>,, General Charges ,, E |      |                                       | " Balance to Net Revenue Acct. |         |
|  |     | Wo<br>stra   |      |                                       | ue A                           |         |
| (r)  | 1   | Ab, Ab,  |      |                                       | veni                           |         |
| URF  |     | f Wer<br>wer<br>agoi<br>es<br>es   |      |                                       | Re                             |         |
| LIUN                                       |     | ce o<br>v Po<br>c W<br>c W<br>ense<br>ense   |      |                                       | Net                            |         |
| EXPENDITURE.                               | 24  | tive<br>tive<br>Exp<br>Ch  |      |                                       | to                             |         |
| EJ   |     | inte<br>nd S<br>omo<br>riag<br>eral<br>es al   |      |                                       | ince                           |         |
| 15/18                                      |     | Fo Maintenance of Way<br>and Stations, see A<br>,, Locomotive Power<br>,, Traffic Expenses<br>,, General Charges<br>,, Rates and Taxes   |      |                                       | Bala                           |         |
|  |     | To   | 6    |                                       |                                |         |
| Half-year<br>ended<br>June 30th,<br>1889.  | ÷   | 346<br>346<br>499<br>182<br>289<br>197<br>29   | 1540 | 1                                     | 331                            | 1874    |
| alf<br>18                                  |     | 69-01-   | 12   |                                       | 50                             | 00      |

8

| Half-year<br>ending<br>June 30th  | s. d. |         | 10 10  | 10 10   | 25 16 5                           | 754 18 1 |
|---|-------|---------|--|---|-----------------------------------|----------|
| No. XNET REVENUE ACCOUNT.<br>Half-year Half-year Half-year effective and the solution of the so | 4     | 2       | By Balance from last half-year's account 425 10 10 | ", Balance Revenue Account, No. IX. 303 10 10 | ", Interest on Bank Balance 25    |          |
| VENUE<br>Half-year<br>ended<br>June 30th,   | 1889. | 4       | 423  | 331   | :                                 | 754      |
| Half-year<br>ending   | 1890. | £ s. d. | 392 14 0   |   | 362 4 1                           | 754 18 1 |
| No. A   |       |         | To Interest on Mortgage Bonds                      |   | ", Balance available for Dividend |          |
| Br.<br>Half-year<br>ended   | 1889. | £       | 392  |   | 362                               | 754      |

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

9

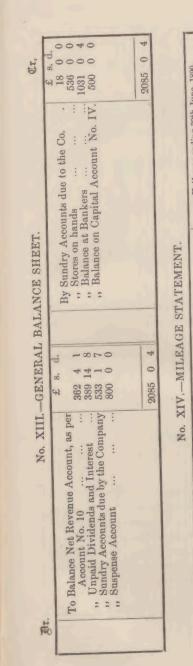
| Half-year ending<br>June 30th, 1890.   | s. d. £ s. d.<br>362 4 1                              | 250 0 0   | 112 4 1                   |
|--|---|---|---------------------------|
| H                                      | £ s. d.   | :   | :                         |
|  | :   | ÷   |                           |
|  | :   | :   | 1                         |
|  | Balance available for Dividend, as per Account No. X. | Preference Shares $(\pounds 10,000)$ at 5 per cent, per annum | Balance to next half-year |
| Half-year<br>ended<br>June 30th, 1889. | £<br>362  | 250   | 112                       |

Cr.

ant.

XII.-ABSTRACTS. No.

| Half-year<br>ending<br>June 30th,<br>1890.     | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 188 16 1 | Half-year<br>ending<br>June 30th,<br>1890.                          | 8.<br>12                         | 13 9 0<br>32 4 6<br>36 3 9<br>16 11 7                                       | 277 1 7 | Half-year<br>ending<br>June 30th,<br>1890.   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$               | 197 4 0 |
|--|--|----------|---|----------------------------------|---|---------|--|--|---------|
| CREPAIRS AND RENEWAL OF<br>CARRIAGES & WAGONS, | CARRIAGES AND WAGONS                                 |          | DTRAFFIC EXPENSES.  | Salaries and Wages               | Frinting, Stationery, and lickets<br>Clothing<br>Gas<br>Incidental Expenses |         | BGENERAL CHARGES.  | Directors<br>Salaries of Sec. and General Manager<br>and Assistant |         |
| Half-year<br>ended<br>June 30th,<br>1889.      | £<br>74<br>101                                       | 181      | Half-year<br>ended<br>June 30th,<br>1889.                           | £<br>176                         | 20<br>32<br>32<br>32<br>32  | 289     | Half-year<br>ended<br>June 30th,<br>1889.  | 50<br>140<br>7   | 197     |
| Half-year<br>ending<br>June 30th,<br>1890.     | £ 8. d.  | 9        | 2 1 4<br>28 6 1   | 303 3 10                         | Half-year<br>ending<br>June 30th,<br>1890.                                  | £ s. d. | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                               | 139 18 7<br>133 5 5  | 622 6 1 |
| AMAINTENANCE OF WAY, WORKS,<br>AND STATIONS.   | MAINTENANCE AND RENEWAL OF<br>W. PERMANENT WAY-      | Wages    | Repairs of Bridges, Fences, &c<br>Repairs of Stations and Buildings | MILES MAINTAINED.<br>Single, 74. | BLOCOMOTIVE POWER.  |         | RUNNING EXPENSES—<br>Wages of Engine Drivers, &c<br>Coal<br>Oil, Tallow, and Waste | REPAIRS AND RENEWALS   |         |
| Half-year<br>ended<br>June 30th,<br>1889.      | æ  | 1/4      | 29<br>41  | 346                              | Half-year<br>ended<br>June 30th,<br>1889.                                   | 3       | 123<br>107<br>45   | 135<br>88  | 498     |



Half-year ending 30th June, 1890. Miles Authorized. Constructed. Engines. 74 74 74 : Lines owned by Company

XV .- STATEMENT OF TRAIN MILEAGE. No.

Half-year

| ended<br>June 30th,<br>1890.     | 20,745 | 460              |                             | 91 905 |        |
|----------------------------------|--------|------------------|-----------------------------|--------|--------|
|                                  |        |                  |                             |        | :      |
|                                  |        |                  |                             |        |        |
|                                  |        |                  |                             |        | :      |
|                                  |        | :                | :                           |        | :      |
|                                  |        | :                | :                           | 1-1-1  | 0081,  |
|                                  |        | :.               | :                           | E      |        |
|                                  |        | :                |                             |        |        |
|                                  |        | :                |                             |        |        |
|                                  |        |                  |                             |        |        |
|                                  |        | ••••             |                             |        |        |
|                                  |        | ••••             |                             |        |        |
|                                  |        | Passenger Trains | Other Trains (Ballast, &c.) |        |        |
| Half-year<br>ended<br>30th June, | 1889.  | 20.835           | 933                         | 0.00   | 21,068 |

A. DENNY, Chairman. WILLIAM REA, Scoretary of the Company.

10

### CERTIFICATE RESPECTING THE PERMANENT WAY.

I CERTIFY that the Company's Permanent Way, Stations, Buildings, and other works have been maintained in good working condition and repair during the past half-year.

JAMES OTWAY, Engineer.

Waterford, September 3rd, 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.

September 3rd, 1890.

### AUDITORS' CERTIFICATE.

We have examined the Accounts, with the Vouchers, of the Waterford and Tramore Railway Company for the half-year ending the 30th June, 1890, 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, has been *bona fide* earned during the half-year, after debiting Revenue with all expenses, which in our judgment, ought to be charged to that Account.

GEORGE W. MAUNSELL, } Auditors.

West Carbery Tramways and Light Railways Company Limited.

SCHULL & SKIBBEREEN BRANCH.

### REPORT OF DIRECTORS

AND

### STATEMENT OF ACCOUNTS

FOR

Six Months ending 30th JUNE, 1890,

TO BE

SUBMITTED TO THE PROPRIETORS.

OFFICES OF THE COMPANY, NORTH STREET, SKIBBEREEN,

PURCELL AND COMPANY, PRINTERS, CCRK,

### WEST CARBERY TRAMWAYS AND LIGHT RAILWAYS COMPANY LIMITED.

The Directors beg to submit herewith to the Proprietors the Audited Accounts of the Company, for the Half-year ended the 30th June, 1890.

The Gross Total Receipts for the half year were as follows :--

| Passengers                  | ••• | £4 | 48 0  | II |
|-----------------------------|-----|----|-------|----|
| Parcels and Excess Fares    |     | 1  | 15 13 | 2  |
| Horses, Carriages, and Dogs |     |    | 0 5   | 2  |
| Goods                       |     | 3. | 32 19 | II |
| Cattle                      |     |    | 79 14 | 6  |
| Fish                        |     |    | 8 I   | 8  |
|                             |     |    |       |    |

Total, £884 15 1

The Report of the Company's Engineer is appended.

ANTHONY MORGAN, CHAIRMAN. W. L. CAREY, Secretary.

### Directors.

CAPT. A. MORGAN, J.P., HIGH SHERIFF, *Chairman.* JOHN R. H. BECHER, Esq., J.P. GEORGE H. SWANTON, Esq., J.P. RICHARD CAREY, Esq.

### Secretary.

W. L. CAREY, North street, skibbereen.

### £ 57,000 Nil. RECEIVED. Nil. .... PROPORTION : Nil. each THE Calls in 26th March, 1885, 57,000 Shares of $\pounds 1$ SHOWING d.' s O £ 000 AUTHORISED, .ю ° °. CAPITAL £ 57,000 SHARE Capital Authorised by Privy Council, OF STATEMENT Description. cent. 2.— 5 per No. Shares,

ranteed

A PPLICABLE.

3.-Not

No.

anteed .

BY OF STATEMENT

AUTHORISED No.

COMPANY. THE CAPITAL

ending 30th June, 1890. Half-year STATEMENT OF ACCOUNTS for

LIMITED

CO.

RAILWAYS

LIGHT

AND

TRAMWAYS

CARBERY

WEST

### ENGINEER'S REPORT.

11, QUEEN VICTORIA STREET, London, E.C., 11th July, 1890.

To the Chairman and Directors of The West Carbery Tramway Company.

### GENTLEMEN,

I have the honor to report that during the past half year the Tramway has maintained its position.

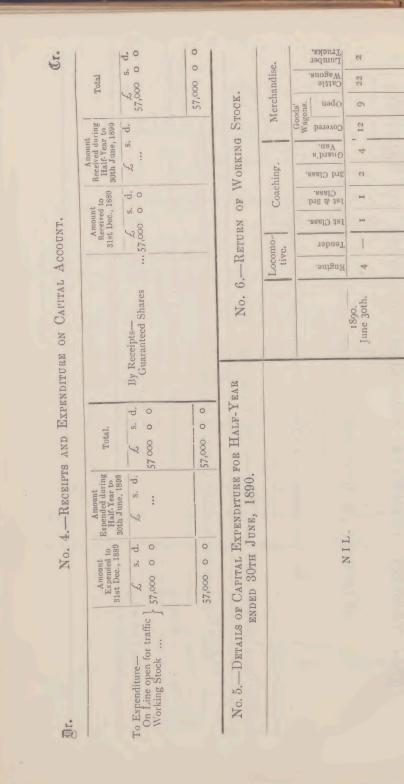
The Permanent Way has been kept in good order, as have also the Engines and Rolling Stock.

The want of a Pier at Schull is very much felt during the fishing season, and I would recommend that the attention of the Government be again called to this matter, and their assistance asked for.

### I have the honor to be,

Gentlemen,

Your obedient Servant, FRANK B. PASSMORE, M. Inst. C.E.



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

| $\label{eq:linear} \begin{tabular}{cccccccccccccccccccccccccccccccccccc$ | TOTAL.                                     | £ s. d.<br>Nil. |   |
|--|--|-----------------|---|
| ending<br>   | In subsequent<br>Half year.                | & s. d.<br>Nil. |   |
|  | In Half-year<br>ending 31st Dec.,<br>1889. | & s. d.<br>Nil. |   |
|  |  | :               |   |
|  |  | :               |   |
| 1  |  |                 |   |
| 1  |  | :               |   |
| 1  |  | :               |   |
| 1  |  | :               |   |
| 1  |  | :               |   |
| 1  |  | :               |   |
| 1  |  | :               |   |
| 1  |  | :               | 1 |
|  |  | :               |   |
| On   |  |                 |   |

-Capital Powers and other Assets available to meet further Fixpenditure. No. 8.-

NIL.

|  | & s. d.<br>884 I5 4<br>494 9 4  | 1,379 4 8 |  | <i>£</i> s. d. 494 9 4  |
|--|---|-----------|--|---|
|  | λ s. d.<br>463 19 3<br>412 14 5<br>18 1 8<br>   |           |  |   |
| No. 9REVENUE ACCOUNT FOR HALF-YEAR ENDING 30th JUNE, 1890. | To WorkING EXPENSES :-<br>To WorkING EXPENSES :-<br>Maintenance of Way & Works-See Abstract A<br>Maintenance of Way & Works-See Abstract A<br>and Wagons Do. B<br>Repairs and Renewals of Cartinges<br>Traffic Expenses Do. C<br>Reneral Charges Do. E<br>Reneral Charges | 1,379 4 8 | No. 10NETT REVENUE ACCOUNT TO 30th JUNE, 1890. | To Balance from Revenue Account No. 9 $\frac{\xi}{494}$ 9 4 By Amount due by County Treasurer |

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

### £1,425 0 0 £1,425 0 0 0 £1,425 0 ... Cork Half year's Dividend due 1st July, 1890 ... ... Available from Net Revenue Account ... Amount to be contributed by the Grand Jury of the County of

### No. 12.—ABSTRACTS.

### A.-MAINTENANCE OF WAY, WORKS, &c.

| £ s. d.   | £ s. d.  |
|---|----------|
| MAINTENANCE & RENEWAL OF PERMANENT WAY:           Wages           260         6         11           Materials            156         1         4 |          |
|   | 416 8 3  |
| Stations and Buildings  | 19 2 10  |
|   | 435 II I |

### B.-LOCOMOTIVE POWER.

|                                       | £ s. d.             | £ s. d.             |
|---------------------------------------|---------------------|---------------------|
| RUNNING EXPENSES :                    |                     |                     |
| Locomotive Engines<br>Oil, Tallow, &c | 86 19 7<br>6 17 0   |                     |
| Coal and Coke                         | 164 12 3            | 258 8 10            |
| Wages<br>Materials                    | 111 13 11<br>52 8 8 |                     |
| - 5 E                                 | -                   | 164 2 7<br>422 II 5 |

### C.-REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.

| CARRIAGES :-       |       |           |       |      | £ s. d.<br>17 19 5 | £ s. d. |
|--------------------|-------|-----------|-------|------|--------------------|---------|
| Wages<br>Materials |       | <br>      |       |      | 6 5 I              |         |
| Materials          | • • • | <br>      |       | <br> | 0 5 1              | 24 4 6  |
| VICONC             |       |           |       |      |                    | 24 4    |
| NAGONS :           |       |           |       |      | 74.74              |         |
| Wages              |       | <br>* * * | + + + | <br> | I4 I4 4            |         |
| Materials          |       | <br>      |       | <br> |                    |         |
|                    |       |           |       | -    |                    | I4 I4 . |
|                    |       |           |       |      |                    | 0.0     |
|                    |       |           |       |      |                    | 38 18 1 |

Examined and found correct.The amount to be levied off the Guaranteeing Baronies for the Half-year ended 30th June, 1890, is as follows: --Italf-year's Interest on  $\xi_{57,000}$ , at 5 per cent. $\xi_{1,425}$  0 0Loss on Working (including  $\xi_{00}$  for Engine Hire),494 9 4 $\xi_{1,919}$  9 9 4 $\xi_{1,919}$  9 415th July, 1890.JOHN GEO, M'CARTHY, Auditor for the Grand Jury of the County of Cork.

|   | 6 s. d.<br>- 1,951 6 0<br>- 1,919 9 4<br>- 1,919 9 4   | £3,933 II 8 |  | AGE.   | June 30th, 1890   |                                   | N.   |
|---|--|-------------|--|--|---|-----------------------------------|--|
| No. 12. GENERAL BALANCE SHEET TO SOTH JUNE, 1890. | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | £3,933 II   | West Division West Division West Division West Larbery $\mathcal{L}_{1,425}$ $0 = 4/7$ $\mathcal{L}_{814}$ $5$ $9$ West Division West Carbery $\mathcal{L}_{1,425}$ $0 = 4/7$ $\mathcal{L}_{814}$ $5$ $9$ West Division West Carbery $\mathcal{L}_{1,425}$ $0 = 4/7$ $\mathcal{L}_{814}$ $5$ $9$ West $\mathcal{L}_{1,011}$ $\mathcal{L}_{1,012}$ $9$ $4 = 4/7$ $282$ $11$ $11$ West $\mathcal{L}_{1,011}$ $\mathcal{L}_{1,019}$ $9$ $4$ $\mathcal{L}_{1,019}$ $9$ | 14MILEAGE STATEMENT. No. 15STATEMENT OF TRAIN MILEAGE. | Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles<br>Miles | 0 존0 점 (Goods and Mineral I rains | ANTHONY MORGAN, CHAIRMAN.<br>W. L. CAREY, SECRETARY. |
|   | To Interest on Guaranteed Capital<br>Contractor's Suspense Account<br>Outstanding Accounts<br>Dividend Warrants Outstanding<br>Munster and Leinster Bank |             |  | No. 14N  |   | Lines Owned by Company            |  |

### Abstracts-Continued.

### D.-TRAFFIC EXPENSES.

| Wages<br>Fuel, Lighting, and General Stores  |          |   |  | ••• | £<br>103<br>8 | s.<br>5<br>16 | d.<br>1<br>2 |
|--|----------|---|--|-----|---------------|---------------|--------------|
| Printing, Stationery, and Tickets<br>Rent and Expenses of Skibbereen<br>South Coast Railway Co | Station, | - |  | and | 21<br>62      | 7<br>10       | I            |
|  |          |   |  |     | 195           | 18            | 4            |

### E.-GENERAL CHARGES.

|                                     |         |      |      | £   | S. | d. |
|-------------------------------------|---------|------|------|-----|----|----|
| Directors and Engineers             | · · · · | <br> | <br> | 94  | I  | 6  |
| Salaries of Secretary, Manager, &c. |         | <br> | <br> | 66  | 6  | 8  |
| Office Expenses                     |         | <br> | <br> | 16  |    | 3  |
| Instalment of Cost of Engine        |         | <br> | <br> | 60  |    | 0  |
| Auditors and Arbitrators            |         | <br> | <br> | 30  | 9  | 0  |
|                                     |         |      |      | 267 | TT | F  |

### WEST CLARE RAILWAY CO., LTD.

### REPORT OF DIRECTORS

### STATEMENT OF ACCOUNTS

To 30th APRIL, 1890, TO BE SUBMITTED AT THE

Tenth General Meeting of the Shareholders,

TO BE HELD AT THE

QUEEN'S HOTEL, ENNIS, On Monday, 21st July, 1890, AT TWO O'CLOCK, P.M.

### 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 21st July, 1890.

THE Directors beg to submit the annexed Statement of Accounts for the Winter Half-Year, ending 30th April, 1890.

The Receipts show a steady increase, which amounted to  $\pounds 279$  12s. 5d. over the corresponding period of 1889, but this was all absorbed by an increase in Expenditure of  $\pounds 280$  7s. 7d., which this Company, in common with all other Railway Companies, had to incur during the half year.

The warrants for the Dividend in respect of this half year were duly posted to the Shareholders on the 10th of May.

The Directors may be allowed to call attention to the fact that this made Eleven Dividends since the formation of the Company, all of which were paid with unfailing regularity a few days after the termination of each half year.

The Engineer's and Auditors' Certificates will be found on page 11.

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 April, 1890, as compared with the corresponding period of the preceding year :--

|  |                                |                                 |                      | and the second se |
|--|--------------------------------|---------------------------------|----------------------|---|
| DESCRIPTION.                             | Half-Year,<br>30th April 1890. | Half-Year,<br>30th April, 1889. | Increase<br>in 1890. | Decrease<br>in 1890.  |
| Passengers                               | £ s. d.<br>1208 12 1           | £ s. d.<br>1237 2 3             | £ s. d.<br>          | £ s. d.<br>28 10 2  |
| Parcels                                  | 85 7 6                         | 40 I II                         | 45 5 7               |   |
| Mails                                    | 28 15 4                        |                                 | 28 15 4              |   |
| Miscellaneous                            | 12 17 6                        | 914 0                           | 4 3 6                |   |
| Goods & Coal                             | 1080 14 4                      | 930 4 5                         | I50 9 II             |   |
| Live Stock                               | 389 6 9                        | 309 I5 I                        | 79 II 8              |   |
| Special & Mis-<br>cellaneous<br>Receipts | 20 10 7                        | 20 I4 I                         |                      | 035   |
| TOTAL TRAFFIC<br>RECEIPTS                | 2827 4 I                       | 2547 II 8                       | 279 12 5             |   |
| Expenses                                 | 3011 14 11                     | 2731 7 4                        | 280 7 7              |   |
|  |                                |                                 |                      |   |
| Passengers, No.                          | 21359                          | 21870                           | •••                  | 511   |
| Parcels, No.                             | 1867                           | 1684                            | 183                  |   |
| Misellnous., No.                         | 208                            | 140                             | 68                   |   |
| Goods,&c.,Tons                           | 4124                           | 3403                            | 721                  |   |
| Live Stock, No.                          | 9612                           | 7493                            | 2119                 |   |

JAMES F. LOMBARD, Chairman. W. J. KENNEDY, Secretary.

Dublin, 10th July, 1890.

# CLARE RAILWAY COMPANY, LIMITED. WEST

# Statement of Accounts up to 30th April, 1890.

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

| TOTAL.                                  | £180,000   |
|---|--|
| Unguaranteed<br>£10 Shares.             | £16,500  |
| 4 per cent. Guar-<br>anteed £10 Shares. | £163,500   |
| ACTS OF PARLIAMENT.                     | 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. |

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

4

| DESCRIPTION.                     | Amount<br>Created.                                | Amount<br>Received. | Calls in<br>Arrear. | Calls not<br>yet Made. | Amount<br>Unissued. |
|----------------------------------|---|---------------------|---------------------|------------------------|---------------------|
| uaranteed 4 per cent. Shares<br> | £163,500<br>                                      | £163,500<br>16,500  |                     | 11                     | 1.1                 |
|                                  | £180,000  | £180,000            |                     | -                      | -                   |
| No. 3CAP                         | No. 3CAPITAL RAISED BY LOANS AND DEBENTURE STOCK. | Y LOANS AND         | DEBENTURE ST        | rock.                  |                     |

Nil.

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

|  |                     |                                      | _                            |   | -                                 |
|--|---------------------|--------------------------------------|------------------------------|---|-----------------------------------|
| 1  | d.                  | 0                                    | 0                            |   | 0                                 |
|  | ŝ                   | 0                                    | 0                            |   | 0                                 |
| TOTAL.   | £                   | 163,500 0 0                          | 16,500 0 0                   |   | £179.988 0 0 £12 0 0 £180,000 0 0 |
| ing<br>sgo.  | d.                  | 0                                    |                              |   | 0                                 |
| unt<br>l dur<br>Year<br>il, r8                                     | ŝ                   | 0                                    |                              |   | 0                                 |
| Amo<br>sived<br>Apr  | 4                   | 12                                   | I                            |   | 12                                |
| Amount<br>Received during<br>the Half-Year to<br>30th April, 1890. |                     |                                      |                              |   | F.                                |
| .6   | d.                  | 0                                    | 0                            |   | 0                                 |
| ed to  | ŝ                   | 0                                    | 0                            |   | 0                                 |
| Amount<br>Received to<br>31st Oct., 1889.                          | £ s. d. £ s. d.     | 163,488                              | 16,500                       |   | 179,988                           |
|  | £ s. d. BY RECEIPTS | per Account No. 2 163,488 0 0 12 0 0 | per Account No. 2 16,500 0 0 |   |                                   |
| 1.0  | d.                  |                                      | C                            | - | 0                                 |
| i.   | ŝ                   |                                      | 0                            |   |                                   |
| TOTAL  | X                   |                                      | 100,000                      |   | £180,000°0 0                      |
| ng.  | d.                  |                                      |                              |   |                                   |
| Amount Ex-<br>sended during<br>Half-year<br>oth Apl., 1890         | ŝ                   |                                      |                              |   |                                   |
| ded<br>Jalf-   | 42                  |                                      | 1                            |   |                                   |
| Amount Ex-<br>pended during<br>Half-year<br>30th Apl., 1890.       | £ s. d.             |                                      |                              |   |                                   |
|  | d.                  |                                      | 0                            |   |                                   |
| Amount<br>Expended to<br>1st Oct., 1889                            | ŝ                   |                                      | 0                            |   |                                   |
| Amount<br>xpended t  |                     |                                      | 000                          |   |                                   |
| Amount<br>Expended to<br>31st Oct., 1889.                          | £ s. d.             | c                                    | 100,0                        |   |                                   |
|  |                     | Traffic, &c., per                    | Account No. 5 100,000 0 0    |   |                                   |

No. 5.-DETAILS OF CAPITAL EXPENDITURE.

Nil.

No. 6.--RETURN OF WORKING STOCK.

|                           |             |  | ONINJI       |            |       | MERC             | MERCHANDISE AND MINERALS | D MINERALS |       |
|---------------------------|-------------|--|--------------|------------|-------|------------------|--------------------------|------------|-------|
|                           | LOCOMOTIVE. |  | COACHIN      |            |       |                  |                          |            |       |
|                           | F.ngines.   | Composite, Third Class, Break Van. ToTAL | Third Class. | Break Van. | TOTAL | Goods<br>Wagons. | Wagons<br>covered.       | Trucks.    | TOTAL |
|                           | D           | 121 00 21 m                              | -            |            |       |                  |                          |            |       |
|                           |             |  |              | 12.        | 13    | IS               | 25                       | 25         | 65    |
| Stock on 30th April, 1890 | 4           | 3  | 0            | 4          | 2     | 2                |                          |            |       |
|                           |             |  | -            |            |       |                  |                          |            |       |

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

| · Nil. |  |
|--------|--|
|        |  |

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

Nil.

.

| Cr.                   | (890.                                  | d.   | н                                      |   | 4                           |             |  | H                          |                     | 6 7                              |       | 4 I      |
|-----------------------|--|--|--|---|-----------------------------|-------------|--|----------------------------|---------------------|----------------------------------|-------|----------|
|                       | . 30, 1                                | in   | 8 12                                   |   | 8                           |             |  | I O                        |                     | 20 IO                            | 21    |          |
|                       | Half-Year ending Apl. 30, 1890.        | 42   | I,208 I2                               |   | 128                         |             |  | I,470                      |                     | 6                                |       | 2,827    |
|                       | endin                                  | d.<br>I  |  | 0 40  |                             |             | 46   |                            |                     | -0                               |       |          |
|                       | .Year                                  | S 12.  |  | 85 7<br>28 15<br>12 17  |                             |             | 0 I4<br>9 6  |                            |                     | 4 IO                             |       |          |
|                       | Half                                   | t,208 12   |  | 4 19 00   | 1                           |             | I,080 I4   |                            |                     |                                  |       |          |
|                       |  | ts   |  | ::  | :                           |             | ::   |                            | el-                 | ::                               |       |          |
|                       |  | Passengers<br>Military<br>Subscription Tickets                           |  |   |                             |             |  |                            | Special and Miscel- | laneous receipts<br>ransfer Fees |       |          |
| 21                    | IPTS.                                  | rs<br><br>T noi  |  |   | cons                        |             | Merchandise<br>Live Stock  |                            | I put               | Fees                             |       |          |
|                       | RECEIPTS.                              | engel<br>ary<br>cript  |  | slon  | CIIGII                      |             | Stoc   |                            | ial a               | neou                             |       |          |
|                       | E4                                     | By Passengers<br>" Military<br>" Subscriptio                             |  | ", Parcels<br>", Mails  | DSI TAT                     |             | Merchandise<br>Live Stock  |                            | Spec                | Transfer Fees                    |       |          |
| .TV                   |  | By   |  | 3.3   | 5.6                         |             | 5.6  |                            | 5.6                 | 5.6                              |       |          |
| INO                   | ar<br>889.                             | d.<br>3  | 3                                      | H   |                             | II          | N H  | 9                          |                     | 00                               | 0     | 00       |
| ACC                   | Half-Year<br>ending<br>April 30, 1889. | s.<br>  2  | 7 2                                    | 40 I  | 9 14                        | 49 I4       | 930 4<br>309 I5  | I,239 I9                   |                     | 7 II<br>13 2                     | 20 I4 | II Lt    |
| UE                    | H                                      | £<br>1,237   | I,237                                  | 4   |                             | 4           | 30   | I,23                       |                     |                                  |       | 2,547    |
| No. 9REVENUE ACCOUNT. | ar<br>890.                             | d.<br>10<br>8  | 500                                    |   | 6                           | II          |  |                            | 00                  | 10                               |       | I        |
| -RE                   | Half-Year<br>ending<br>April 30, 1890. | £ s. d.<br>701 14 10<br>782 13 8   | I I                                    | H   | 12 0<br>44 I5               | 3,011 14 II |  | 301 17                     | 2,709 I7            | 117 6                            |       | 27 4     |
| . 9.                  | Ha<br>Apri                             | 78:27  | 196                                    | 411<br>11   | 1 4                         | 3,01        |  | 30                         | 2,70                | II                               |       | 2,827    |
| No                    |  | and<br>et A<br>B   |  | iury<br>  | : :                         |             | Junt<br>Half-  | :                          |                     | :                                |       |          |
|                       | 0                                      | To Maintenance of Way, Works and<br>Stations<br>, Locomotive Power do. B | do.                                    | General Charges do E<br>Law Charges                                   |                             |             | Less-Renewals and Repairs-Amount<br>provided therefor, as per last Half- | ٦t                         |                     |                                  |       |          |
|                       |  | Wo   |  | rsona<br>ge a   | : :                         |             | hirs-  | cour                       |                     | 13                               |       |          |
|                       | Expenditure                            | Way<br>se  | suc                                    | r pel   |                             |             | Repa   | ie Ad                      |                     | No.                              |       |          |
|                       | LIGN                                   | of   | Wag                                    | n, D  | axes                        |             | and<br>efor,   | venu                       |                     | ount,                            |       |          |
|                       | Expe                                   | ance<br>ns<br>ive I  | s &                                    | Chai<br>arges<br>satio<br>satio                                       | ods<br>id T                 |             | wals   | et Re                      |                     | Acco                             |       |          |
|                       |  | Maintenance of V<br>Stations<br>Locomotive Power                         | Carriages & Wagons<br>Traffic Expenses | General Charges<br>Law Charges<br>Compensation for<br>Compensation, D | of Goods<br>Rates and Taxes |             | Rene   | 's N                       |                     | ance                             |       |          |
|                       | 10                                     | Mai<br>S<br>Loc  | Carl                                   |   |                             |             | provi  | Year's Net Revenue Account |                     | " Balance Account, No. 13        |       |          |
|                       |  |  | 55                                     |   |                             | -           | Le   |                            | -                   |                                  |       | Loc      |
|                       | ear<br>Ig<br>1889.                     | s. d.<br>15 9<br>4 7   | 16 3<br>19 9                           | 19 3<br>18 0<br>18  | 5 0                         | 7 4         |  | 14 2                       | 13 2                | 18 6                             |       | 11 8     |
| Đr.                   | Half-Year<br>ending<br>April 30, 1889. | £ 5<br>621 I<br>693  | 51 I<br>956 I                          | 17 I<br>17 I<br>16 I  | 4<br>12                     | 2,73I       |  | 1 061                      | 2,540 13            | 6 I8                             |       | 2.547 II |
| A                     | Apr                                    | 00   | 0                                      | 100   |                             | 2,7         |  | -                          | 2,5                 |                                  |       | 10       |

Line Opened, 2nd July, 1887

7

No. IO .-- NET REVENUE ACCOUNT.

Ðr.

Gr.

Half-Year ending April 30, 1890. £ S. d. Gr. No. 10A.-GUARANTEED DIVIDEND ACCOUNT.  $\begin{array}{c|c} \mbox{Half-Year} & \mbox{Half-Year} \\ \mbox{ending} \\ \mbox{April 30, 1890.} \\ \mbox{April 30, 1890.} \\ \mbox{K s. d.} & \mbox{K s. d.} \end{array}$ £ s. d. Half-Year ending April 30, 1889.

1,469 15 2 0 4 10 £3,270 0 0 .р £ s. 1,800 0 By Net Revenue Account, 31st October, 1889, ., Amount due by the Grand Jury of the County Clare, as per Arbitrators' Certificate of 12th February, 1890 Item Disallowed £ s. d. 3,270 0 0 0 £3,270 0 To Guaranteed Dividend, paid 1st Nov., 1889, and Income Tax thereon ... ...

Ðr.

No. II.-APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

|  |                             | _   |          |  |
|--|-----------------------------|---|----------|--|
| £3,270 0 0                             | -                           |   | ,270 0 0 |  |
| £3,                                    |                             |   | £3,      |  |
|  |                             | 3,270 0 0                                 |          |  |
| :                                      | :                           | • • • •                                   |          |  |
|  |                             |   |          |  |
|  |                             |   |          |  |
|  |                             |   |          |  |
| :                                      |                             |   |          |  |
| :                                      | :                           | :   |          |  |
|  |                             |   |          |  |
| f-year's Dividend due on 1st May, 1890 | ilable from Net Revenue a/c | ount to be contributed by County of Clare |          |  |
| Hal                                    | Ava                         | Ame                                       |          |  |

| 10     | _                                     |   |  |                                 | _                  |   | _                     |                   | _   |                        | _                                       | -  | -                      |       |
|--------|---------------------------------------|---|--|---------------------------------|--------------------|---|-----------------------|-------------------|---|------------------------|---|--|------------------------|-------|
|        | Half-Year ended<br>30th April., 1850. | d.<br>8<br>10<br>6                                    | 9  | 3                               |                    | d.<br>8<br>10   | 5                     | II                | 1   |                        | d.                                      | 0<br>0<br>0<br>1<br>1<br>1   | -                      | 3     |
|        | Vear<br>April.                        | s.<br>IS  | 3 9<br>4 14<br>8 3                                   | 86 10                           |                    | 5 I4<br>7 9   | 40                    | 6                 | I   |                        | 5 4 Y                                   |  | 45 II                  | 1 7   |
|        | Half-Y                                | £<br>51<br>68   | 13<br>4<br>18  | 8                               |                    | 565<br>47   | 21<br>306             | 6                 | 106   |                        | IJ                                      | 103 4  | +                      | 411   |
|        |                                       | 11  |  |                                 |                    | : :   | : : :                 |                   |   |                        |   |  |                        | 1     |
|        | IAGE                                  |   |  | 2                               |                    |   | 10                    |                   |   |                        |   |  |                        |       |
|        | ARR                                   | 11  | ::   | TOTAL                           |                    |   | icket                 | 1                 | :   |                        |   | <br><br>   | :                      |       |
|        | OF C                                  |   |  |                                 | SES.               | 1 Sto   | T bu                  |                   |   | GES.                   | pense                                   | and C  |                        |       |
|        |                                       | ::  | ::   |                                 | DTRAFFIC EXPENSES. | Salaries and Wages, &c.<br>Fuel, Lighting, Water and General Stores | Clothing              |                   | :   | CHARGES.               | Directors' Fees and Travelling Expenses | Auditors' Fees   | Miscellaneous Expenses |       |
|        | ND RENEWALS<br>AND WAGONS.            |   |  |                                 | Ex                 | nd Ge   | vertis                |                   |   |                        | ellin                                   | coun   | 0                      |       |
|        | REA<br>D W                            |   |  |                                 | FFIC               | &c.   | , Adv                 | nses              | TOTAL   | ERA                    | Trav                                    | y, Ac  | nses                   | TOTAL |
|        | AND<br>AN                             |   |  |                                 | TRA                | ages, Wa  | oner)                 | Expe              |   | GEN                    | s and                                   | retar<br>ss  | Expe                   |       |
|        | IRS                                   | als   | als  |                                 | 0.1                | nd W  | Station F             | eous              |   | EGENERAL               | Fees                                    | Fees<br>s'Fe<br>f Sec<br>pense<br>ng<br>rance  | eous                   | 10    |
|        | REPA                                  | CARRIAGES<br>Wages<br>Materials                       | Wagons   |                                 | 7                  | ies al  | ing,<br>Stat          | ellan             |   |                        | ctors'                                  | Auditors' Fees<br>Arbitrators' Fees<br>Salaries of Secre<br>Office Expenses<br>Advertising<br>Fire Insurance<br>Audit Office and | ellan                  |       |
|        | H-                                    | CARRI   | WAGO   |                                 |                    | Salar<br>Fuel,  | Cloth<br>Print        | Misc              |   |                        | Direc                                   | Audi<br>Arbit<br>Salar<br>Offic<br>Adve<br>Fire  | Misc                   |       |
|        | o.                                    | 0   |  |                                 |                    |   |                       |                   |   |                        |   |  |                        |       |
| TS.    | Half-Year ended<br>30th April, 1889.  | d.<br>22  | 3 4 00   | 3                               |                    | . 4 a   |                       |                   | 6   |                        |   | 0000000  |                        | 2 3   |
| RACTS. | Year<br>Apri                          | £ s.<br>4 14<br>7 14<br>12 9                          | 31 16<br>7 10<br>39 7                                |                                 |                    | £ s.<br>558 15<br>19 0  | 26 6<br>21 3<br>06 18 |                   | 956 I9  |                        | £ s.                                    | 16 16<br>38 17<br>38 17<br>17 11<br>3 18<br>9 5  | 21<br>#                | 356 2 |
| 110    | Half-<br>30th                         | *   |  |                                 |                    | Ń   | 67                    |                   | 6   |                        | H                                       | И  |                        | (C)   |
| 14     |                                       |   | 7<br>1<br>2  | e 0 e                           | 0                  |   |                       | P                 | П   | 0                      | 9                                       | 0 00   | 61                     | 00    |
|        | ar er<br>pril, 1                      | s. d.<br>0 2<br>6 1<br>10 4                           | 16<br>12<br>12                                       | 15                              | 3                  | 14 IO   |                       | ŵ                 | 17  | 12                     | 9                                       | 112  | ~                      | 13    |
|        | Half-Year ended<br>30th April, 1890.  | £<br>65<br>74<br>74                                   | 636<br>39  | 50                              | ti                 | 701   |                       | 42                | 219   | 30938                  | 575                                     | 108  | 207                    | 782   |
|        | 10000                                 |   | . : :  |                                 |                    |   |                       |                   | ve<br>  | :::                    |   | 11   |                        |       |
|        | Way, Works, &c.                       | WAY   | RKS-   |                                 |                    | TOTAL   |                       |                   | Wages connected with the Working of Locomotive<br>Engines |                        |   |  |                        | AL    |
|        | RKS,                                  | IENT<br>  | W 01   | 1 : :                           |                    | To  |                       |                   | Loco  |                        |   |  |                        | TOTAL |
|        | Wo                                    | RMAN  | LS &   | STATIONS AND BUILDINGS          |                    |   | POWER.                |                   | lo gu   |                        |   |  |                        |       |
|        | AY,                                   | DF PE   | SIGNA  |                                 |                    |   | Pow                   |                   | /orkii  | : :                    |   |  |                        |       |
| -      |                                       |   | ES, S  | D Bu                            |                    |   | IVE                   |                   | he W  | Coal                   |   |  |                        |       |
|        | E OF                                  | ENEW.   | BRIDG<br>  | NS AN                           | 1                  |   | -Locomotive           | 1                 | vith t<br>  | <br>ther S             |   | RS-  |                        |       |
|        | ANCI                                  | ND RE   | DS, E  | TION.                           | NED-               |   | 000                   | NSES              | ted v   | nd ot                  |   | REPAIRS-   |                        |       |
| 4      | TEN                                   | CE AI   | Roa  | 00                              | NTAI<br>77.        | . /4  | F                     | ZXPE              | onnec   |                        |   |  |                        |       |
|        | AIN                                   | NTENANCE<br>Salaries<br>Wages<br>Materials            | AIRS OF R<br>Wages<br>Materials                      | Mages<br>Materials              | ES MAINT           | 2   | B                     | I DNI             | ges con   | Tallov                 |   | ocomorrv<br>Wages<br>Materials   |                        |       |
|        | A MAINTENANCE OF                      | MAINTENANCE AND RENEWAL OF PERMANENT WAY-<br>Salaries | Repairs of Roads, Bridges, Signals & Works-<br>Wages | Repairs of<br>Wages<br>Material | MILES MAINTAINED-  | 5   |                       | RUNNING EXPENSES- | Wag   | Coal<br>Wate<br>Oil, T |   | Locomorrve<br>Wages<br>Materials   |                        |       |
| 4      |                                       | M   | R  | X                               | N                  | -   |                       | R                 |   |                        | -                                       | H  |                        |       |
|        | nded<br>1889.                         | d.  | I I<br>3   | 0 04                            | 9                  | 6   |                       | .p                | 0   | 4 (1                   | 9                                       | 6 4  | I                      | 2     |
|        | car e                                 | IS<br>IS  | 570 II<br>8 I2 I<br>18 I4                            | 5 I7<br>5 I8<br>8 9             | 1 1                | 1 15  |                       | i                 |   | 0 8<br>0 10            | 2 I9                                    | 92 5<br>67 19  | 0 5                    | 3 4   |
|        | Half-Year ended<br>30th April, 1889.  | £<br>65<br>54   | 570<br>18  | 26<br>10<br>13                  | 24                 | 621   |                       | 42                | 212   | 280                    | 532                                     | 60   | 160                    | 693   |
|        | 3 H                                   |   |  |                                 | -                  | 1   | 1                     | -                 | -   | -                      | -                                       |  | -                      | -     |

No. 13.-GENERAL BALANCE SHEET.

Gr.

|                    | £ s. d.<br>2,078 5 8<br>77 18 8<br>2815 4<br>839 3 1  | £4,504 14 7 |
|--------------------|---|-------------|
| 8go.               | By Cash in National Bank, Limited<br>, Amount due by the Grand Jury of the<br>County Clare for Guaranteed Dividend to<br>31st Oct., 1890, per Arbitrators' Award<br>Sudry Debors<br>H.M. Postmaster General<br>, Railway Clearing House<br>General Stores on hands  |             |
| 30th A pril, 1890. | o Divident Reserve FUND $f_{2}^{2}$ s. d. By claims Reserve FUND $f_{2}^{2}$ s. d. By claims House $f_{2}^{2}$ s. d. By claims House $f_{12}^{2}$ s. d. By claims House $f_{13}^{2}$ s. $g_{23}^{2}$ s. | £4:504 I4 7 |

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## No. 14.-MILEAGE STATEMENT.

| by Engines.                                  | 27                    |   |
|--|-----------------------|---|
| Miles Constructing,<br>or to be Constructed. | -                     |   |
| Miles<br>Constructed.                        | 27                    |   |
| Miles<br>Authorized.                         | 27                    |   |
|  | :                     |   |
|  | :                     |   |
|  | :                     |   |
|  | :                     |   |
|  |                       |   |
|  | Line owned by Company |   |
| -  |                       | 1 |

### Half-year ended 30th April, 1890. 26,178 No. 15 .- STATEMENT OF TRAIN MILEAGE. Passenger, Goods, and Cattle Trains ... Half-year ended 30th April, 1889. 26,253

OFFICES---39 DAME STREET, DUBLIN, 20th 7une, 1890.

JAMES F. LOMBARD, Chairman. 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.

20th June, 1889.

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

## 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.

20th June, 1890.

CRAIG, GARDNER & CO., Auditors.

Ðr.

West Clare Railway Company, Limited.

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### DIRECTORS' REPORT.

- ton y and -

NOTICE IS HEREBY GIVEN, that the Tenth Ordinary General Meeting of the Shareholders of the Company will be held at the Queen's Hotel, Ennis, on Monday, the 21st day of July, 1890, at Two o'clock, p.m., for the transaction of the business of a General Meeting.

The Transfer Books will be closed from the 15th to the 21st July, 1890, both days inclusive.

### By Order,

W. J. KENNEDY,

Secretary.

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Offices-39 DAME STREET, DUBLIN. 4th July, 1890.

Charles Chambers, Printer, 36 Dame-street, Dublin





